APPENDIX A

Notice of Preparation and Responses

Notice of Preparation

NOTICE OF PREPARATION
CITY OF ROSEVILLE GENERAL PLAN UPDATE
DRAFT ENVIRONMENTAL IMPACT REPORT

Date: August 26, 2019

To: State Clearinghouse, Placer County Clerk-Recorder, Responsible and Trustee Agencies, and other interested Agencies, Parties, and Organizations

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the City of Roseville General Plan Update and Notice of Public Scoping Meeting

NOP Comment Period: End of posting period is September 24, 2019 by 5:00 p.m.

Contact Information:
City of Roseville Development Services - Planning Division
Gina McColl, Associate Planner
311 Vernon Street
Roseville, CA 95678
Telephone: (916) 774-5452
E-mail: gmccoll@roseville.ca.us

NOTICE IS HEREBY GIVEN THAT the City of Roseville ("the City") will serve as Lead Agency in the preparation of an environmental impact report (EIR) addressing an update of the City's 2035 General Plan. This Notice of Preparation (NOP) is being distributed to responsible agencies, trustee agencies, and interested parties, as required by the California Environmental Quality Act (CEQA). The City invites comments on the scope of analysis, feasible mitigation measures for potential impacts of implementation of the General Plan Update, and alternatives that should be explored in the EIR. The City is particularly interested in responses that relate to the statutory responsibilities of responsible and trustee agencies.

NOP Response Period

Due to the time limits mandated by State law, your response to this NOP must be received by the City within 30 calendar days after receipt of this notice, and should be received by 5:00 p.m., September 24, 2019. Please send your response via U.S. Mail or e-mail using the contact information displayed above. Please provide contact information with each response, so that the City may request clarification, if needed. If a responsible or trustee agency fails by the end of this 30-day period to provide a response, the City will presume that the subject responsible or trustee agency does not have a response (CEQA Guidelines Section 15082[b][2]). Responsible and trustee agencies may request a meeting with the City to assist in determining the scope of analysis and other content of the EIR. Please use the contact information above to request such a meeting.

Scoping Meeting

The City will conduct a meeting to (1) inform the public and interested agencies about the General Plan Update; and (2) receive input on the scope of environmental issues to be addressed in the General Plan Update EIR, feasible mitigation for potential impacts, and the range of alternatives that should be evaluated. The date, time, and place of the meeting are as follows:

Tuesday, September 17th, 2019
2:00pm-4:00pm (Open House)
Civic Center Meeting Rooms 1 & 2
311 Vernon Street
Roseville, CA 95678

Those interested in attending the scoping meeting may participate at any time during the 2pm-4pm window – there will be no formal presentation.

Project-Related Documents

Please see the City's General Plan Update website for more information:

https://www.roseville.ca.us/government/departments/development_services/planning/projects_of_interest

(Click on the link to "2018 General Plan Update")

Project Location

Roseville is in Placer County, 15 miles northeast of downtown Sacramento. The Planning Area for this General Plan Update is the City's Sphere of Influence. The City's Sphere of Influence and current City limits are shown in **Figure 1.**

Background

The General Plan provides the basis for the City's regulation of the overall amount, character, and location of urban development, as well as preservation and natural resource conservation, economic development, transportation, safety, public facilities and services, and housing. As the City's "constitution," the General Plan fulfills State legal requirements for long-range comprehensive planning and provides a framework for the City to exercise its land use entitlement authority, as provided under State law. The General Plan identifies locations within the Planning Area where there is capacity for future growth and identifies how the City will protect, enhance, and maintain a high quality of life along with growth and development.

Because the General Plan includes projections of future development capacity, it serves as a tool for the City and other service providers to plan for services, facilities, infrastructure, and environmental mitigation. The General Plan provides a decision making guide – the City relies on the General Plan when reviewing private development applications, public investments, and other important actions to ensure that they are consistent with the General Plan. The General Plan also provides direction for agencies or organizations that do business or provide services in the City's Planning Area.

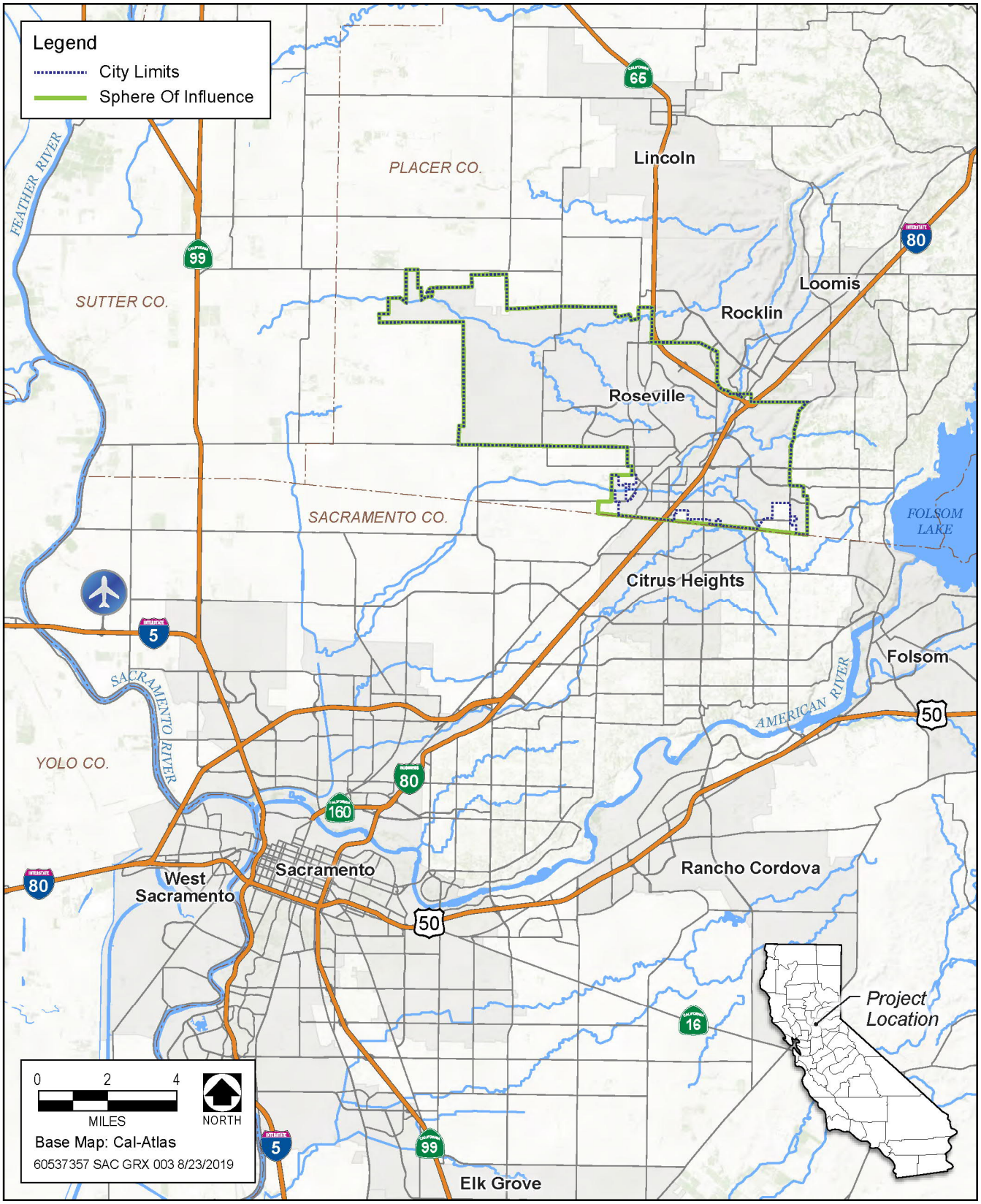

Figure 1 **Regional Location**

State law requires that a General Plan address seven topics: land use, circulation, housing, conservation, open space, noise, and safety (Government Code Sections 65300 et seq.). These topics can be addressed in individual elements (chapters), or organized and addressed in a different way at the discretion of the jurisdiction. Jurisdictions are also free to adopt additional elements covering subjects of particular interest. The existing General Plan addresses each of the required topics, along with optional elements for air quality and climate change, parks and recreation, and public facilities.

Project Description

The City's last comprehensive General Plan update was in 1992. The General Plan has been amended with the adoption of specific plans since then, with the most recent update in 2016 with the adoption of the Amoruso Ranch Specific Plan. The Housing Element was certified by the State Department of Community Development in 2013, addressing the Regional Housing Needs Allocation (RHNA) requirements for the planning period of 2013 to 2021. No changes to the Housing Element are proposed as part of this update. This is a focused General Plan Update. The focus is on compliance with State planning laws, the 2017 General Plan Guidelines, and updates to the California Environmental Quality Act (CEQA) Guidelines and precedent case law. The City is not pursuing changes to the Land Use Map or Sphere of Influence as a part of this Update.

In particular, the following revisions are anticipated as a part of this General Plan Update:

- **Circulation Element**: updates to reflect AB 1358 (Complete Streets) and SB 743 as it relates to active transportation and travel demand (vehicle miles traveled, or "VMT").
- **Air Quality & Climate Change Element**: updates to include feasible mitigation to reduce GHG emissions.
- **Open Space & Conservation Element**: updates to reflect State law related to Native American consultation.
- **Noise Element**: updates for clarity and to better balance the City's economic development goals with goals for land use and noise compatibility.
- **Throughout entire document**:
    - Revise outdated information, provide greater clarity, and eliminate unnecessary detail that is more appropriate for other City plans and documents.
    - Update goals, policies, and implementation measures consistent with current best practices, State laws, and the General Plan Guidelines.
    - Update the format to be more user friendly.

Probable Environmental Effects

The EIR will evaluate potential environmental impacts associated with adoption and implementation of the General Plan Update. The EIR will disclose potential impacts of the General Plan Update, propose feasible mitigation measures to avoid and/or reduce impacts deemed potentially significant, identify alternatives, and compare the environmental impacts of the alternatives to the impacts of the updated General Plan. The EIR will focus on impacts associated with implementing the updated General Plan compared to baseline conditions, which, in general, are existing physical conditions as of the publication of this NOP. Pursuant to Section 15063(a) of the CEQA Guidelines, no Initial Study will be

prepared. The EIR will evaluate the full range of environmental issues contemplated under CEQA and the CEQA Guidelines, as relevant, and as described below:

- **Aesthetics** – This section will present an analysis of potential impacts to aesthetics, including scenic vistas, scenic resources, and light and glare, as well as a discussion of visual changes that are inconsistent with applicable aesthetic regulations.

- **Agricultural Resources** – This section will present an analysis of potential impacts resulting from the conversion of agricultural land to non-agricultural uses. No property within the Planning Area is zoned as forestland, timberland, or a Timberland Production Zone. The Planning Area does not contain timberland as defined by Public Resources Code Section 4526 or contain 10 percent native tree cover that would be classified as forestland under Public Resources Code Section 12220(g). The EIR will not study Forestry Resources impacts.

- **Air Quality** – Construction and operation of land uses accommodated under the updated General Plan would generate air pollutant emissions. Earth is disturbed during site development activities, generating dust, and construction equipment will create short-term pollutant emissions. Development accommodated under the updated General Plan would result in additional vehicular traffic and demand for energy that would generate air pollution. Land use change under the updated General Plan could expose sensitive receptors to substantial pollutant concentrations and odors.

- **Biological Resources** – This section will address direct and indirect impacts to regulated waterways and wetlands, sensitive habitats and mature native trees, sensitive plants and wildlife, and wildlife movement corridors, and will include a discussion of potential conflicts with relevant biological resources policies or ordinances.

- **Cultural and Tribal Resources** – The EIR will examine potential adverse impacts on historical resources (or eligible historical resources), archaeological, and tribal cultural resources.

- **Energy** – This section will include an analysis of energy consumption attributable to implementation of the General Plan Update, with an emphasis on avoiding or reducing inefficient, wasteful, or unnecessary consumption of energy. The section will also include a discussion of potential conflicts with applicable plans for renewable energy or energy efficiency. Adverse physical environmental effects associated with energy demand within the Planning Area will be reported in relevant sections, such as Air Quality and Greenhouse Gas Emissions.

- **Geology and Soils** – This section will present an analysis of potential direct or indirect geological and seismic impacts from implementation of the General Plan Update, as well as potential effects related to paleontological resources and unique geologic features.

- **Greenhouse Gas Emissions** – The EIR will present an analysis of greenhouse gas emissions attributable to implementation of the General Plan Update and cumulative impacts related to climate change. The EIR will not analyze the impact of climate change or other environmental impacts on the Planning Area, except to the extent the General Plan Update would substantially exacerbate these hazards.

- **Hazards and Hazardous Materials** – This section will discuss impacts related to toxic substances, conflicts with emergency response, and direct or indirect wildfire risk resulting from implementation of the General Plan Update. The City's Planning Area is not located in safety zones or noise contours associated with airfields or airports that are a concern for land use compatibility planning for this General Plan Update and this issue will not be studied in detail in the EIR.

- **Hydrology and Water Quality** – The EIR will present an analysis of impacts of the General Plan Update related to drainage patterns, erosion, flooding, and water and groundwater quality within the Planning Area.

- **Land Use and Planning** – This section will discuss inconsistencies between the updated General Plan and applicable policies or regulations that were adopted with the express purpose of reducing or avoiding an environmental effect. This section will also examine potential impacts associated with physically dividing an established community.

- **Mineral Resources** – This section will examine impacts to mineral resources of value to the region and residents of the state from implementation of the General Plan Update.

- **Noise and Vibration** – This section will present an analysis of noise generation associated with implementation of the General Plan, as well as vibration impacts. The City's Planning Area is not located in noise contours associated with airfields or airports that are a concern for land use compatibility planning. This issue will not be studied in detail in the EIR.

- **Population and Housing** – This section will examine adverse physical environmental effects associated with inducing unplanned population growth and displacing substantial numbers of people or housing such that replacement housing would need to be constructed.

- **Public Services and Recreation** – The EIR will present an analysis of increased demand for public services, including police, fire, schools, parks, and recreation to the extent that this increased demand would require service extensions or expansions that could have potentially significant environmental impacts or cause a substantial physical deterioration of existing parks or recreational facilities.

- **Transportation** – The EIR will discuss potential conflicts with applicable policies related to circulation, including transit, roadway, bicycle, and pedestrian facilities and potential conflicts with State guidance related to increases in travel demand. The EIR will also present an analysis of potential impacts related to hazardous design features and emergency access.

- **Utilities and Service Systems** – This section will present an analysis of the potential impacts associated with changes to water supply, wastewater services, solid waste, drainage, electricity, natural gas, and telecommunications systems that would be required to serve demand generated under the General Plan Update.

The EIR will also discuss the cumulative impacts of the project in combination with other closely related past, present, and reasonably foreseeable probable future projects.

The EIR will describe and evaluate the comparative merits of a reasonable range of alternatives to the updated General Plan that would meet the basic project objectives and could avoid or substantially lessen one or more potentially significant impacts. The EIR will also present an analysis of the "no project alternative" and will identify the environmentally superior alternative. The EIR will briefly describe and explain alternatives that were eliminated from detailed consideration. The alternatives to be analyzed will be developed during the environmental review process and will consider input received during the public scoping process.

Notice of Preparation Responses

Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
North Central Region/Region 2
1701 Nimbus Road
Rancho Cordova, CA 95670
(916) 358-2900
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

September 24, 2019

Gina McColl
Associate Planner
City of Roseville Development Services - Planning Division
311 Vernon Street
Roseville, CA 95678

Subject: Notice of Preparation of a Draft Environmental Impact Report
City of Roseville General Plan Update
State Clearinghouse No. 2019080418

Dear Ms. McColl:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the City of Roseville General Plan Update (project) [State Clearinghouse No. 2019080418]. The Department is responding to the NOP as a Trustee Agency for fish and wildlife resources (California Fish and Game Code sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code sections 2080 and 2080.1).

The General Plan update is focused on compliance with State planning laws, the 2017 General Plan Guidelines, and updates to the CEQA Guidelines and case law. The update will include changes to the General Plan's Circulation Element, Air Quality & Climate Change Element, Open Space & Conservation Element, and Noise Element. The General Plan will also be updated throughout the entire document to revise outdated information, provide greater clarity, remove unnecessary detail, update goals, policies, and implementation measures, and update the format to be more user friendly.

COMMENTS AND RECOMMENDATIONS

The Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of those species (i.e., biological resources); and administers the Natural Community Conservation Planning Program (NCCP Program). The Department offers

the comments and recommendations presented below to assist the City of Roseville (City; the CEQA lead agency) in adequately identifying and/or mitigating the project's significant, or potentially significant, impacts on biological resources. The comments and recommendations are also offered to enable the Department to adequately review and comment on the proposed project with respect to impacts on biological resources. The Department recommends that the forthcoming DEIR address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable Department staff to adequately review and comment on the project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the City's Sphere of Influence, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats. The Department recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the City's Sphere of Influence, and a map that identifies the location of each habitat type. Adjoining habitat areas should also be included in this assessment where the implementation of the updated General Plan could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type within the City's Sphere of Influence and within adjacent areas that could be affected by the project. The Department's California Natural Diversity Database (CNDDB) in Sacramento should be contacted at (916) 322-2493 or bdb@wildlife.ca.gov to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed project.

   Please note that the Department's CNDDB is not exhaustive in terms of the data it houses, nor is it an absence database. The Department recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the City. In order to obtain a more complete list of special status species potentially present, the Department recommends that occurrences in quads adjacent to the City's Sphere of Influence be considered as well as those within.

3. A complete inventory of rare, threatened, endangered, and other sensitive species known to be located within the City's Sphere of Influence and within adjacent areas with the potential to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511).

Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the project area and should not be limited to resident species.

4. A thorough assessment of special status plants and natural communities within the City's Sphere of Influence and within adjacent areas with the potential to be affected.

5. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]).

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The DEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the project. To ensure that project impacts to biological resources are fully analyzed, the following information should be included in the DEIR:

1. A discussion of potential impacts from lighting, noise, human activity, and wildlife-human interactions created by zoning of development projects or other project activities adjacent to natural areas, exotic and/or invasive species, and drainage. The latter subject should address project-related changes on drainage patterns and water quality within, upstream, and downstream of the project site, including: volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site.

2. A discussion of potential indirect project impacts on biological resources, including resources in areas adjacent to the City's Sphere of Influence, such as nearby public lands (e.g. National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).

3. A cumulative effects analysis developed as described under CEQA Guidelines § 15130. Please include all potential direct and indirect project related impacts to riparian areas, wetlands, vernal pools, aquatic habitats, oak woodlands, wildlife corridors or wildlife movement areas, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Mitigation Measures for Project Impacts to Biological Resources

The DEIR should include appropriate and adequate avoidance, minimization, and/or mitigation measures for all direct, indirect, and cumulative impacts that are expected to occur as a result of the implementation of the General Plan Update. When proposing measures to avoid, minimize, or mitigate impacts, the Department recommends consideration of the following:

1. *Fully Protected Species*: Fully Protected Species (Fish and Game Code § 3511) may not be taken or possessed at any time. The project should be designed so that its implementation completely avoids any fully protected species that have the potential to be present within or adjacent to the City's Sphere of Influence. The Department also recommends that the DEIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. The Department recommends that the City include in the analysis how appropriate avoidance, minimization and mitigation measures will reduce indirect impacts to fully protected species.

2. *Sensitive Plant Communities*: The Department considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from project-related direct and indirect impacts.

3. *Mitigation*: The Department considers adverse project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement should be evaluated and discussed in detail. If onsite mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, offsite mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

   The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc. Mitigation measures for impacts to burrowing owls or their habitat should be designed in accordance with the Department's 2012 Staff Report on Burrowing Owl

Mitigation (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843). Future projects' mitigation strategies should be formulated in advance and included in their CEQA documents rather than deferred until after the results of pre-construction surveys are available.

The proposed Placer County Conservation Program (PCCP) is a landscape-level plan designed to ensure that land will be managed to support the survival and well-being of covered species, as well as hundreds of other species that are dependent on the same habitat. The Department has been working cooperatively for many years with Placer County, City of Lincoln, Placer County Water Agency, United States Fish and Wildlife Service, National Marine Fisheries Service, United States Environmental Protection Agency, United States Corps of Engineers and the State Water Resources Control Board to develop the plan. It is a high priority to the Department. The PCCP recently completed public review and it is anticipated that it will be adopted in the near future. If projects implemented within the City's Sphere of Influence propose biological mitigation within the PCCP area, if any projects are proposed adjacent to the PCCP reserve system, or if any project activities may affect implementation of the PCCP, the Department recommends that the City consider these effects and coordinate with the Placer Conservation Authority to avoid any potential conflicts with the PCCP.

4. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

   The Department recommends that local onsite propagules from the project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in the near future in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various project components as appropriate.

Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

5. *Nesting Birds and Migratory Bird Treaty Act:* Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). In addition, sections 3503, 3503.5, and 3513 of the Fish and Game Code (FGC) also afford protective measures as follows: section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; section 3503.5 states that is it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

   If the project has the potential to cause impacts to nesting and migratory birds, the Department recommends that the DEIR contain specific measures to avoid those impacts. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate. The DEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the project site. If pre-construction surveys are proposed in the DEIR, the Department recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

6. *Moving out of Harm's Way:* If the project is anticipated to result in the clearing of natural habitats that support native species, a qualified biologist may be retained to move out of harm's way wildlife that would otherwise be injured or killed from project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise be injured or killed, and individuals should be moved only as far as necessary to ensure their safety. Please note that temporary relocation of onsite wildlife does not effectively mitigate for project impacts associated with habitat loss.

7. *Translocation of Species*: The Department generally does not support the use of relocation, salvage, and/or transplantation as the sole mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful.

California Endangered Species Act

The Department is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to the California Endangered Species Act (CESA). The Department recommends that a CESA Incidental Take Permit (ITP) be obtained if the project has the potential to result in "take" (California Fish and Game Code section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the project. CESA ITPs are issued to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

The Department encourages early consultation, as significant modification to the proposed project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. Please note that the proposed avoidance, minimization, and mitigation measures must be sufficient for the Department to conclude that the project's impacts are fully mitigated and the measures, when taken in aggregate, must meet the full mitigation standard.

Lake and Streambed Alteration Program

Fish and Game Code section 1602 requires an entity to notify the Department prior to commencing any activity that may do one or more of the following: substantially divert or obstruct the natural flow of any river, stream or lake; substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the floodplain of a body of water. The notification should include maps, preferably using aerial photographs as backgrounds, of all rivers, streams, and lakes in the area of the activity, as well as any riparian habitat, associated wetlands, floodplains, high-flow channels, associated vernal pools, and any other habitats associated with the rivers, streams, and/or lakes. *The maps should not be limited to Waters of the United States or the jurisdiction of any other agencies, as river, stream, and lake-associated habitats often extend beyond those limits.* Maps of vernal pools should document the hydrologic connectivity, if it exists, to nearby streams and/or to other pools, or any other wetlands. The notification should also include maps showing the proposed activity's temporary and permanent impacts on the mapped rivers, streams, and/or lakes as well as their associated habitats.

Upon receipt of a complete notification, the Department determines if the proposed project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. A LSA Agreement includes measures necessary to protect existing fish and wildlife resources.

The Department may suggest ways to modify the proposed activity that would eliminate or reduce harmful impacts to fish and wildlife resources.

The Department's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with the Department is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to https://www.wildlife.ca.gov/Conservation/LSA/Notify-CDFW.

Further Coordination

The Department appreciates the opportunity to comment on the NOP of a DEIR for the City of Roseville General Plan Update (SCH No. 2019080418) and recommends that the City address the Department's comments and concerns in the forthcoming DEIR.

If you should have any questions pertaining to the comments provided in this letter or wish to schedule a meeting and/or site visit, please contact Environmental Scientist Gabriele Quillman at (916) 358-2955 or at gabriele.quillman@wildlife.ca.gov.

Sincerely,

Jeff Drongesen
Environmental Program Manager

ec: Kelley Barker, Kelley.barker@wildlife.ca.gov
Gabriele Quillman, Gabriele.quillman@wildlife.ca.gov
Department of Fish and Wildlife

State ClearingHouse, state.clearinghouse@opr.ca.gov

Gregg McKenzie, gamckenz@placer.ca.gov
Placer County Community Development Resource Agency

Literature Cited

California Department of Fish and Wildlife. 2012. Staff Report on Burrowing Owl Mitigation. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843.

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California. http://vegetation.cnps.org/.

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4286
FAX (530) 741-4245
TTY 711
www.dot.ca.gov/dist3

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Making Conservation a California Way of Life.

October 24, 2019

GTS# 03-PLA-2019-00468

City of Roseville Development Services – Planning Division
Gina McColl
Assistant Planner
311 Vernon Street
Roseville, CA 95678

Gina McColl – Notice of Preparation of a Draft Environmental Impact Report

Dear Ms. McColl:

Thank you for including California Department of Transportation (Caltrans) in the preliminary review process for the City of Roseville (City) 2035 General Plan update. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/heath. We provide these comments consistent with the state's mobility goals that support a vibrant economy and build communities.

Vehicle Miles Traveled (VMT) Requirements
Senate Bill 743 (2013) mandates that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all development projects under CEQA, starting July 1, 2020.

As the City begins to update its General Plan, Caltrans anticipates (given the lengthy nature of General Plan analysis and approval processes) that it will reflect a VMT metric and thresholds for land use projects and supports the use of VMT as a metric for transportation projects. Caltrans would like to meet with the City's traffic engineers to discuss the scope of the traffic study and if the City plans to develop its own thresholds or use those established by the Office of Planning and Research.

For more information see the 2018 CEQA Guidelines update and the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

If you have questions regarding these comments or require additional information, please contact Shannon Roberts, Intergovernmental Review Coordinator for Placer County, by phone (530) 740-4989 or via email to Shannon.T.Roberts @dot.ca.gov.

Sincerely,

Kevin Yount, Branch Chief
Office of Transportation Planning
Regional Planning Branch – East

CALIFORNIA
Water Boards

GAVIN NEWSOM
GOVERNOR

JARED BLUMENFELD
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

11 September 2019

Gina McColl
City of Roseville
311 Vernon Street
Roseville, CA 95678

CERTIFIED MAIL
7019 0700 0002 0112 0088

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, CITY OF ROSEVILLE GENERAL PLAN UPDATE PROJECT, SCH#2019080418, PLACER COUNTY

Pursuant to the State Clearinghouse's 26 August 2019 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the City of Roseville General Plan Update Project, located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental

Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website: http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at: http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

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[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.

There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: https://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/regulatory_information/for_growers/coalition_groups/ or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100**. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 11-100 acres are currently $1,277 + $8.53/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited*

Threat Discharges to Surface Water (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4812 or Jordan.Hensley@waterboards.ca.gov.

Jordan Hensley
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Gerken, Matthew

From: McColl, Gina <GMcColl@roseville.ca.us>
Sent: Thursday, September 5, 2019 2:52 PM
To: Gerken, Matthew
Subject: FW: General Plan Update NOP

FYI: 1st response on the NOP

Thank you,

Gina McColl
Associate Planner
Development Services Dept.- Planning Division
o: (916) 774-5452
f: (916) 774-5126
Office Hours: 8:30 am - 4:00 pm M-F
Working together to build a quality community.

Civic Center | 311 Vernon Street | Roseville, CA | 95678

From: Kempenaar, Casey [mailto:ckempenaar@citrusheights.net]
Sent: Wednesday, September 4, 2019 9:25 AM
To: McColl, Gina <GMcColl@roseville.ca.us>
Cc: Blomquist, Leslie <lblomquist@citrusheights.net>; Hodgkins, Stuart <shodgkins@citrusheights.net>
Subject: General Plan Update NOP

EXTERNAL: This email originated from outside of the organization. Do not click on any links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Gina:

We have reviewed the NOP for the General Plan Update.

We have no comments at this time, however, we would like to review the Circulation Element (SB743 related) information related to thresholds, mitigation, etc. as soon as feasible.

Good luck on the updated.

Thanks,

Casey Kempenaar, MPA, AICP
Planning Manager
ckempenaar@citrusheights.net
6360 Fountain Square Dr. | Citrus Heights, CA
(916) 727-4740 | www.citrusheights.net

September 24, 2019 via email: gmccoll@roseville.ca.us

City of Roseville Development Services – Planning Division
Gina McColl, Associate Planner
311 Vernon Street
Roseville, CA 95678

Subject: Notice of Preparation of an EIR for the City of Roseville General Plan Update

Dear Ms. McColl:

Placer County appreciates the opportunity to engage at this stage in the process. After reviewing the submitted information, the County finds that the scope of the issues proposed to be analyzed in the EIR appears adequate. The County does not have any specific comments on the scope of the EIR.

The County looks forward to reviewing the Draft EIR when it is available.

Thank you again for the opportunity to comment on the Notice of Preparation of an EIR for the City of Roseville General Plan Update.

Sincerely,

LEIGH CHAVEZ, PRINCIPAL PLANNER
ENVIRONMENTAL COORDINATOR

Second page info here.

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov

RECEIVED
SEP 17 2019
Planning Department

September 10, 2019

Gina McColl
Roseville, City of
311 Vernon Street
Roseville, CA 95678

RE: SCH# 2019080418, City of Roseville General Plan Update Project, Placer County

Dear Ms. McColl:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
   a. A brief description of the project.
   b. The lead agency contact information.
   c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
   d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
   a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
   a. Alternatives to the project.
   b. Recommended mitigation measures.
   c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.
   d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
   a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
   b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Staff Services Analyst

cc: State Clearinghouse

Placer County
AIR POLLUTION CONTROL DISTRICT

110 Maple Street, Auburn, CA 95603 • (530) 745-2330 • Fax (530) 745-2373 • www.placerair.org

Erik C. White, Air Pollution Control Officer

September 30, 2019 SENT VIA E-MAIL: gmccoll@roseville.ca.us

City of Roseville Development Services – Planning Division
Gina McColl, Associate Planner
311 Vernon Street
Roseville, CA 95678

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the City of Roseville General Plan Update

Ms. McColl,

Thank you for submitting the **Notice of Preparation of a Draft Environmental Impact Report for the City of Roseville General Plan Update Project** (Project) to the Placer County Air Pollution Control District (District) for review and comment. We apologize that this is past the deadline. The comments made are the ones we normally see as part of any general plan updates.

1. The District's CEQA Thresholds of Significance for criteria pollutants and Greenhouse Gas (GHG) are summarized in the tables below:

Criteria Pollutant Thresholds								
Construction Phase			Operational Phase Project-Level			Operational Phase Cumulative-Level		
ROG	NOx	PM_{10}	ROG	NOx	PM_{10}	ROG	NOx	PM_{10}
(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)	(lbs/day)
82	82	82	55	55	82	55	55	82

Greenhouse Gas Thresholds			
Bright-line Threshold 10,000 MT CO2e/yr			
Efficiency Matrix			
Residential		Non-residential	
Urban	Rural	Urban	Rural
(MT CO2e/capita)		(MT CO2e/1,000sf)	
4.5	5.5	26.5	27.3
De Minimis Level 1,100 MT CO2e/yr			

The District recommends applying the District's adopted thresholds to determine the level of significance for the Project's related criteria pollutants and GHG impacts.

2. The District's California Environmental Quality Act (CEQA) Air Quality 2017 Handbook (Handbook) provides recommended analytical approaches and feasible mitigation measures when preparing air quality analyses for land use projects. The Handbook is available on the District's website at http://www.placerair.org/landuseandceqa/ceqaairqualityhandbook. Except where noted below additional detail relating to the following recommended items can be found within the Handbook.

   - The Project is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the District. The SVAB is designated as nonattainment for federal and state ozone (O_3) standards, nonattainment for the federal particulate matter standard ($PM_{2.5}$) and state particulate matter standard (PM_{10}). Within the Air Quality section of the Initial Study, the District recommends the discussion include the area designations for the federal and state standards for the SVAB.

- The California Emissions Estimator Model (CalEEMod) is recommended when estimating the Project related air pollutants emissions from construction and operational phases. CalEEMod quantifies criteria pollutant emissions, including greenhouse gases (GHGs) from construction and operation (including vehicle use), as well as GHG emissions from energy production, solid waste handling, vegetation planting and/or removal, and water conveyance. In addition, CalEEMod calculates the benefits from implementing mitigation measures, including GHG mitigation measures, developed and approved by CAPCOA. Please contact the District for information on appropriate default settings applicable to the project area.

  The District requests copies of all modeling analysis files during the review of the DEIR for public review and comment.

- In the event the air quality analysis demonstrates the potential for the Project to cause or generate significant adverse air quality related impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. Additional mitigation measures can be found in the District's CEQA Handbook within the following related appendices.

  Appendix A. District Rules and Regulations (Construction and Operational)

  Appendix C. Recommended Mitigation Measures (Construction)

  Appendix E. Recommended Mitigation Measures (Operational)

  Appendix F. Mitigation Measures (Greenhouse Gases)

- As previously stated, the Project is located within the SVAB and is designated nonattainment for the $PM_{2.5}$ standard. PM has been linked to a range of serious respiratory and cardiovascular health problems.[1] Wood burning devices are a source of PM emissions which contribute to the region's air pollution. The District recommends that the construction, installation or use of wood burning devices be prohibited within the Project area. Only natural gas or propane fired fireplace appliances shall be allowed. These appliances shall be clearly delineated on the Floor Plans submitted in conjunction with the Building Permit application.

- The District recommends a CALINE 4 modeling analysis for carbon monoxide (CO) concentration be performed and discussed within the environmental document either of the following scenarios is true for any intersection affected by the project traffic, the project should conduct a site-specific CO dispersion modeling analysis to evaluate the potential local CO emission impact at roadway intersections:

  - A traffic study for the project indicates that the peak-hour LOS on one or more streets or at one or more intersections (both signalized and non-signalized) in the project vicinity will be degraded from an acceptable LOS (e.g., A, B, C, or D) to an unacceptable LOS (e.g., E or F); or

  - A traffic study indicates that the project will substantially worsen an already existing unacceptable peak-hour LOS on one or more streets or at one or more intersections in the project vicinity. "Substantially worsen" includes situations where a delay would increase by 10 seconds or more when project-generated traffic is included.

Thank you for allowing the District this opportunity to review the project proposal. Please do not hesitate to contact me at 530.745.2327 or ahobbs@placer.ca.gov if you have any questions.

Sincerely,

Ann Hobbs
Associate Planner
Planning & Monitoring Section

1 http://www.epa.gov/ncer/science/pm/

RD1000

September 24, 2019

Gina McColl, Associate Planner
City of Roseville Development Services – Planning Division
311 Vernon Street
Roseville, CA 95678

Subject: **Comments on Notice of Preparation of Draft Environmental Impact Report (DEIR) for City of Roseville General Plan Update**

Dear Ms. McColl:

Reclamation District No. 1000 (RD 1000; District) appreciates the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the City of Roseville General Plan Update (Plan). RD 1000 is the entity responsible for the operation and maintenance of the levees and drainage system protecting the Natomas Basin in Sacramento and Sutter counties. Minimizing the impacts of flooding for human safety, health, and welfare is RD 1000's sole mission. As such, the District has been working closely with the Sacramento Area Flood Control Agency (SAFCA), State Central Valley Flood Protection Board and U.S. Army Corps of Engineers (USACE) on levee improvements to provide a minimum of 200-year flood protection to the system commensurate with the flood risk, as required by State Urban Level of Flood Protection standards.

Due to the nature of the items to be considered in the Plan coupled with RD 1000's mission to minimize impacts of flooding, the District requests the DEIR specifically address the following comments:

<u>Hydraulic Impact Analysis.</u>

- The hydraulic impact analysis should evaluate changes to peak stage for the 10 – 200-year flood events, as required by the State's Urban Level of Flood Protection (ULOP).
- The evaluation of hydraulic impacts should focus on mitigating increases in peak flood stage, as well as changes in the duration of flooding and changes in velocity that have the potential to increase erosion. This is particularly true for downstream levee systems that have a short hydrograph. Extending the duration of high water on these levee systems may result in increased performance issues associated with seepage both through and under the levees. The District requests that the DEIR disclose the change in duration of flood events and determine whether that change adversely effects downstream levee systems. Mitigation measures could be considered that include alternatives such as groundwater recharge, metering the water more slowly out of detention basins, or storage of the water for use.

- RD 1000 is concerned the potential impacts of increased storm water drainage flows into upstream tributaries for past projects; and potential future projects may increase flood risks downstream. Mitigating increased runoff is crucial in order to avoid downstream impacts to critical flood infrastructure. Mitigation measures in the DEIR should consider all potential hydrologic impacts; specifically, increases to peak and base flows, the duration of runoff, duration of peak flows, and the subsequent increased periods of high velocities.

- Hydrographs for smaller systems tend to have shorter hydrographs. Past performance is based on this tendency and is considered in the design of downstream levee improvements. If detention is the alternative used to mitigate increases in peak flow, it can result in the adverse impact of extending the duration of the hydrograph. This has the potential to increase geotechnical problems, such as slope stability and under seepage, and can contribute to an increase of erosion potential, all of which would increase flood risk and create increased Operations and Maintenance (O&M) costs for downstream critical flood infrastructure. In addition, to peak flows and duration, upstream development typically results in higher base flows due to runoff from landscaping, wastewater treatment discharge, or other discharges associated with urbanization. Increasing base flows may also result in increased vegetation growth, erosion, and beaver activity; thus, causing an increase in downstream O&M costs.

Any of the impacts discussed in this letter could have detrimental downstream effects that not only could increase flood risk to public safety but could also result in increased O&M costs for RD 1000 that may be required in order to mitigate potential Plan impacts. Flood risk may include erosion, increased vegetation, or potential impacts to channel maintenance or downstream flood infrastructure due to an increased duration of peak runoff and peak flows.

Therefore, RD 1000 believes thorough hydraulic impact analysis is a critical component of the DEIR. The Plan should consider any planned future development within the area that may contribute to cumulative downstream effects on both stage and duration of peak flows.

The District appreciates the opportunity to review and comment on Notice of Preparation for the DEIR for the General Plan Update. The District is prepared to work with the City of Roseville to ensure the Plan impacts are appropriately addressed and mitigated. Should there be further questions or the need for additional clarification on the information provided, please contact me directly via email (kking@rd1000.org) or phone (916) 922-1449.

Sincerely,

Reclamation District 1000

Kevin L. King
General Manager

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Gavin Newsom
Governor

Kate Gordon
Director

Notice of Preparation

RECEIVED
JUL 30 2019
Planning Department

August 26, 2019

To: Reviewing Agencies

Re: City of Roseville General Plan Update
SCH# 2019080418

Attached for your review and comment is the Notice of Preparation (NOP) for the City of Roseville General Plan Update draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Gina McColl
Roseville, City of
311 Vernon Street
Roseville, CA 95678

with a copy to the State Clearinghouse in the Office of Planning and Research at state.clearinghouse@opr.ca.gov . Please refer to the SCH number noted above in all correspondence concerning this project on our website: https://ceqanet.opr.ca.gov/2019080418/2.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

cc: Lead Agency

NOP Distribution List

County: Placer CR

SCH# 2019080418

esources Agency

- [ ] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Denise Peterson
- [ ] **California Coastal Commission**
  Allyson Hitt
- [ ] **Colorado River Board**
  Elsa Contreras
- [x] **Dept. of Conservation**
  Crina Chan
- [x] **Cal Fire**
  Dan Foster
- [x] **Central Valley Flood Protection Board**
  James Herota
- [ ] **Office of Historic Preservation**
  Ron Parsons
- [ ] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve Goldbeck
- [ ] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Wildlife

- [ ] **Depart. of Fish & Wildlife**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Wildlife Region 1**
  Curt Babcock
- [ ] **Fish & Wildlife Region 1E**
  Laurie Harnsberger
- [x] **Fish & Wildlife Region 2**
  Jeff Drongesen
- [ ] **Fish & Wildlife Region 3**
  Craig Weightman
- [ ] **Fish & Wildlife Region 4**
  Julie Vance
- [ ] **Fish & Wildlife Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6**
  Tiffany Ellis
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6 I/M**
  Heidi Calvert
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Wildlife M**
  William Paznokas
  Marine Region

Other Departments

- [ ] **California Department of Education**
  Lesley Taylor
- [x] **OES (Office of Emergency Services)**
  Monique Wilber
- [ ] **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] **Dept. of General Services**
  Cathy Buck
  Environmental Services Section
- [x] **Housing & Comm. Dev.**
  CEQA Coordinator
  Housing Policy Division

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Erik Vink
- [ ] **Delta Stewardship Council**
  Anthony Navasero
- [ ] **California Energy Commission**
  Eric Knight
- [x] **Native American Heritage Comm.**
  Debbie Treadway
- [x] **Public Utilities Commission**
  Supervisor
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [x] **State Lands Commission**
  Jennifer Deleong
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Cal State Transportation Agency CalSTA

- [ ] **Caltrans - Division of Aeronautics**
  Philip Crimmins
- [ ] **Caltrans – Planning HQ LD-IGR**
  Christian Bushong
- [x] **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects

Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [x] **Caltrans, District 3**
  Susan Zanchi
- [ ] **Caltrans, District 4**
  Patricia Maurice
- [ ] **Caltrans, District 5**
  Larry Newland
- [ ] **Caltrans, District 6**
  Michael Navarro
- [ ] **Caltrans, District 7**
  Dianna Watson
- [ ] **Caltrans, District 8**
  Mark Roberts
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Jacob Armstrong
- [ ] **Caltrans, District 12**
  Maureen El Harake

Cal EPA

Air Resources Board

- [x] **Airport & Freight**
  Jack Wursten
  - [ ] **Transportation Projects**
    Nesamani Kalandiyur
  - [ ] **Industrial/Energy Projects**
    Mike Tollstrup
- [ ] **California Department of Resources, Recycling & Recovery**
  Kevin Taylor/Jeff Esquivel
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [x] **State Water Resources Control Board**
  Cindy Forbes – Asst Deputy
  Division of Drinking Water
- [ ] **State Water Resources Control Board**
  Div. Drinking Water #_____
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- [x] **Dept. of Toxic Substances Control Reg. #**_____
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [ ] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [x] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] **Other** _____
  _____
  _____
- [ ] _____
  Conservancy

Last Updated 5/22/18

APPENDIX B

Air Quality and Greenhouse Gas Emissions

PCAPCD Thresholds of Significance
PCACPD CEQA Guidelines Update 2017

Criteria Air Pollutants:

	ROG (lb/day)	NOX (lb/day)	PM10 (lb/day)
Construction	82	82	82
Operational (Project-Level)	55	55	82
Operational (Cumulative-Level)	55	55	82

Thresholds of Significance Justification Report (2016):
https://www.placer.ca.gov/DocumentCenter/View/2061

GHGs:

Bright-Line Thresholds for Land Use and Stationary Project			
10,000 MT CO2e/yr			
Efficiency Matrix			
Residential		Non-Residential	
Urban	Rural	Urban	Rural
(MT CO2e/capita)		(MT CO2e/1,000 sf)	
4.5	5.5	26.5	27.3
De Minimus Level 1,100 MT CO2e/yr			

GHG Emissions Summary

New Development, as Proposed under the General Plan Buildout

Emissions Source	GHG Emissions ($MTCO_2e$ / year)
Construction GHG Emissions	
Maximum Annual Construction Emissions	54,820
Total Construction Emissions of Full Buildout	548,204
Operational GHG Emissions	
Area	37,040
Energy	108,513
Mobile[1]	502,823
Waste	28,731
Water	13,452
Total Annual Operational Emissions	**690559**
Total[4] Annual Operational + Amortized Construction Emissions	**708,833**
Total\[4] Annual Project Emissions per 1,000 Square Feet[2]	**10.33**
PCAPCD GHG Efficiency Threshold	***27.3***
Total[4] Annual Project Emissions per Service Population[3]	**11.39**
2030 Statewide GHG Efficiency Threshold	***2.32***
Exceed threshold?	**Yes**

Notes:

[1] Mobile emissions are calculated outside of CalEEMod using EMFAC 2017 emissions rates and VMT from the Transportation Impact Analysis.
[2] Annual project emissions (amortized construction + operational) per 1,000 square feet calculated based upon new development of approximately 68,600,861 square feet with buildout of the General Plan.
[3] Annual project emissions (amortized construction + operational) are calculated based upon estimated additional population and employment with new development under the General Plan.
[4] Totals may not add due to rounding.

Source: Modeled by AECOM in 2019

Existing in City of Rosevilee + New with the General Plan Buildout

Emissions Source	GHG Emissions ($MTCO_2e$ / year)
Construction GHG Emissions	
Maximum Annual Construction Emissions	54,820
Total Construction Emissions of Full Buildout	548,204
Operational GHG Emissions	
Area	115,302
Energy	303,238
Mobile[1]	1,071,201
Waste	87,758
Water	33,268
Total Annual Operational Emissions	**1,610,767**
Total[4] Annual Operational + Amortized Construction Emissions	**1,629,040**
Total\[4] Annual Project Emissions per 1,000 Square Feet[2]	**9.07**
PCAPCD GHG Efficiency Threshold	***27.3***
Total[4] Annual Project Emissions per Service Population[3]	**5.12**
2030 Statewide GHG Efficiency Threshold	***2.32***
Exceed threshold?	**Yes**

Notes:

[1] Mobile emissions are calculated outside of CalEEMod using EMFAC 2017 emissions rates and VMT from the Transportation Impact Analysis.
[2] Annual project emissions (amortized construction + operational) per 1,000 square feet calculated based upon total Land Use in Planning Area with buildout of 2035 General Plan Updtae (approximately 68,600,861 square feet of development).
[3] Annual project emissions (amortized construction + operational) per service population are calculated based upon estimate of 198,000 residents + 120,000 employees in the City of Roseville in 2035 with buildout of the 2035 General Plan Update (See General Plan Land Use Element)
[4] Totals may not add due to rounding.

Source: Modeled by AECOM in 2019

Criteria Air Pollutant Emissions

Construction-related Emissions

Max Single-Year Construction Scenario (2021)		Unmitigated Maximum Daily Emissions (lb/dy)							
Construction Phase		VOC	NOX	PM10 Fugitive Dust	PM10 Exhaust	PM10 Total	PM2.5 Fugitive Dust	PM2.5 Exhaust	PM2.5 Total
Demolition	*on-site*	3.3121	33.201	0	1.6587	1.6587	0	1.5419	1.5419
	off-site	0.0563	0.0401	0.1232	0.00078	0.12398	0.0327	0.00072	0.03342
	Sub-total	*3.3684*	*33.2411*	*0.1232*	*1.65948*	*1.78268*	*0.0327*	*1.54262*	*1.57532*
Site Preparation	*on-site*	4.0765	42.4173	18.0663	2.1974	20.2637	9.9307	2.0216	11.9523
	off-site	0.0676	0.0482	0.1479	0.00094	0.14884	0.0392	0.00087	0.04007
	Sub-total	*4.1441*	*42.4655*	*18.2142*	*2.19834*	*20.41254*	*9.9699*	*2.02247*	*11.99237*
Grading	*on-site*	4.4501	50.1975	8.6733	2.1739	10.8472	3.5965	2	5.5965
	off-site	0.0751	0.0535	0.1643	0.00104	0.16534	0.0436	0.00096	0.04456
	Sub-total	*4.5252*	*50.251*	*8.8376*	*2.17494*	*11.01254*	*3.6401*	*2.00096*	*5.64106*
Building Construction	*on-site*	2.1198	19.186	0	1.1171	1.1171	0	1.0503	1.0503
	off-site	24.1855	230.4032	50.0247	1.211	51.2357	13.5517	1.15	14.7017
	Sub-total	*26.3053*	*249.5892*	*50.0247*	*2.3281*	*52.3528*	*13.5517*	*2.2003*	*15.752*
Paving	*on-site*	1.3566	14.0656	0	0.7528	0.7528	0	0.6926	0.6926
	off-site	0.0563	0.0401	0.1232	0.00078	0.12398	0.0327	0.00072	0.03342
	Sub-total	*1.4129*	*14.1057*	*0.1232*	*0.75358*	*0.87678*	*0.0327*	*0.69332*	*0.72602*
Architectural Coating	*on-site*	468.8793	1.6838	0	0.1109	0.1109	0	0.1109	0.1109
	off-site	3.4327	2.4455	7.5083	0.0477	7.556	1.9916	0.044	2.0356
	Sub-total	*472.312*	*4.1293*	*7.5083*	*0.1586*	*7.6669*	*1.9916*	*0.1549*	*2.1465*
Total		**512.0679**	**393.7818**	**84.8312**	**9.27304**	**94.10424**	**29.2187**	**8.61457**	**37.83327**

Maximum Single-Year Construction Scenario (2021)

Construction Phase	Maximum Daily Emissions (lb/dy)		
	VOC	NO_X	PM_{10}
Demolition	3	33	2
Site Preparation	4	42	20
Grading	5	50	11
Building Construction	26	250	52
Paving	1	14	1
Architectural Coating	472	4	8
Maximum Daily Emissions	**512**	**394**	**94**
PCAPCD Thresholds of Significance	**82**	**82**	**82**
Does Project Exceed Thresholds?	**Yes**	**Yes**	**Yes**

Notes: lb/day = pounds per day; VOC = volatile organic compounds; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; PCAPCD = Placer County Air Pollution Control District.

Source: AECOM 2019

Operational Emissions

Summary of CalEEMod Modeled Maximum Daily Long-Term Operational Emissions of Criteria Air Pollutants and Precursors[1]

Emissions Source	Daily Emissions (lbs/day)		
	ROG	NO_X	PM_{10}
Area	38745	748	6437
Energy	26	227	18
Mobile[2]	167	1701	659
Total Daily Operational Emissions[3]	**38937**	**2676**	**7114**
PCAPCD Thresholds of Significance	**55**	**55**	**82**
Does Project Exceed Thresholds?	**Yes**	**Yes**	**Yes**

Notes: lbs/day = pounds per day; ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; PCAPCD = Placer County Air Pollution Control District.

[1] Operational emissions were modeled for full buildout year 2035.
[2] Mobile emissions are calculated outside of CalEEMod using EMFAC 2017 emissions rates and VMT from the Transportation Impact Analysis.
[3] Total emissions may not add correctly due to rounding.

Source: AECOM 2019

Criteria Air Pollutant Emissions

Construction-related Emissions

Max Single-Year Construction Scenario (2021)		Mitigated Maximum Daily Emissions (lb/dy)							
Construction Phase		VOC	NOX	PM10 Fugitive Dust	PM10 Exhaust	PM10 Total	PM2.5 Fugitive Dust	PM2.5 Exhaust	PM2.5 Total
Demolition	*on-site*	0.4623	2.0032	0	0.0616	0.0616	0	0.0616	0.0616
	off-site	0.0563	0.0401	0.1232	0.00078	0.12398	0.0327	0.00072	0.03342
	Sub-total	*0.5186*	*2.0433*	*0.1232*	*0.06238*	*0.18558*	*0.0327*	*0.06232*	*0.09502*
Site Preparation	*on-site*	0.4656	2.0175	7.0485	0.0621	7.1106	3.873	0.0621	3.9351
	off-site	0.0676	0.0482	0.1479	0.00094	0.14884	0.0392	0.00087	0.04007
	Sub-total	*0.5332*	*2.0657*	*7.1964*	*0.06304*	*7.25944*	*3.9122*	*0.06297*	*3.97517*
Grading	*on-site*	0.7616	3.3	3.3826	0.1015	3.4841	1.4026	0.1015	1.5041
	off-site	0.0751	0.0535	0.1643	0.00104	0.16534	0.0436	0.00096	0.04456
	Sub-total	*0.8367*	*3.3535*	*3.5469*	*0.10254*	*3.64944*	*1.4462*	*0.10246*	*1.54866*
Building Construction	*on-site*	0.3278	2.2347	0	0.0408	0.0408	0	0.0408	0.0408
	off-site	24.1855	230.4032	50.0247	1.211	51.2357	13.5517	1.15	14.7017
	Sub-total	*24.5133*	*232.6379*	*50.0247*	*1.2518*	*51.2765*	*13.5517*	*1.1908*	*14.7425*
Paving	*on-site*	0.2805	1.2154	0	0.0374	0.0374	0	0.0374	0.0374
	off-site	0.0563	0.0401	0.1232	0.00078	0.12398	0.0327	0.00072	0.03342
	Sub-total	*0.3368*	*1.2555*	*0.1232*	*0.03818*	*0.16138*	*0.0327*	*0.03812*	*0.07082*
Architectural Coating	*on-site*	468.6668	0.1288	0	0.00396	0.00396	0	0.00396	0.00396
	off-site	3.4327	2.4455	7.5083	0.0477	7.556	1.9916	0.044	2.0356
	Sub-total	*472.0995*	*2.5743*	*7.5083*	*0.05166*	*7.55996*	*1.9916*	*0.04796*	*2.03956*
Total		**498.8381**	**243.9302**	**68.5227**	**1.5696**	**70.0923**	**20.9671**	**1.50463**	**22.47173**

Maximum Single-Year Construction Scenario (2021)

Construction Phase	Maximum Daily Emissions (lb/dy)		
	VOC	NO_X	PM_{10}
Demolition	0.5186	2.0433	0.18558
Site Preparation	0.5332	2.0657	7.25944
Grading	0.8367	3.3535	3.64944
Building Construction	24.5133	232.6379	51.2765
Paving	0.3368	1.2555	0.16138
Architectural Coating	472.0995	2.5743	7.55996
Maximum Daily Emissions	**472.0995**	**232.6379**	**51.2765**
PCAPCD Thresholds of Significance	**82**	**82**	**82**
Does Project Exceed Thresholds?	**Yes**	**Yes**	**No**

Notes: lb/day = pounds per day; VOC = volatile organic compounds; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; PCAPCD = Placer County Air Pollution Control District.

Source: AECOM 2019

Operational Emissions - Mobile

Mobile Sources Annual Emissions of Planning Area in 2035 with Buildout of General Plan

		Emissions (tons/yr)						MT / Year
Land Use	**Annual VMT[1]**	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**	**CO_2e**
Total	3,755,753,275	64.80	661.33	2,079.92	11.35	1,403.24	382.90	1,071,201.50

[1] Annual VMT is based upon Roseville_GP_VMT_Summary dated 10Jan2020

Mobile Sources Average Daily Emissionsof Planning Area in 2035 with Buildout of General Plan

	Emissions (lb/dy)					
Land Use	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Total	355.07	3,623.72	11,396.84	62.19	7,688.98	2,098.09

Mobile Sources Annual Emissions of New Development in 2035 General Plan

		Emissions (tons/yr)						MT / Year
Land Use	**Annual VMT[1]**	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**	**CO_2e**
Total	1,762,952,920	30.42	310.43	976.32	5.33	658.68	179.73	502,822.65

[1] Annual VMT is based upon Roseville_GP_VMT_Summary dated 10Jan2020 for the Delta from Baseline to 2035 Cumultive + Project

Mobile Sources Average Daily Emissionsof New Development in General Plan

	Emissions (lb/dy)					
Land Use	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Total	166.67	1,700.97	5,349.68	29.19	3,609.21	984.84

Exhaust Emission Factors:

			Emission Factors (g/mile)						
Vehicle Type	**Year**	**Vehicle Class**	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}[1]**	**$PM_{2.5}$[1]**	**CO_2e**
Average Fleet	2035	Aggregate	0.016	0.160	0.502	0.003	0.054	0.023	285.213

[1] PM10 and PM2.5 are inclusive of BW and TW emissions

Source: EMFAC 2017

EMFAC 2017 Adjustment Factor: *Need to account for this (only applicable to light-duty vehicles (LDA, LDT1, LDT2, MDV)?*
https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf?utm_medium=email&utm_source=govdelivery

On-Road Fugitive Dust Emission Factors:

$EF_{DUST} = [(k(sL)^{0.91} \times (W)^{1.02}](1 - P/4N))$

Source: AP-42 Section 13.2.1 (Paved Roads) - http://www.epa.gov/ttnchie1/ap42/ch13/final/c13s0201.pdf

EF (PM10)	0.00062755	lb/VMT
EF (PM2.5)	0.000154035	lb/VMT

Variable	Value	Description	
k (PM10)	0.0022	particle size multiplier for particle size rangeand units of interest (lb/VMT)	
k (PM2.5)	0.00054	particle size multiplier for particle size rangeand units of interest (lb/VMT)	
sL	0.1	road surface silt loading (g/m^2)	
W	2.4	average weight (tons) of vehicles (2.4 tons)	
P	74	number of "wet" days with at least 0.254 mm (0.1 inches) of precipitation	*CalEEMod data for Placer-Sacramento
N	365	number of days in averaging period	

Conversion Factors:	
grams per pound:	*454*
pounds per ton:	*2,000*
pounds per metric ton:	*2,205*
days per year	*365*

Global Warming Potential[1]:	
CO2	1
CH4	28
N2O	265

[1]Per IPCC 5th Assessment Report (AR5)

Construction Energy Consumption

Maximum Annual Construction Scenario

Phase	Source	MT CO_2e/yr [a]	Fuel Type	Emission Factor (MT CO_2/gallon) [b]	Gallons/year
Demolition	Offroad Equip	445.10	Diesel	0.01016	43,809
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	13.23	Gas	0.008887	1,488
Site Prep	Offroad Equip	438.11	Diesel	0.01016	43,121
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	15.87	Gas	0.008887	1,786
Grading	Offroad Equip	714.02	Diesel	0.01016	70,278
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	17.63	Gas	0.008887	1,984
Building Construction	Offroad Equip	302.93	Diesel	0.01016	29,816
	Hauling	0.00	Diesel	0.01016	-
	Vendor	6621.61	Diesel	0.01016	651,733
	Worker	4029.23	Gas	0.008887	453,384
Paving	Offroad Equip	262.47	Diesel	0.01016	25,834
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	13.23	Gas	0.008887	1,488
Architectural Coating	Offroad Equip	33.26	Diesel	0.01016	3,273
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	805.85	Gas	0.008887	90,677
			Total	**Diesel**	**867,865**
				Gasoline	**550,807**

Notes:

Assumed amortization period is 30 years.

Sources:

[a] Modeled by AECOM in 2019;

[b] U.S. Energy Information Administration 2016 (https://www.eia.gov/environment/emissions/co2_vol_mass.php)

Amortization period (years):	30
Construction Buildout Period (years):	16

Factor:	MT/gallon
Diesel	1.02E-02
Gasoline	8.89E-03

Full Build-Out Scenario

Phase	Source	MT CO_2e [a]	Fuel Type	Emission Factor (MT CO_2/gallon) [b]	Gallons
Demolition	Offroad Equip	4451.01	Diesel	0.01016	438,092
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	132.25	Gas	0.008887	14,881
Site Prep	Offroad Equip	4381.13	Diesel	0.01016	431,213
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	158.70	Gas	0.008887	17,858
Grading	Offroad Equip	7140.23	Diesel	0.01016	702,778
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	176.33	Gas	0.008887	19,842
Building Construction	Offroad Equip	3029.29	Diesel	0.01016	298,159
	Hauling	0.00	Diesel	0.01016	-
	Vendor	66216.10	Diesel	0.01016	6,517,333
	Worker	40292.27	Gas	0.008887	4,533,844
Paving	Offroad Equip	2624.72	Diesel	0.01016	258,339
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	132.25	Gas	0.008887	14,881
Architectural Coating	Offroad Equip	332.57	Diesel	0.01016	32,733
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	8058.45	Gas	0.008887	906,769
			Total Demand	**Diesel**	**8,678,646**
				Gasoline	**5,508,075**

Notes:

Total construction demand determined based upon 10 times the maximum annual construction year (assumed to be 10% of total buildout)
Assumed amortization period is 30 years.

Sources:

[a] Modeled by AECOM in 2019;

[b] U.S. Energy Information Administration 2016 (https://www.eia.gov/environment/emissions/co2_vol_mass.php)

Full Build-Out Scenario

Phase	Source	MT CO_2e [a]	Fuel Type	Emission Factor (MT CO_2/gallon) [b]	Gallons
Demolition	Offroad Equip	4451.01	Diesel	0.01016	438,092
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	132.25	Gas	0.008887	14,881
Site Prep	Offroad Equip	4381.13	Diesel	0.01016	431,213
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	158.70	Gas	0.008887	17,858
Grading	Offroad Equip	7140.23	Diesel	0.01016	702,778
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	176.33	Gas	0.008887	19,842
Building Construction	Offroad Equip	3029.29	Diesel	0.01016	298,159
	Hauling	0.00	Diesel	0.01016	-
	Vendor	66216.10	Diesel	0.01016	6,517,333
	Worker	40292.27	Gas	0.008887	4,533,844
Paving	Offroad Equip	2624.72	Diesel	0.01016	258,339
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	132.25	Gas	0.008887	14,881
Architectural Coating	Offroad Equip	332.57	Diesel	0.01016	32,733
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	8058.45	Gas	0.008887	906,769
			Total Demand	**Diesel**	**8,678,646**
				Gasoline	**5,508,075**
			Amortized Annual Demands (over 30 years)	**Diesel**	**289,288**
				Gasoline	**183,602**
			Average Annual Demands (over 16 year Buildout Period)	**Diesel**	**542,415.40**
				Gasoline	**344,254.66**

Notes:

Total construction demand determined based upon 10 times the maximum annual construction year (assumed to be 10% of total buildout)

Assumed amortization period is 30 years.

Sources:

[a] Modeled by AECOM in 2019;

[b] U.S. Energy Information Administration 2016 (https://www.eia.gov/environment/emissions/co2_vol_mass.php)

Estimated Annual Operational Energy Demand

	Energy Consumption	Unit	Annual Energy Consumption (MMBTU/year)
Residential Infrastructure Operational Demand			
Electrical	539,229,600	kWh/year	8,335,001
Natural Gas	1,605,307,450	kBTU/year	1,605,307
Subtotal			***9,940,308***
Non-Residential Infrastructure Operational Demand			
Electrical	661,181,913	kWh/year	10,220,047
Natural Gas	1,016,858,440	kBTU/year	1,016,858
Subtotal			***11,236,905***
			21,177,214
Transportation Energy Demand			
Gasoline	91,582,729	Gallons/year	11,447,841
Diesel Fuel	29,422,382	Gallons/year'	4,063,091
Subtotal			***15,510,932***
Total			
Notes: kWh = kilowatt-hours; kBtu = thousand British thermal unit			
Source: AECOM 2019			

Conversion Factors

City of Roseville Electricity 15.45723919 MMBTU per MWh (or kBTU/kWh) Source: https://ww2.energy.ca.gov/almanac/electricity_data/web_qfer/Heat_Rates_cms.php

Category	Amount	Units	
Diesel (heat content)	5.8	MMBtu/barrel	http://www.theclimateregistry.org/wp-content/uploads/2017/05/2017-Climate-Registry-Default-Emission-Factors.pdf
Motor Gasoline	5.25	MMBtu/barrel	http://www.theclimateregistry.org/wp-content/uploads/2017/05/2017-Climate-Registry-Default-Emission-Factors.pdf
Natural Gas	0.1	MMBtu/therm	https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references
Propane	0.0913	MMBtu/gallon	https://www.eia.gov/environment/emissions/co2_vol_mass.php
Kerosene	0.135	MMBtu/gallon	https://www.eia.gov/environment/emissions/co2_vol_mass.php
Wood	20	MMBtu/cord	https://www.eia.gov/energyexplained/index.cfm?page=about_btu
Gallons per Barrel	42	gallons/barrel	http://www.theclimateregistry.org/wp-content/uploads/2017/05/2017-Climate-Registry-Default-Emission-Factors.pdf

Energy Demand by Land Use (CalEEMod output data)

Land Use	Natrual Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
Apartment - Low Rise	2.48E+08	9.23E+07
Congregate Care (Assisted Living)	3.31E+06	1.45E+06
Single Family Housing	1.30E+09	4.26E+08
Retirement Community	5.14E+07	1.99E+07
Total Residential	1.61E+09	5.39E+08
Arena	2.76E+07	1.25E+07
City Park	0	0
Elementary School	2.57E+07	1.53E+07
General Light Industry	9.37E+07	4.25E+07
Golf Course	0	0.00E+00
Government (Civic Center)	2.92E+07	1.77E+07
Hospital	1.52E+08	2.81E+07
Hotel	4.98E+07	1.23E+07
Industrial Park	2.17E+08	1.32E+08
Medical Office Building	1.66E+07	1.01E+07
Motel	1.31E+06	3.24E+05
Office Park	1.46E+08	1.41E+08
Place of Worship	1.88E+07	8.50E+06
Regional Shopping Center	2.05E+07	2.07E+07
Strip Mall	2.19E+08	2.20E+08
Total Non-Residential	1.02E+09	6.61E+08

Transportation Energy Consumption

	Annual VMT[a]	Fuel Consumption[b] (gallons per year)
Total	3,755,753,275.00	
Gasoline	3,234,905,448.63	91,582,729.16
Diesel	368,821,403.16	29,422,381.96

Fuel	% VMT by Fuel Type	Weighted Ave Fuel Consumption per VMT
Gasoline	0.86132001	0.02831079
Diesel	0.098201712	0.079774063

*Based upon EMFAC 2017 (see Tab EMFAC2017-EI-2011CLASS-Placer(SV)

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Placer (SV)
Calendar Year: 2035
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	% VMT	Trips	ROG_RUNEX	ROG_IDLEX	ROG_STREX	ROG_TOTEX	ROG_DIURN	ROG_HTSK	ROG_RUNLS	ROG_RESTL	ROG_TOTAL	TOG_RUNEX	TOG_IDLEX	TOG_STREX	TOG_TOTEX	TOG_DIURN	TOG_HTSK	TOG_RUNLS	TOG_RESTL	TOG_TOTAL
Placer (SV)	2035	All Other Buses	Aggregated	Aggregated	DSL	35.55260291	1785.565501	0.002041237	298.6418645	2.1254E-05	1.93332E-06	0	2.31873E-05	0	0	0	0	2.31873E-05	2.4196E-05	2.20094E-06	0	2.63969E-05	0	0	0	0	2.63969E-05
Placer (SV)	2035	LDA	Aggregated	Aggregated	DSL	1418.862875	48222.16187	0.055126994	6719.667516	0.000252616	0	0	0.000252616	0	0	0	0	0.000252616	0.000287586	0	0	0.000287586	0	0	0	0	0.000287586
Placer (SV)	2035	LDT1	Aggregated	Aggregated	DSL	2.548697673	81.99058841	9.37307E-05	11.35261721	1.57242E-06	0	0	1.57242E-06	0	0	0	0	1.57242E-06	1.79009E-06	0	0	1.79009E-06	0	0	0	0	1.79009E-06
Placer (SV)	2035	LDT2	Aggregated	Aggregated	DSL	530.6867739	19415.54024	0.022195611	2494.523149	0.00028638	0	0	0.00028638	0	0	0	0	0.00028638	0.000326025	0	0	0.000326025	0	0	0	0	0.000326025
Placer (SV)	2035	LHD1	Aggregated	Aggregated	DSL	3436.261523	108363.2178	0.123879523	43223.84714	0.01660095	0.000415751	0	0.017016701	0	0	0	0	0.017016701	0.018899078	0.000473305	0	0.019372383	0	0	0	0	0.019372383
Placer (SV)	2035	LHD2	Aggregated	Aggregated	DSL	1341.059353	41935.35139	0.047939988	16868.83961	0.006249987	0.000162254	0	0.006412241	0	0	0	0	0.006412241	0.007115195	0.000184715	0	0.00729991	0	0	0	0	0.00729991
Placer (SV)	2035	MDV	Aggregated	Aggregated	DSL	1228.364062	38751.04606	0.044299728	5696.152399	0.000249571	0	0	0.000249571	0	0	0	0	0.000249571	0.00028412	0	0	0.00028412	0	0	0	0	0.00028412
Placer (SV)	2035	MH	Aggregated	Aggregated	DSL	358.3321148	2669.469287	0.003051705	35.83321148	0.000320315	0	0	0.000320315	0	0	0	0	0.000320315	0.000364657	0	0	0.000364657	0	0	0	0	0.000364657
Placer (SV)	2035	Motor Coach	Aggregated	Aggregated	DSL	13.19951986	1574.103591	0.001799496	192.7129899	3.21262E-05	5.81259E-05	0	9.0252E-05	0	0	0	0	9.0252E-05	3.65732E-05	6.61719E-05	0	0.000102745	0	0	0	0	0.000102745
Placer (SV)	2035	PTO	Aggregated	Aggregated	DSL	0	6516.443134	0.007449519	0	0.000181704	0	0	0.000181704	0	0	0	0	0.000181704	0.000206856	0	0	0.000206856	0	0	0	0	0.000206856
Placer (SV)	2035	SBUS	Aggregated	Aggregated	DSL	225.3709626	7145.641838	0.008168812	2600.749662	0.000481637	6.63021E-05	0	0.000547939	0	0	0	0	0.000547939	0.000548308	7.54799E-05	0	0.000623787	0	0	0	0	0.000623787
Placer (SV)	2035	T6 CAIRP heavy	Aggregated	Aggregated	DSL	26.06265821	4460.068709	0.005098697	380.5148099	3.81611E-05	1.41727E-06	0	3.95784E-05	0	0	0	0	3.95784E-05	4.34435E-05	1.61345E-06	0	4.5057E-05	0	0	0	0	4.5057E-05
Placer (SV)	2035	T6 CAIRP small	Aggregated	Aggregated	DSL	19.71601668	875.8965632	0.001001314	287.8538435	7.60891E-06	1.07214E-06	0	8.68105E-06	0	0	0	0	8.68105E-06	8.66216E-06	1.22055E-06	0	9.88271E-06	0	0	0	0	9.88271E-06
Placer (SV)	2035	T6 instate construc	Aggregated	Aggregated	DSL	82.25658682	5195.976369	0.005939977	371.8788309	0.000104972	4.47191E-06	0	0.000109444	0	0	0	0	0.000109444	0.000119503	5.09093E-06	0	0.000124594	0	0	0	0	0.000124594
Placer (SV)	2035	T6 instate construc	Aggregated	Aggregated	DSL	552.4826517	27465.62251	0.031398368	2497.752588	0.000451954	3.00439E-05	0	0.000481998	0	0	0	0	0.000481998	0.000514515	3.42027E-05	0	0.000548718	0	0	0	0	0.000548718
Placer (SV)	2035	T6 instate heavy	Aggregated	Aggregated	DSL	1150.929102	134248.8027	0.153471611	13281.56227	0.001329175	6.25866E-05	0	0.001391762	0	0	0	0	0.001391762	0.001513165	7.125E-05	0	0.001584415	0	0	0	0	0.001584415
Placer (SV)	2035	T6 instate small	Aggregated	Aggregated	DSL	3913.040655	188910.3386	0.21596002	45155.94663	0.001849681	0.000212788	0	0.002062469	0	0	0	0	0.002062469	0.002105721	0.000242243	0	0.002347964	0	0	0	0	0.002347964
Placer (SV)	2035	T6 OOS heavy	Aggregated	Aggregated	DSL	14.50739513	2498.117	0.002855817	211.807969	2.13502E-05	7.889E-07	0	2.21391E-05	0	0	0	0	2.21391E-05	2.43056E-05	8.98103E-07	0	2.52037E-05	0	0	0	0	2.52037E-05
Placer (SV)	2035	T6 OOS small	Aggregated	Aggregated	DSL	7.897747313	347.2486369	0.00039697	115.3071108	3.02643E-06	4.29473E-07	0	3.4559E-06	0	0	0	0	3.4559E-06	3.44536E-06	4.88922E-07	0	3.93428E-06	0	0	0	0	3.93428E-06
Placer (SV)	2035	T6 Public	Aggregated	Aggregated	DSL	393.8122119	6139.242897	0.007018308	1194.563708	0.000130953	0.000112949	0	0.000243902	0	0	0	0	0.000243902	0.00014908	0.000128584	0	0.000277664	0	0	0	0	0.000277664
Placer (SV)	2035	T6 utility	Aggregated	Aggregated	DSL	33.70567629	562.2800693	0.000642792	387.6152774	4.50496E-06	5.03737E-06	0	9.54233E-06	0	0	0	0	9.54233E-06	5.12855E-06	5.73466E-06	0	1.08632E-05	0	0	0	0	1.08632E-05
Placer (SV)	2035	T7 CAIRP	Aggregated	Aggregated	DSL	207.416862	43902.38913	0.050188682	3028.286185	0.000965838	0.00238566	0	0.003351498	0	0	0	0	0.003351498	0.001099533	0.002715892	0	0.003815425	0	0	0	0	0.003815425
Placer (SV)	2035	T7 CAIRP construct	Aggregated	Aggregated	DSL	20.39026884	3732.314962	0.004266737	92.18361267	0.00014526	3.58365E-05	0	0.000181097	0	0	0	0	0.000181097	0.000165368	4.07971E-05	0	0.000206165	0	0	0	0	0.000206165
Placer (SV)	2035	T7 NNOOS	Aggregated	Aggregated	DSL	311.2434945	53525.05554	0.061189198	4544.15502	0.001099157	0.004443075	0	0.005542232	0	0	0	0	0.005542232	0.001251307	0.005058102	0	0.006309409	0	0	0	0	0.006309409
Placer (SV)	2035	T7 NOOS	Aggregated	Aggregated	DSL	82.45603563	17234.086	0.019701799	1203.85812	0.000379668	0.001177079	0	0.001556748	0	0	0	0	0.001556748	0.000432223	0.001340015	0	0.001772239	0	0	0	0	0.001772239
Placer (SV)	2035	T7 other port	Aggregated	Aggregated	DSL	2.817992806	443.7592592	0.0005073	21.41674533	1.42007E-05	5.10054E-06	0	1.93012E-05	0	0	0	0	1.93012E-05	1.61664E-05	5.80658E-06	0	2.1973E-05	0	0	0	0	2.1973E-05
Placer (SV)	2035	T7 POAK	Aggregated	Aggregated	DSL	13.49754665	2107.413676	0.00240917	102.5813545	6.8252E-05	3.90077E-05	0	0.00010726	0	0	0	0	0.00010726	7.76997E-05	4.44073E-05	0	0.000122107	0	0	0	0	0.000122107
Placer (SV)	2035	T7 Public	Aggregated	Aggregated	DSL	298.2995516	6043.070784	0.006908366	904.8419722	0.00036962	0.000377197	0	0.000746817	0	0	0	0	0.000746817	0.000420784	0.000429411	0	0.000850194	0	0	0	0	0.000850194
Placer (SV)	2035	T7 Single	Aggregated	Aggregated	DSL	414.3113632	32818.11015	0.037517268	4781.095689	0.000645365	0.000998394	0	0.001643758	0	0	0	0	0.001643758	0.000734698	0.001136595	0	0.001871294	0	0	0	0	0.001871294
Placer (SV)	2035	T7 single construct	Aggregated	Aggregated	DSL	124.3229184	9259.186935	0.010584991	562.0590806	0.000333035	0.000218133	0	0.000551168	0	0	0	0	0.000551168	0.000379135	0.000248327	0	0.000627463	0	0	0	0	0.000627463
Placer (SV)	2035	T7 SWCV	Aggregated	Aggregated	DSL	166.9186979	6806.533563	0.007781147	650.9829217	0.000223278	0.00026586	0	0.000489139	0	0	0	0	0.000489139	0.000254185	0.000302662	0	0.000556847	0	0	0	0	0.000556847
Placer (SV)	2035	T7 tractor	Aggregated	Aggregated	DSL	273.2710717	32861.50821	0.03756688	3470.54261	0.000666111	0.000566204	0	0.001232314	0	0	0	0	0.001232314	0.000758316	0.00064458	0	0.001402896	0	0	0	0	0.001402896
Placer (SV)	2035	T7 tractor construc	Aggregated	Aggregated	DSL	103.2217117	7638.014035	0.008731685	466.6613456	0.000316354	0.000181338	0	0.000497692	0	0	0	0	0.000497692	0.000360145	0.00020644	0	0.000566584	0	0	0	0	0.000566584
Placer (SV)	2035	T7 utility	Aggregated	Aggregated	DSL	6.457846604	130.845644	0.000149581	74.26523595	2.26935E-06	4.52332E-06	0	6.79268E-06	0	0	0	0	6.79268E-06	2.58349E-06	5.14946E-06	0	7.73295E-06	0	0	0	0	7.73295E-06
Placer (SV)	2035	UBUS	Aggregated	Aggregated	DSL	106.5037243	11080.39757	0.012666977	426.0148972	9.7393E-06	0	0	9.7393E-06	0	0	0	0	9.7393E-06	0.000671768	0	0	0.000671768	0	0	0	0	0.000671768
							874746.8108	1																			
Placer (SV)	2035	LDA	Aggregated	Aggregated	ELEC	6629.065437	252364.6831		32009.11283	0	0	0	0	0.000183981	0.000172469	0	5.59388E-05	0.000412389	0	0	0	0	0.000183981	0.000172469	0	5.59388E-05	0.000412389
Placer (SV)	2035	LDT1	Aggregated	Aggregated	ELEC	518.8695313	19575.23822		2498.439923	0	0	0	0	1.44005E-05	1.34619E-05	0	4.37844E-06	3.22409E-05	0	0	0	0	1.44005E-05	1.34619E-05	0	4.37844E-06	3.22409E-05
Placer (SV)	2035	LDT2	Aggregated	Aggregated	ELEC	2015.069534	52254.4306		9681.927737	0	0	0	0	5.59256E-05	5.21674E-05	0	1.7004E-05	0.000125097	0	0	0	0	5.59256E-05	5.21674E-05	0	1.7004E-05	0.000125097
Placer (SV)	2035	MDV	Aggregated	Aggregated	ELEC	1387.218202	36372.11115		6690.444811	0	0	0	0	3.85004E-05	3.6049E-05	0	1.17059E-05	8.62553E-05	0	0	0	0	3.85004E-05	3.6049E-05	0	1.17059E-05	8.62553E-05
							360566.4631																				
Placer (SV)	2035	LDA	Aggregated	Aggregated	GAS	115557.8365	3887645.168	0.506709184	544977.5295	0.010251221	0	0.055371896	0.065623117	0.015294563	0.029611328	0.099038393	0.011507296	0.221074696	0.014958558	0	0.060625256	0.075583814	0.015294563	0.029611328	0.099038393	0.011507296	0.231035393
Placer (SV)	2035	LDT1	Aggregated	Aggregated	GAS	17097.7492	589347.0791	0.076814515	78699.60786	0.001855985	0	0.009728128	0.011584113	0.003904016	0.006489828	0.025207087	0.003003613	0.050188656	0.002708249	0	0.010651075	0.013359324	0.003904016	0.006489828	0.025207087	0.003003613	0.051963868
Placer (SV)	2035	LDT2	Aggregated	Aggregated	GAS	55493.52313	1924882.208	0.250885935	256038.3134	0.007118179	0	0.038758648	0.045876827	0.015178917	0.020871755	0.080495829	0.012397355	0.174820682	0.01038683	0	0.042435841	0.052822671	0.015178917	0.020871755	0.080495829	0.012397355	0.181766526
Placer (SV)	2035	LHD1	Aggregated	Aggregated	GAS	2974.297208	98644.18755	0.012857119	44312.59669	0.001310503	0.001081723	0.00323342	0.005625646	0.000147798	0.004370314	0.023765999	6.72193E-05	0.033976977	0.001912283	0.001578448	0.003540188	0.007030918	0.00014779	0.004370314	0.023765999	6.72193E-05	0.035382249
Placer (SV)	2035	LHD2	Aggregated	Aggregated	GAS	462.7911786	15239.16083	0.001986247	6894.899003	0.000134288	0.000167696	0.000425444	0.000727428	1.80331E-05	0.000492711	0.0025218	8.92182E-06	0.003768894	0.000195952	0.000244702	0.000465808	0.000906462	1.80331E-05	0.000492711	0.0025218	8.92182E-06	0.003947928
Placer (SV)	2035	MCY	Aggregated	Aggregated	GAS	7738.661296	39709.56163	0.005175678	15477.32259	0.092871821	0	0.032353969	0.12522579	0.022900574	0.013704496	0.023490689	0.010652708	0.195974256	0.116188138	0	0.035232698	0.151420836	0.022900574	0.013704496	0.023490689	0.010652708	0.222169302
Placer (SV)	2035	MDV	Aggregated	Aggregated	GAS	35780.23135	1087699.229	0.141768902	163100.6613	0.005608649	0	0.029356502	0.034965151	0.014480546	0.018578576	0.060446501	0.011772837	0.140243612	0.008184127	0	0.032141675	0.040325802	0.014480546	0.018578576	0.060446501	0.011772837	0.145604263
Placer (SV)	2035	MH	Aggregated	Aggregated	GAS	557.9828276	5055.703683	0.000658952	55.82060207	7.67376E-05	0	6.53292E-06	8.32705E-05	3.9493E-05	2.36232E-06	2.79111E-05	1.28078E-05	0.000165845	0.000111975	0	7.15272E-06	0.000119128	3.9493E-05	2.36232E-06	2.79111E-05	1.28078E-05	0.000201702
Placer (SV)	2035	OBUS	Aggregated	Aggregated	GAS	83.63228923	3119.14886	0.000406545	1673.314843	5.99474E-05	6.91355E-05	0.000235566	0.000364649	4.60359E-06	5.14654E-05	0.000591284	1.54694E-06	0.001013549	8.74751E-05	0.000100882	0.000257915	0.000446273	4.60359E-06	5.14654E-05	0.000591284	1.54694E-06	0.001095172
Placer (SV)	2035	SBUS	Aggregated	Aggregated	GAS	45.07107548	1687.5408	0.000219951	180.2843019	2.23622E-05	0.000528696	5.90043E-05	0.000610062	1.65307E-06	1.08514E-05	7.53189E-05	5.50461E-07	0.000698436	3.26309E-05	0.000771471	6.46023E-05	0.000868704	1.65307E-06	1.08514E-05	7.53189E-05	5.50461E-07	0.000957078
Placer (SV)	2035	T6TS	Aggregated	Aggregated	GAS	341.6607072	14676.97875	0.001912973	6835.94743	0.000208499	0.000387206	0.001146015	0.00174172	1.00505E-05	0.000366857	0.001787257	4.93401E-06	0.003910818	0.000304241	0.000565011	0.001254742	0.002123994	1.00505E-05	0.000366857	0.001787257	4.93401E-06	0.004293092
Placer (SV)	2035	T7IS	Aggregated	Aggregated	GAS	1.253791211	132.9877898	1.73334E-05	25.08585455	4.43148E-05	0	3.89415E-08	4.43537E-05	3.60904E-08	1.22624E-06	6.08512E-06	1.78812E-08	5.1719E-05	6.4664E-05	0	4.2636E-08	6.47066E-05	3.60904E-08	1.22624E-06	6.08512E-06	1.78812E-08	7.2072E-05
Placer (SV)	2035	UBUS	Aggregated	Aggregated	GAS	55.98137239	4501.100411	0.000586666	223.9254896	0.000104505	0	0.00012163	0.000226135	1.07553E-06	1.01853E-05	5.94857E-05	4.80469E-07	0.000297362	0.000152494	0	0.00013317	0.000285663	1.07553E-06	1.01853E-05	5.94857E-05	4.80469E-07	0.00035689
							7672340.054	1																			

Fuel	% VMT by Fuel Type	Weighted Ave Fuel
Gasoline	0.86132001	0.02831079
Diesel	0.098201712	0.079774063

*remaining 5% VMT is electric and not accounted for in fuel consumption calculation

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Placer (SV)
Calendar Year: 2035
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	CO_RUNEX	CO_IDLEX	CO_STREX	CO_TOTEX	NOx_RUNEX	NOx_IDLEX	NOx_STREX	NOx_TOTEX	CO2_RUNEX	CO2_IDLEX	CO2_STREX	CO2_TOTEX	CH4_RUNEX	CH4_IDLEX	CH4_STREX	CH4_TOTEX	PM10_RUNEX	PM10_IDLEX	PM10_STREX	PM10_TOTEX	PM10_PMTW	PM10_PMBW
Placer (SV)	2035	All Other Buses	Aggregated	Aggregated	DSL	0.000274067	8.18662E-05	0	0.000355933	0.00411544	0.000111907	0.000728968	0.004956315	1.854163994	0.022172853	0	1.876336847	9.87191E-07	8.97977E-08	0	1.07699E-06	1.11967E-05	2.79328E-08	0	1.12246E-05	2.3619E-05	0.000256542
Placer (SV)	2035	LDA	Aggregated	Aggregated	DSL	0.007358335	0	0	0.007358335	0.00067163	0	0	0.00067163	8.140389367	0	0	8.140389367	1.17335E-05	0	0	1.17335E-05	6.38805E-05	0	0	6.38805E-05	0.000425247	0.001953477
Placer (SV)	2035	LDT1	Aggregated	Aggregated	DSL	1.64218E-05	0	0	1.64218E-05	1.15391E-05	0	0	1.15391E-05	0.027117592	0	0	0.027117592	7.30357E-08	0	0	7.30357E-08	6.22947E-07	0	0	6.22947E-07	7.23033E-07	3.32143E-06
Placer (SV)	2035	LDT2	Aggregated	Aggregated	DSL	0.002929443	0	0	0.002929443	0.000629904	0	0	0.000629904	4.393581199	0	0	4.393581199	1.33018E-05	0	0	1.33018E-05	9.02025E-05	0	0	9.02025E-05	0.000171216	0.000786522
Placer (SV)	2035	LHD1	Aggregated	Aggregated	DSL	0.078925207	0.003445959	0	0.082371166	0.085616103	0.005611638	0	0.091227741	56.89134048	0.453085958	0	57.34442644	0.000771082	1.93108E-05	0	0.000790393	0.001746269	0.000102961	0	0.00184923	0.0014334	0.009130758
Placer (SV)	2035	LHD2	Aggregated	Aggregated	DSL	0.029883524	0.001344844	0	0.031228368	0.025552491	0.002153794	0	0.027706285	24.70382557	0.283684266	0	24.98750984	0.0002903	7.53638E-06	0	0.000297836	0.00091583	4.05113E-05	0	0.000956342	0.00055471	0.004122418
Placer (SV)	2035	MDV	Aggregated	Aggregated	DSL	0.006964283	0	0	0.006964283	0.000646476	0	0	0.000646476	11.66974873	0	0	11.66974873	1.15921E-05	0	0	1.15921E-05	6.992E-05	0	0	6.992E-05	0.000341726	0.001569803
Placer (SV)	2035	MH	Aggregated	Aggregated	DSL	0.001081496	0	0	0.001081496	0.010913464	0	0	0.010913464	2.749414385	0	0	2.749414385	1.4878E-05	0	0	1.4878E-05	0.000217038	0	0	0.000217038	4.70814E-05	0.000383537
Placer (SV)	2035	Motor Coach	Aggregated	Aggregated	DSL	0.000298543	0.000858857	0	0.0011574	0.003264638	0.00068687	0.000473715	0.004425224	2.161621397	0.133036604	0	2.294658001	1.49218E-06	2.6998E-06	0	4.19197E-06	4.14707E-05	2.47373E-07	0	4.17181E-05	2.08218E-05	0.00022616
Placer (SV)	2035	PTO	Aggregated	Aggregated	DSL	0.002911709	0	0	0.002911709	0.032774336	0	0	0.032774336	11.8260317	0	0	11.8260317	8.43967E-06	0	0	8.43967E-06	3.44228E-05	0	0	3.44228E-05	0	0
Placer (SV)	2035	SBUS	Aggregated	Aggregated	DSL	0.001692594	0.002113906	0	0.0038065	0.02515051	0.007365606	0.004160446	0.036676562	7.663797391	0.814267498	0	8.478064889	2.23708E-05	3.07956E-06	0	2.54504E-05	0.00020122	4.44425E-06	0	0.000205664	9.45207E-05	0.005866582
Placer (SV)	2035	T6 CAIRP heavy	Aggregated	Aggregated	DSL	0.000316271	6.00139E-05	0	0.000376284	0.0045156	8.2036E-05	0.000551647	0.005149283	3.408437646	0.014273588	0	3.422711234	1.77249E-06	6.58283E-08	0	1.83831E-06	4.84463E-05	2.04768E-08	0	4.84668E-05	5.89966E-05	0.000604802
Placer (SV)	2035	T6 CAIRP small	Aggregated	Aggregated	DSL	6.30609E-05	4.53996E-05	0	0.00010846	0.000911967	6.2059E-05	0.000417371	0.001391397	0.740692453	0.010758725	0	0.751451179	3.53414E-07	4.97981E-08	0	4.03212E-07	9.8925E-06	1.54904E-08	0	9.90799E-06	1.15861E-05	0.000125845
Placer (SV)	2035	T6 instate construc	Aggregated	Aggregated	DSL	0.001211995	0.000188943	0	0.001400937	0.014647345	0.000261577	0.001088676	0.015997599	6.222527747	0.051066554	0	6.273594302	4.87568E-06	2.07709E-07	0	5.08338E-06	6.6861E-05	6.85814E-08	0	6.69296E-05	6.8731E-05	0.000746533
Placer (SV)	2035	T6 instate construc	Aggregated	Aggregated	DSL	0.005637508	0.001271948	0	0.006909456	0.063351611	0.001740288	0.007390958	0.072482858	29.87364789	0.320340918	0	30.19398881	2.09921E-05	1.39546E-06	0	2.23876E-05	0.000264581	4.35428E-07	0	0.000265016	0.00036308	0.00394613
Placer (SV)	2035	T6 instate heavy	Aggregated	Aggregated	DSL	0.015124654	0.002650218	0	0.017774873	0.214010465	0.003622717	0.031325272	0.248958455	114.0443745	0.663622755	0	114.7079973	6.17368E-05	2.90698E-06	0	6.46437E-05	0.001008708	9.04257E-07	0	0.001009612	0.001775808	0.019288231
Placer (SV)	2035	T6 instate small	Aggregated	Aggregated	DSL	0.021047348	0.009010469	0	0.030057817	0.295504034	0.012316867	0.106597116	0.414418017	172.103623	2.209163701	0	174.3127867	8.59129E-05	9.88345E-06	0	9.57963E-05	0.001383062	3.07438E-06	0	0.001386137	0.002498856	0.027141741
Placer (SV)	2035	T6 OOS heavy	Aggregated	Aggregated	DSL	0.000176946	3.34058E-05	0	0.000210352	0.002523246	4.56641E-05	0.000307075	0.002875985	1.907055079	0.007931686	0	1.914986765	9.91662E-07	3.66424E-08	0	1.0283E-06	2.70559E-05	1.13981E-08	0	2.70673E-05	3.30444E-05	0.000358918
Placer (SV)	2035	T6 OOS small	Aggregated	Aggregated	DSL	2.50824E-05	1.8186E-05	0	4.32683E-05	0.000364228	2.48593E-05	0.000167165	0.000556253	0.294342649	0.004326151	0	0.2986688	1.4057E-07	1.99479E-08	0	1.60518E-07	3.95424E-06	6.20507E-09	0	3.96045E-06	4.59331E-06	4.9891E-05
Placer (SV)	2035	T6 Public	Aggregated	Aggregated	DSL	0.000861466	0.004454141	0	0.005315607	0.011496021	0.00784703	0.00380923	0.023152281	6.295738189	1.223892789	0	7.519630978	6.08243E-06	5.24619E-06	0	1.13286E-05	4.68717E-05	3.33327E-06	0	5.0205E-05	8.12083E-05	0.000882057
Placer (SV)	2035	T6 utility	Aggregated	Aggregated	DSL	5.27246E-05	0.000213307	0	0.000266031	0.000584357	0.00029158	0.000842544	0.001718481	0.500602284	0.050579732	0	0.551182017	2.09244E-07	2.33973E-07	0	4.43216E-07	2.10175E-06	7.27804E-08	0	2.17453E-06	7.43769E-06	8.07857E-05
Placer (SV)	2035	T7 CAIRP	Aggregated	Aggregated	DSL	0.00897537	0.035250075	0	0.044225445	0.099874384	0.028191188	0.007454593	0.135520165	47.3343127	4.702477386	0	52.03679008	4.48607E-05	0.000110808	0	0.000155668	0.001354485	1.01529E-05	0	0.001364638	0.001742188	0.002987852
Placer (SV)	2035	T7 CAIRP construct	Aggregated	Aggregated	DSL	0.002023874	0.000529514	0	0.002553388	0.016465395	0.000423478	0.000463911	0.017352783	5.414621388	0.069815473	0	5.484436861	6.74696E-06	1.66451E-06	0	8.41147E-06	8.58744E-05	1.52514E-07	0	8.6027E-05	0.00014811	0.000254009
Placer (SV)	2035	T7 NNOOS	Aggregated	Aggregated	DSL	0.01021428	0.065650071	0	0.075864351	0.109859959	0.052503534	0.011187287	0.17355078	56.84668686	8.610602959	0	65.45728982	5.1053E-05	0.000206369	0	0.000257422	0.001430572	1.89089E-05	0	0.001449481	0.002124046	0.003642739
Placer (SV)	2035	T7 NOOS	Aggregated	Aggregated	DSL	0.003528192	0.017392314	0	0.020920506	0.039294875	0.013909474	0.002963405	0.056167753	18.61433327	2.325225775	0	20.93955904	1.76346E-05	5.46723E-05	0	7.23069E-05	0.00053318	5.00944E-06	0	0.000538189	0.000683904	0.001172895
Placer (SV)	2035	T7 other port	Aggregated	Aggregated	DSL	0.000202721	7.53647E-05	0	0.000278086	0.001953858	6.02728E-05	4.21725E-05	0.002056303	0.595167746	0.010054545	0	0.605222291	6.59585E-07	2.36907E-07	0	8.96492E-07	7.67559E-06	2.1707E-08	0	7.6973E-06	1.76098E-05	3.02008E-05
Placer (SV)	2035	T7 POAK	Aggregated	Aggregated	DSL	0.00097433	0.00057637	0	0.0015507	0.009437141	0.000460951	0.000201997	0.010100089	2.863275655	0.077155241	0	2.940430896	3.17013E-06	1.81181E-06	0	4.98193E-06	3.72795E-05	1.6601E-07	0	3.74455E-05	8.36289E-05	0.000143424
Placer (SV)	2035	T7 Public	Aggregated	Aggregated	DSL	0.002022222	0.005094523	0	0.007116744	0.027601904	0.00679774	0.004427687	0.038827331	9.344205422	0.890323796	0	10.23452922	1.71679E-05	1.75198E-05	0	3.46877E-05	0.000110856	5.76568E-06	0	0.000116622	0.000239808	0.000411271
Placer (SV)	2035	T7 Single	Aggregated	Aggregated	DSL	0.007890453	0.014752084	0	0.022642537	0.076990474	0.011797954	0.019107665	0.107896093	44.17941368	2.1155907	0	46.29500438	2.99755E-05	4.63728E-05	0	7.63483E-05	0.000461243	4.24899E-06	0	0.000465492	0.001302328	0.002233492
Placer (SV)	2035	T7 single construct	Aggregated	Aggregated	DSL	0.004410472	0.003221764	0	0.007632237	0.034015281	0.002585673	0.002808453	0.039409408	15.17098729	0.471089843	0	15.64207713	1.54686E-05	1.01317E-05	0	2.56003E-05	0.000163281	9.41401E-07	0	0.000164222	0.000367434	0.00063015
Placer (SV)	2035	T7 SWCV	Aggregated	Aggregated	DSL	0.000594605	0.00373082	0	0.004325425	0.013999724	0.004180789	0.003536586	0.021717098	23.2135413	0.604289885	0	23.81783119	1.03707E-05	1.23485E-05	0	2.27192E-05	0.000127165	2.6202E-06	0	0.000129785	0.000270105	0.00046323
Placer (SV)	2035	T7 tractor	Aggregated	Aggregated	DSL	0.005764263	0.008366123	0	0.014130386	0.06647042	0.006690793	0.007154317	0.08031553	36.73565723	1.202582377	0	37.9382396	3.09391E-05	2.62987E-05	0	5.72378E-05	0.000995177	2.40966E-06	0	0.000997587	0.00130405	0.002236446
Placer (SV)	2035	T7 tractor construc	Aggregated	Aggregated	DSL	0.004346422	0.00267891	0	0.007025332	0.036164959	0.002144822	0.002340004	0.040649784	12.37437415	0.383992068	0	12.75836622	1.46938E-05	8.42269E-06	0	2.31165E-05	0.000193239	7.74324E-07	0	0.000194013	0.000303101	0.000519818
Placer (SV)	2035	T7 utility	Aggregated	Aggregated	DSL	2.95753E-05	6.68358E-05	0	9.64111E-05	0.000252602	5.34518E-05	0.000271855	0.000577908	0.187997431	0.009866507	0	0.197863938	1.05406E-07	2.10097E-07	0	3.15502E-07	9.96413E-07	1.92505E-08	0	1.01566E-06	5.19237E-06	8.90492E-06
Placer (SV)	2035	UBUS	Aggregated	Aggregated	DSL	0.001072209	0	0	0.001072209	0.007513607	0	0	0.007513607	14.90433289	0	0	14.90433289	0.000657863	0	0	0.000657863	5.82732E-05	0	0	5.82732E-05	0.000252511	0.001289067
Placer (SV)	2035	LDA	Aggregated	Aggregated	ELEC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.002225476	0.010223278
Placer (SV)	2035	LDT1	Aggregated	Aggregated	ELEC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000172624	0.000792992
Placer (SV)	2035	LDT2	Aggregated	Aggregated	ELEC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000460805	0.002116824
Placer (SV)	2035	MDV	Aggregated	Aggregated	ELEC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000320747	0.001473432
Placer (SV)	2035	LDA	Aggregated	Aggregated	GAS	1.820334054	0	0.955842765	2.776176819	0.078100933	0	0.070717485	0.148818418	848.3821646	0	24.76036888	873.1425335	0.003316042	0	0.014256361	0.017572404	0.002859781	0	0.000586995	0.003446777	0.034283162	0.157488275
Placer (SV)	2035	LDT1	Aggregated	Aggregated	GAS	0.287402178	0	0.146867344	0.434269522	0.013284806	0	0.011907635	0.025192441	150.0161718	0	4.266789111	154.2829609	0.000579387	0	0.002396824	0.002976211	0.000480074	0	9.87001E-05	0.000578774	0.005197152	0.023874415
Placer (SV)	2035	LDT2	Aggregated	Aggregated	GAS	1.044509981	0	0.602468634	1.646978615	0.042826769	0	0.039960844	0.082787613	490.8796056	0	14.35018094	505.2297865	0.002255546	0	0.009505951	0.011761497	0.00151285	0	0.000302745	0.001815596	0.016974555	0.077976864
Placer (SV)	2035	LHD1	Aggregated	Aggregated	GAS	0.027519258	0.012372222	0.074094182	0.113985661	0.008613282	9.42611E-05	0.017748535	0.026456078	93.74259027	0.350190915	0.823139138	94.91592033	0.000344274	0.000319075	0.000685932	0.001349281	0.000238713	0	1.60592E-05	0.000254772	0.000869893	0.008311826
Placer (SV)	2035	LHD2	Aggregated	Aggregated	GAS	0.002866606	0.001928593	0.010729365	0.015524564	0.001095818	1.46023E-05	0.002740795	0.003851216	16.6120271	0.062620043	0.144874353	16.8195215	3.98157E-05	5.00934E-05	9.45223E-05	0.000184431	3.48286E-05	0	2.26098E-06	3.70896E-05	0.000134386	0.001498072
Placer (SV)	2035	MCY	Aggregated	Aggregated	GAS	0.759809363	0	0.159753234	0.919562597	0.049739984	0	0.00459518	0.054335165	9.093740154	0	1.019089608	10.11282976	0.013825296	0	0.00421876	0.018044056	9.34702E-05	0	4.62833E-05	0.000139754	0.000175089	0.000514762
Placer (SV)	2035	MDV	Aggregated	Aggregated	GAS	0.638605559	0	0.401761425	1.040366984	0.032112349	0	0.029269161	0.061381509	344.441018	0	11.33915135	355.7801694	0.001610453	0	0.00680602	0.008416473	0.000910607	0	0.000203729	0.001114336	0.009591865	0.044062631
Placer (SV)	2035	MH	Aggregated	Aggregated	GAS	0.001291048	0	0.000138911	0.00142996	0.000752676	0	2.40416E-05	0.000776718	8.457944101	0	0.001366141	8.459310242	2.51138E-05	0	1.76505E-06	2.68789E-05	7.43624E-06	0	1.74365E-08	7.45368E-06	6.68755E-05	0.00072638
Placer (SV)	2035	OBUS	Aggregated	Aggregated	GAS	0.001152307	0.000534389	0.004681514	0.00636821	0.000476975	6.02045E-06	0.000564821	0.001047816	5.056685625	0.030419577	0.041372221	5.128477424	1.4638E-05	1.83861E-05	4.68417E-05	7.98658E-05	4.63798E-06	0	4.94037E-07	5.13201E-06	4.12593E-05	0.000448145
Placer (SV)	2035	SBUS	Aggregated	Aggregated	GAS	0.000376475	0.004085919	0.001474149	0.005936543	0.000212483	4.60322E-05	9.48385E-05	0.000353354	1.353283325	0.109467236	0.008206595	1.470957156	5.06321E-06	0.000119747	1.03975E-05	0.000135207	2.88072E-06	0	1.39795E-07	3.02051E-06	1.48816E-05	0.001385473
Placer (SV)	2035	T6TS	Aggregated	Aggregated	GAS	0.003786022	0.005760553	0.023018842	0.032565417	0.001657653	3.37163E-05	0.002461639	0.004153009	23.54507391	0.171817777	0.235370655	23.95226234	5.37362E-05	0.000103412	0.000234452	0.0003916	2.27469E-05	0	3.19003E-06	2.59369E-05	0.000194143	0.002108719
Placer (SV)	2035	T7IS	Aggregated	Aggregated	GAS	0.004236206	0	0.00013946	0.004375666	0.000441002	0	1.8897E-07	0.000441191	0.232398975	0	0.001043377	0.233442352	1.00762E-05	0	7.51022E-09	1.00837E-05	1.68738E-07	0	1.1613E-08	1.80351E-07	2.93188E-06	9.05071E-06
Placer (SV)	2035	UBUS	Aggregated	Aggregated	GAS	0.001705972	0	0.002082471	0.003788443	0.001307251	0	0.00020323	0.001510481	8.27769705	0	0.019034487	8.296731537	3.13727E-05	0	2.8345E-05	5.97177E-05	1.18323E-05	0	2.29886E-07	1.20622E-05	5.76063E-05	0.000626806

Fuel	% VMT by Fuel Type	Weighted Ave Fuel
Gasoline	0.86132001	0.02831079
Diesel	0.098201712	0.079774063

*remaining 5% VMT is electric and not accounted for in fuel consumption calculation

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: Sub-Area
Region: Placer (SV)
Calendar Year: 2035
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	PM10_TOTAL	PM2_5_RUNEX	PM2_5_IDLEX	PM2_5_STREX	PM2_5_TOTEX	PM2_5_PMTW	PM2_5_PMBW	PM2_5_TOTAL	SOx_RUNEX	SOx_IDLEX	SOx_STREX	SOx_TOTEX	N2O_RUNEX	N2O_IDLEX	N2O_STREX	N2O_TOTEX	Fuel Consumption	Fuel Consumption per
Placer (SV)	2035	All Other Buses	Aggregated	Aggregated	DSL	0.000291385	1.07123E-05	2.67244E-08	0	1.0739E-05	5.90475E-06	0.000109946	0.00012659	1.75172E-05	2.09478E-07	0	1.77267E-05	0.000291449	3.48526E-06	0	0.000294934	0.167224826	0.093653706
Placer (SV)	2035	LDA	Aggregated	Aggregated	DSL	0.002442604	6.11171E-05	0	0	6.11171E-05	0.000106312	0.000837204	0.001004633	7.6956E-05	0	0	7.6956E-05	0.001279556	0	0	0.001279556	0.725496169	0.01504487
Placer (SV)	2035	LDT1	Aggregated	Aggregated	DSL	4.66741E-06	5.95999E-07	0	0	5.95999E-07	1.80758E-07	1.42347E-06	2.20023E-06	2.56359E-07	0	0	2.56359E-07	4.26251E-06	0	0	4.26251E-06	0.002416802	0.029476578
Placer (SV)	2035	LDT2	Aggregated	Aggregated	DSL	0.001047941	8.63003E-05	0	0	8.63003E-05	4.28039E-05	0.000337081	0.000466185	4.15351E-05	0	0	4.15351E-05	0.00069061	0	0	0.00069061	0.391569271	0.020167828
Placer (SV)	2035	LHD1	Aggregated	Aggregated	DSL	0.012413388	0.001670726	9.8507E-05	0	0.001769233	0.00035835	0.003913182	0.006040765	0.000537828	4.28329E-06	0	0.000542111	0.008942526	7.12188E-05	0	0.009013745	5.110709063	0.047162766
Placer (SV)	2035	LHD2	Aggregated	Aggregated	DSL	0.005633469	0.000876212	3.87588E-05	0	0.000914971	0.000138677	0.001766751	0.002820399	0.00023354	2.68184E-06	0	0.000236222	0.003883097	4.45912E-05	0	0.003927689	2.2269626	0.053104661
Placer (SV)	2035	MDV	Aggregated	Aggregated	DSL	0.001981448	6.68953E-05	0	0	6.68953E-05	8.54314E-05	0.000672773	0.000825099	0.000110321	0	0	0.000110321	0.001834322	0	0	0.001834322	1.040043371	0.026839104
Placer (SV)	2035	MH	Aggregated	Aggregated	DSL	0.000647656	0.000207649	0	0	0.000207649	1.17703E-05	0.000164373	0.000383792	2.59919E-05	0	0	2.59919E-05	0.00043217	0	0	0.00043217	0.245036142	0.091792081
Placer (SV)	2035	Motor Coach	Aggregated	Aggregated	DSL	0.0002887	3.96767E-05	2.36672E-07	0	3.99134E-05	5.20546E-06	9.69256E-05	0.000142044	2.04219E-05	1.25686E-06	0	2.16788E-05	0.000339777	2.09115E-05	0	0.000360688	0.204506875	0.129919578
Placer (SV)	2035	PTO	Aggregated	Aggregated	DSL	3.44228E-05	3.29337E-05	0	0	3.29337E-05	0	0	3.29337E-05	0.000111726	0	0	0.000111726	0.001858887	0	0	0.001858887	1.053971784	0.161740349
Placer (SV)	2035	SBUS	Aggregated	Aggregated	DSL	0.006166767	0.000192515	4.252E-06	0	0.000196767	2.36302E-05	0.00251425	0.002734647	7.24038E-05	7.6928E-06	0	8.00966E-05	0.001204642	0.000127992	0	0.001332634	0.755590835	0.105741493
Placer (SV)	2035	T6 CAIRP heavy	Aggregated	Aggregated	DSL	0.000748265	4.63505E-05	1.9591E-08	0	4.63701E-05	1.47492E-05	0.000274629	0.000335749	3.22012E-05	1.3485E-07	0	3.23361E-05	0.000535759	2.24361E-06	0	0.000538003	0.305042397	0.068394103
Placer (SV)	2035	T6 CAIRP small	Aggregated	Aggregated	DSL	0.000147339	9.46455E-06	1.48203E-08	0	9.47937E-06	2.89653E-06	5.39334E-05	6.63093E-05	6.9977E-06	1.01643E-07	0	7.09934E-06	0.000116427	1.69112E-06	0	0.000118118	0.066971606	0.076460634
Placer (SV)	2035	T6 instate construc	Aggregated	Aggregated	DSL	0.000882194	6.39686E-05	6.56146E-08	0	6.40342E-05	1.71828E-05	0.000319943	0.00040116	5.87874E-05	4.82451E-07	0	5.92698E-05	0.000978095	8.02695E-06	0	0.000986122	0.559121736	0.107606674
Placer (SV)	2035	T6 instate construc	Aggregated	Aggregated	DSL	0.004574455	0.000253135	4.16591E-07	0	0.000253552	9.0827E-05	0.001691199	0.002035578	0.000282231	3.02642E-06	0	0.000285258	0.004695721	5.03531E-05	0	0.004746075	2.690979784	0.09797629
Placer (SV)	2035	T6 instate heavy	Aggregated	Aggregated	DSL	0.022073651	0.000965072	8.65139E-07	0	0.000965937	0.000443952	0.008266385	0.009676274	0.001077435	6.26958E-06	0	0.001083704	0.017926188	0.000104312	0	0.0180305	10.22312433	0.076150581
Placer (SV)	2035	T6 instate small	Aggregated	Aggregated	DSL	0.031026734	0.001323232	2.94138E-06	0	0.001326173	0.000624714	0.011632175	0.013583062	0.00162595	2.08711E-05	0	0.001646821	0.027052293	0.00034725	0	0.027399543	15.5352838	0.082236282
Placer (SV)	2035	T6 OOS heavy	Aggregated	Aggregated	DSL	0.000419029	2.58855E-05	1.0905E-08	0	2.58964E-05	8.26111E-06	0.000153822	0.000187979	1.80169E-05	7.49346E-08	0	1.80918E-05	0.000299763	1.24675E-06	0	0.000301009	0.170669424	0.068319228
Placer (SV)	2035	T6 OOS small	Aggregated	Aggregated	DSL	5.84448E-05	3.78318E-06	5.93664E-09	0	3.78912E-06	1.14833E-06	2.13819E-05	2.63193E-05	2.7808E-06	4.08713E-08	0	2.82167E-06	4.62666E-05	6.80011E-07	0	4.69466E-05	0.026618269	0.076654782
Placer (SV)	2035	T6 Public	Aggregated	Aggregated	DSL	0.001013471	4.48441E-05	3.18907E-06	0	4.80331E-05	2.03021E-05	0.000378025	0.00044636	5.9479E-05	1.15627E-05	0	7.10417E-05	0.000989602	0.000192379	0	0.001181981	0.670172301	0.109162044
Placer (SV)	2035	T6 utility	Aggregated	Aggregated	DSL	9.0398E-05	2.01083E-06	6.9632E-08	0	2.08046E-06	1.85942E-06	3.46225E-05	3.85623E-05	4.72944E-06	4.77852E-07	0	5.20729E-06	7.86877E-05	7.95043E-06	0	8.66381E-05	0.049123012	0.087363957
Placer (SV)	2035	T7 CAIRP	Aggregated	Aggregated	DSL	0.006094677	0.001295891	9.71374E-06	0	0.001305604	0.000435547	0.001280508	0.003021659	0.000447191	4.44267E-05	0	0.000491618	0.007440295	0.000739164	0	0.008179459	4.637676426	0.105636083
Placer (SV)	2035	T7 CAIRP construct	Aggregated	Aggregated	DSL	0.000488146	8.21595E-05	1.45916E-07	0	8.23055E-05	3.70276E-05	0.000108861	0.000228194	5.11547E-05	6.59582E-07	0	5.18142E-05	0.000851103	1.0974E-05	0	0.000862077	0.488789633	0.130961518
Placer (SV)	2035	T7 NNOOS	Aggregated	Aggregated	DSL	0.007216266	0.001368686	1.8091E-05	0	0.001386777	0.000531011	0.001561174	0.003478962	0.000537059	8.13487E-05	0	0.000618408	0.008935508	0.001353467	0	0.010288974	5.833752033	0.108991051
Placer (SV)	2035	T7 NOOS	Aggregated	Aggregated	DSL	0.002394988	0.000510114	4.79274E-06	0	0.000514907	0.000170976	0.000502669	0.001188552	0.000175859	2.19676E-05	0	0.000197827	0.002925914	0.000365493	0	0.003291407	1.866196958	0.10828523
Placer (SV)	2035	T7 other port	Aggregated	Aggregated	DSL	5.55079E-05	7.34355E-06	2.0768E-08	0	7.36432E-06	4.40245E-06	1.29432E-05	2.471E-05	5.62285E-06	9.49904E-08	0	5.71784E-06	9.35521E-05	1.58043E-06	0	9.51325E-05	0.053939245	0.121550691
Placer (SV)	2035	T7 POAK	Aggregated	Aggregated	DSL	0.000264498	3.56668E-05	1.58828E-07	0	3.58256E-05	2.09072E-05	6.14673E-05	0.0001182	2.70508E-05	7.28924E-07	0	2.77797E-05	0.000450067	1.21277E-05	0	0.000462195	0.262060112	0.124351529
Placer (SV)	2035	T7 Public	Aggregated	Aggregated	DSL	0.000767702	0.000106061	5.51625E-06	0	0.000111577	5.99521E-05	0.000176259	0.000347788	8.82794E-05	8.41134E-06	0	9.66908E-05	0.001468779	0.000139947	0	0.001608725	0.912132259	0.150938536
Placer (SV)	2035	T7 Single	Aggregated	Aggregated	DSL	0.004001312	0.000441289	4.06518E-06	0	0.000445355	0.000325582	0.000957211	0.001728147	0.000417385	1.99871E-05	0	0.000437372	0.006944389	0.000332541	0	0.00727693	4.125951085	0.125721776
Placer (SV)	2035	T7 single construct	Aggregated	Aggregated	DSL	0.001161806	0.000156217	9.00676E-07	0	0.000157118	9.18586E-05	0.000270064	0.000519041	0.000143328	4.45062E-06	0	0.000147779	0.002384668	7.40488E-05	0	0.002458717	1.394069316	0.150560662
Placer (SV)	2035	T7 SWCV	Aggregated	Aggregated	DSL	0.000863121	0.000121664	2.50685E-06	0	0.000124171	6.75263E-05	0.000198527	0.000390224	0.00021931	5.70903E-06	0	0.000225019	0.003648845	9.4986E-05	0	0.003743831	2.122717294	0.311864663
Placer (SV)	2035	T7 tractor	Aggregated	Aggregated	DSL	0.004538083	0.000952126	2.30542E-06	0	0.000954432	0.000326013	0.000958477	0.002238921	0.00034706	1.13614E-05	0	0.000358422	0.005774334	0.000189029	0	0.005963363	3.381170883	0.102891531
Placer (SV)	2035	T7 tractor construc	Aggregated	Aggregated	DSL	0.001016932	0.000184879	7.40828E-07	0	0.00018562	7.57752E-05	0.000222779	0.000484174	0.000116907	3.62777E-06	0	0.000120535	0.001945079	6.03582E-05	0	0.002005437	1.137064261	0.148869098
Placer (SV)	2035	T7 utility	Aggregated	Aggregated	DSL	1.5113E-05	9.53309E-07	1.84177E-08	0	9.71727E-07	1.29809E-06	3.8164E-06	6.08622E-06	1.77611E-06	9.32139E-08	0	1.86932E-06	2.95506E-05	1.55088E-06	0	3.11015E-05	0.017634234	0.134771271
Placer (SV)	2035	UBUS	Aggregated	Aggregated	DSL	0.001599851	5.57524E-05	0	0	5.57524E-05	6.31276E-05	0.000552457	0.000671337	0.0001409	0	0	0.0001409	0.002342754	0	0	0.002342754	1.328319314	0.119880113
Placer (SV)	2035	LDA	Aggregated	Aggregated	ELEC	0.012448754	0	0	0	0	0.000556369	0.004381405	0.004937774	0	0	0	0	0	0	0	0	0	0
Placer (SV)	2035	LDT1	Aggregated	Aggregated	ELEC	0.000965616	0	0	0	0	4.3156E-05	0.000339854	0.00038301	0	0	0	0	0	0	0	0	0	0
Placer (SV)	2035	LDT2	Aggregated	Aggregated	ELEC	0.002577629	0	0	0	0	0.000115201	0.00090721	0.001022412	0	0	0	0	0	0	0	0	0	0
Placer (SV)	2035	MDV	Aggregated	Aggregated	ELEC	0.001794179	0	0	0	0	8.01868E-05	0.000631471	0.000711658	0	0	0	0	0	0	0	0	0	0
Placer (SV)	2035	LDA	Aggregated	Aggregated	GAS	0.195218214	0.002629463	0	0.00053972	0.003169184	0.00857079	0.067494975	0.079234949	0.008395429	0	0.000245024	0.008640453	0.012708095	0	0.011333284	0.024041379	92.16299073	0.023706636
Placer (SV)	2035	LDT1	Aggregated	Aggregated	GAS	0.029650341	0.000441411	0	9.07511E-05	0.000532162	0.001299288	0.010231892	0.012063342	0.001484532	0	4.22233E-05	0.001526755	0.002067053	0	0.00181261	0.003879663	16.28506063	0.027632377
Placer (SV)	2035	LDT2	Aggregated	Aggregated	GAS	0.096767015	0.00139101	0	0.000278363	0.001669373	0.004243639	0.033418656	0.039331668	0.004857652	0	0.000142007	0.004999658	0.006558858	0	0.006017868	0.012576726	53.32862201	0.027704876
Placer (SV)	2035	LHD1	Aggregated	Aggregated	GAS	0.009436491	0.000219488	0	1.47658E-05	0.000234254	0.000217473	0.003562211	0.004013938	0.000927659	3.46542E-06	8.14563E-06	0.00093927	0.000639224	8.86366E-06	0.001592988	0.002241076	10.01867937	0.101563808
Placer (SV)	2035	LHD2	Aggregated	Aggregated	GAS	0.001669548	3.20236E-05	0	2.07889E-06	3.41025E-05	3.35966E-05	0.000642031	0.00070973	0.000164389	6.19676E-07	1.43365E-06	0.000166443	9.58852E-05	1.374E-06	0.000246672	0.000343931	1.77535436	0.116499483
Placer (SV)	2035	MCY	Aggregated	Aggregated	GAS	0.000829605	8.71674E-05	0	4.32492E-05	0.000130417	4.37723E-05	0.000220612	0.000394801	8.99899E-05	0	1.00847E-05	0.000100075	0.002853521	0	0.000258663	0.003112185	1.067441569	0.026881223
Placer (SV)	2035	MDV	Aggregated	Aggregated	GAS	0.054768832	0.000837269	0	0.000187322	0.001024591	0.002397966	0.018883985	0.022306542	0.003408523	0	0.00011221	0.003520733	0.004157136	0	0.004047363	0.008204498	37.5537363	0.034525846
Placer (SV)	2035	MH	Aggregated	Aggregated	GAS	0.000800709	6.83735E-06	0	1.60322E-08	6.85338E-06	1.67189E-05	0.000311306	0.000334878	8.36982E-05	0	1.35191E-08	8.37117E-05	7.73374E-05	0	2.72878E-06	8.00662E-05	0.892907288	0.176613849
Placer (SV)	2035	OBUS	Aggregated	Aggregated	GAS	0.000494536	4.26445E-06	0	4.54249E-07	4.7187E-06	1.03148E-05	0.000192062	0.000207095	5.004E-05	3.01026E-07	4.09412E-07	5.07504E-05	3.62401E-05	5.27667E-07	4.75738E-05	8.43416E-05	0.541327217	0.173549658
Placer (SV)	2035	SBUS	Aggregated	Aggregated	GAS	0.001403376	2.64871E-06	0	1.28536E-07	2.77725E-06	3.72039E-06	0.000593774	0.000600272	1.33918E-05	1.08327E-06	8.12109E-08	1.45563E-05	2.10863E-05	4.74891E-06	9.48046E-06	3.53157E-05	0.155264239	0.092006213
Placer (SV)	2035	T6TS	Aggregated	Aggregated	GAS	0.002328799	2.0915E-05	0	2.93111E-06	2.38481E-05	4.85358E-05	0.000903737	0.00097612	0.000232998	1.70028E-06	2.32918E-06	0.000237027	0.00014382	3.11294E-06	0.000224796	0.000371729	2.528237999	0.172258749
Placer (SV)	2035	T7IS	Aggregated	Aggregated	GAS	1.21629E-05	1.55148E-07	0	1.06777E-08	1.65826E-07	7.3297E-07	3.87888E-06	4.77767E-06	2.29978E-06	0	1.03251E-08	2.3101E-06	1.92703E-05	0	9.19574E-09	1.92795E-05	0.024640588	0.185284588
Placer (SV)	2035	UBUS	Aggregated	Aggregated	GAS	0.000696474	1.08793E-05	0	2.11371E-07	1.10907E-05	1.44016E-05	0.000268631	0.000294123	8.19145E-05	0	1.88362E-07	8.21029E-05	0.000113473	0	1.78589E-05	0.000131331	0.875746585	0.194562775

Fuel	% VMT by Fuel Type	Weighted Ave Fuel
Gasoline	0.86132001	0.02831079
Diesel	0.098201712	0.079774063

*remaining 5% VMT is electric and not accounted for in fuel consumption calculation

Maximum Land Use Development in a Single Year

Buildout Duration (years)	16
Work Days in 1 year (5 days/week)	260
Max percent of total land use development in a single year:	10%

Proposed Land Uses

LandUseType	LandUseSubType	Total General Plan Land Use (Existing + Proposed Buildout)	Additional LandUseUnitAmount under the General Plan Buildout	LandUseSizeMetric	Additional LotAcreage in General Plan Buildout	Additional LandUseSquareFeet in General Plan Buildout	Additional Population in General Plan Buildout	10% of Porposed Additional Land Use Unit Amount	10% of Proposed Additional Acreage	Additional Population with 10% Buildout
Residential	Single Family Housing	50,403 (population = 146,169)	14,288.00	Dwelling Units	4638.96	25,718,400	41435	1429	463.896	4143.5
Residential	Apartments Low Rise	20538 (population = 43,130)	9,008.00	Dwelling Units	563	900,800	18917	901	56.3	1891.7
Residential	Retirement Community	4245 (population = 7,981)	905.00	Dwelling Units	181	905,000	1701	91	18.2	170.1
Retail	Strip Mall	18,677	8,904.70	Thousand Square Feet (KSF)	204.42	8,904,700		890.47	20.442	
Retail	Regional Shopping Center	1,755	572.20	Thousand Square Feet (KSF)	13.14	572,200		57.22	1.314	
Commercial	Office Park	13,352	6,152.10	Thousand Square Feet (KSF)	141.23	6,152,100		615.21	14.123	
Industrial	Industrial Park	13,208	6,818.80	Thousand Square Feet (KSF)	156.54	6,818,800		681.88	15.654	
Industrial	General Light Industry	5,025	2,649.20	Thousand Square Feet (KSF)	60.82	2,649,200		264.92	6.082	
Recreational	Arena	0	0	Thousand Square Feet (KSF)				0	0	
Educational	Place of Worship	1,006	266.30	Thousand Square Feet (KSF)	6.11	26,300		26.63	0.611	
Recreational	Motel	49	0	Thousand Square Feet (KSF)				0	0	
Commercial	Medical Office Building	1,007	86.50	Thousand Square Feet (KSF)	1.99	86,500		8.65	0.199	
Commercial	Hospital	1,803	0	Thousand Square Feet (KSF)				0	0	
Residential	Congregate Care (Assisted l	340 (population = 972)	60.80	Thousand Square Feet (KSF) (61 dwelling units in CalEEMod)	3.8	60,800	174	6	0.38	17.4
Recreational	Hotel	1,862	388.00	Thousand Square Feet (KSF) *(268 rooms in CalEEMod)*	8.9	387,684		27	0.9	
Commercial	Government Civic Center	1,771	1,012.70	Thousand Square Feet (KSF)	23.25	1,012,700		101.27	2.325	
Commercial	Government Civic Center	0	0.00	Thousand Square Feet (KSF)				0	0	
Educational	Elementary School	32,422	9,800.00	Students	18.81	819,313		980	1.881	
Recreational	Golf Course	812	0	Acres				0	0	
Recreational	City Park	1,450	307.30	Acres	307.3	13,385,988		30.73	30.73	
Recreational	City Park		0	Acres				0	0	
Recreational	Arena	34	4.60	Acres	4.6	200,376		0.46	0.46	
~~Educational~~	~~Junior College~~	~~0~~	~~0~~	~~Students~~				~~0~~	~~0~~	
				Total	**6333.87**	**68,600,861**	**62,227**	**6,111**	**633**	**6,223**

Total Square Feet of Land Use Development in Planning Area with Buildout	278087217

Roseville Electric Utility GHG Emission Factor Forecasted

RPS reduces share in other energy sources on weighted basis from their 2018 contribution to power content la

Roseville Electric - Power Content Label	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
RPS*	32.0%	28.0%	40.0%	40.0%	40.0%	42.0%	44.0%	46.0%	48.0%	50.0%	52.0%	54.0%	56.0%	58.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%
Large Hydroelectric*	14.0%	29.0%	13.0%	13.0%	13.0%	12.6%	12.1%	11.7%	11.3%	10.8%	10.4%	10.0%	9.5%	9.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%
Natural Gas	33.0%	3.0%	22.0%	22.0%	22.0%	21.3%	20.5%	19.8%	19.1%	18.3%	17.6%	16.9%	16.1%	15.4%	14.7%	14.7%	14.7%	14.7%	14.7%	14.7%
Nuclear*	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Unspecified	21.0%	40.0%	25.0%	25.0%	25.0%	24.2%	23.3%	22.5%	21.7%	20.8%	20.0%	19.2%	18.3%	17.5%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

GHG-Free Energy Sources	46.00%	57.00%	53.00%	53.00%	53.00%	54.57%	56.13%	57.70%	59.27%	60.83%	62.40%	63.97%	65.53%	67.10%	68.67%	68.67%	68.67%	68.67%	68.67%	68.67%
Non-Renewable	54.0%	43.0%	47.0%	47.0%	47.0%	45.4%	43.9%	42.3%	40.7%	39.2%	37.6%	36.0%	34.5%	32.9%	31.33%	31.33%	31.33%	31.33%	31.33%	31.33%
Non-Renewable MT CO2e/MWh	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Power Mix MT CO2e/MWh	0.23	0.18	0.20	0.20	0.20	0.19	0.19	0.18	0.17	0.17	0.16	0.15	0.15	0.14	0.13	0.13	0.13	0.13	0.13	0.13
Power Mix lbs CO2e/MWh	**509.94**	**406.07**	**443.84**	**443.84**	**443.84**	**429.04**	**414.25**	**399.45**	**384.66**	**369.87**	**355.07**	**340.28**	**325.48**	**310.69**	**295.89**	**295.89**	**295.89**	**295.89**	**295.89**	**295.89**

*GHG-free energy sources are considered to include those sources elligible under the RPS standards (biomass & biowaste; geothermal; eligible hydroelectric; solar; and wind), large hydroelectric, and nuc

Conversion Factor

MT/lbs
0.000453592
2204.62

RPS Contribution over Time:

2020	2030	2045
40%	60%	60%

Roseville Electric Power Mix & GHG Emission Factor

2016

Electricity Portofilo	Roseville Electric
Eligibile Renewables	32%
Coal	0%
Large Hydro	14%
Natural Gas	33%
Nuclear	0%
Other	0%
Unspecified	21%
Total	**100%**
Total Renewable	46%
Total Coal	0%
Total "Gas"	54%
Emissions Factors	**Roseville Electric**
lb CO2e/MWh	509.94
MT CO2e/MWh	0.231

2017

Electricity Portofilo	Roseville Electric
Eligibile Renewables	28%
Coal	0%
Large Hydro	29%
Natural Gas	3%
Nuclear	0%
Other	0%
Unspecified	40%
Total	**100%**
Total Renewable	57%
Total Coal	0%
Total "Gas"	43%

2018

Electricity Portofilo	Roseville Electric
Eligibile Renewables	40%
Coal	0%
Large Hydro	13%
Natural Gas	22%
Nuclear	0%
Other	0%
Unspecified	25%
Total	**100%**
Total Renewable	53%
Total Coal	0%
Total "Gas"	47%

Total Gas calculation assumes 'unspecified' is combined cycle natural gas generation.

Electricity Portfolio Sources:

CEC Power Content Labels https://ww2.energy.ca.gov/pcl/2016_labels/Roseville.html

Emissions Factor Sources:

Emissions factors from Brian Zard email to Josh Lathan on

Conversion Factor

MT/lbs
0.000453592

Land Use Baseline and GP Update Type and Size

	Scenario	Total TAZ	SFDU	MFDU	ARDU	RET	MALL	OFF	IND	HTI	CC	CHURCH	LODGE	MED	HOSP	CONV	HOTEL	PQPL	PQPH	SCHOOL	GOLF	PARK	CEM	FAIR	UNIV
Region	Base	1,113	97,548	21,133	10,084	18,285	1,183	10,066	20,257	2,376	0	1,844	317	1,413	1,988	1,219	2,430	514	2,247	65,531	3,104	1,779	200	29	21,107
	GP Update	1,344	149,766	50,507	13,532	39,913	1,755	25,856	35,711	6,129	0	2,957	315	2,027	2,153	1,456	3,837	1,108	3,307	109,781	3,111	2,621	210	39	76,410
Roseville	Base	402	36,115	11,530	3,340	9,772	1,183	7,200	6,389	2,376	0	740	50	921	1,863	279	1,474	183	576	22,622	812	1,123	20	29	3,007
	GP Update	505	50,403	20,538	4,245	18,677	1,755	13,352	13,208	5,025	0	1,006	49	1,007	1,803	340	1,862	409	1,362	32,422	812	1,430	20	34	0
	Delta = new construction.	103.00	14,288.00	9,008.00	905.00	8,904.70	572.20	6,152.10	6,818.80	2,649.20	0.00	266.30	-1.20	86.50	-60.20	60.80	388.00	226.50	786.20	9,800.00	0.30	307.30	-0.10	4.60	-3,007.00
	In a year	10.30	1,429.00	901.00	91.00	890.47	57.22	615.21	681.88	264.92	0.00	26.63	-0.12	8.65	-6.02	6.08	38.80	22.65	78.62	980.00	0.03	30.73	-0.01	0.46	-301.00
	Linear (to 2035)	6.44	893.00	563.00	56.56	556.54	35.76	384.51	426.18	165.58	0.00	16.64	-0.08	5.41	-3.76	3.80	24.25	14.16	49.14	613.00	0.02	19.21	-0.01	0.29	-188.00
	Units		DU	DU	Du	KSF	KSF	KSF	KSF	KSF	KSF	KSF	KSF	KSF	KSF	KSF	KSF	KSF	KSF	Students	Acres	Acres	Acres	Acres	Students
	Land Use Description		Single Family DU	Multi-Family DU	Age-Restricted DU	Retail	Mall	Office	Industrial	High-Tech Industrial	Convention Center	Church/Worship Center	Lodging	Medical Office/Clinic	Hospital	Convalescent Home	Hotel Rooms	Public/Quasi-Public Low	Public/Quasi-Public High	School (K-12)	Golf Course	Park	Cemetery	Fairgrounds	University
	CalEEMod Land Use Type		Residential	Residential	Residential	Retail	Retail	Commercial	Industrial	Industrial	Recreational	Educational	Recreational	Commercial	Commercial	Residential	Recreational	Commercial	Commercial	Educational	Recreational	Recreational	Recreational	Recreational	Educational
	CalEEMod Land Use Subtype		Single Family Housing	Apartments Low Rise	Retirement Community	Strip Mall	Regional Shopping Center	Office Park	Industrial Park	General Light Industry	Arena	Place of Worship	Motel	Medical Office Building	Hospital	Congregate Care (Assisted Living)	Hotel	Government Civic Center	Government Civic Center	Elementary School	Golf Course	City Park	City Park	Arena	Junior College

Final Buildout Year	2035
Construction Start Year	2020
Total Construction Duration for	16
Maximum annual construction ('	10%

*Notes: DU = Dwelling Units; KSF = Thousand Square Feet

Average Household Size	
Single-Family Units	2.9
Multi-Family Units	2.1
Age-Restricted	1.88

Added Population Estimates:

LandUse Baseline_GPU Type	CalEEMod Land Use	Size	Units	Lot Acreage	Land Use Square Feet	Population	Assumption
Single Family	Single Family Housing	14,288	DU	4638.96	25,718,400	41,435	2.9 persons per dwelling unit
Multi-Family	Apartments Low Rise	9,008	DU	563	900,800	18,917	2.1 persons per dwelling unit
Age-Restricted	Retirement Community	905	DU	181	905,000	1,701	1.88 persons per dwelling unit
Convalescent Home	Congregate Care (Assisted Living)	60.8	KSF	3.8	60,800	174	350 square feet per resident
						62,227	

Total Population Estimates (Existing + Buildout):

LandUse Baseline_GPU Type	CalEEMod Land Use	Size	Units	Lot Acreage	Land Use Square Feet	Population	Assumption
Single Family	Single Family Housing	50,403	DU	16,364.61	90,725,400	146,169	2.9 persons per dwelling unit
Multi-Family	Apartments Low Rise	20,538	DU	1,283.63	20,538,000	43,130	2.1 persons per dwelling unit
Age-Restricted	Retirement Community	4245	DU	849.00	4,245,000	7,981	1.88 persons per dwelling unit
Convalescent Home	Congregate Care (Assisted Living)	340	KSF	21.24	340,000	972	350 square feet per resident
						198,251	

EMFAC2017 (v1.0.2) Emission Rates

Region Type: Sub-Area
Region: Placer (SV)
Calendar Year: 2035
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IL

Region	Calendar Y	Vehicle Ca	Model Yea	Speed	Fuel	Populatior	VMT	Trips	ROG_RUN	ROG_IDLE	ROG_STRE
Placer (SV)	2035	All Other E	Aggregate	Aggregate	DSL	35.5526	1785.566	298.6419	0.010798	0.049332	0
Placer (SV)	2035	LDA	Aggregate	Aggregate	GAS	115557.8	3887645	544977.5	0.002392	0	0.092174
Placer (SV)	2035	LDA	Aggregate	Aggregate	DSL	1418.863	48222.16	6719.668	0.004752	0	0
Placer (SV)	2035	LDA	Aggregate	Aggregate	ELEC	6629.065	252364.7	32009.11	0	0	0
Placer (SV)	2035	LDT1	Aggregate	Aggregate	GAS	17097.75	589347.1	78699.61	0.002857	0	0.112138
Placer (SV)	2035	LDT1	Aggregate	Aggregate	DSL	2.548698	81.99059	11.35262	0.017398	0	0
Placer (SV)	2035	LDT1	Aggregate	Aggregate	ELEC	518.8695	19575.24	2498.44	0	0	0
Placer (SV)	2035	LDT2	Aggregate	Aggregate	GAS	55493.52	1924882	256038.3	0.003355	0	0.137328
Placer (SV)	2035	LDT2	Aggregate	Aggregate	DSL	530.6868	19415.54	2494.523	0.013381	0	0
Placer (SV)	2035	LDT2	Aggregate	Aggregate	ELEC	2015.07	52254.43	9681.928	0	0	0
Placer (SV)	2035	LHD1	Aggregate	Aggregate	GAS	2974.297	98644.19	44312.6	0.012052	0.329934	0.066196
Placer (SV)	2035	LHD1	Aggregate	Aggregate	DSL	3436.262	108363.2	43223.85	0.138978	0.10976	0
Placer (SV)	2035	LHD2	Aggregate	Aggregate	GAS	462.7912	15239.16	6894.899	0.007994	0.328726	0.055977
Placer (SV)	2035	LHD2	Aggregate	Aggregate	DSL	1341.059	41935.35	16868.84	0.135206	0.10976	0
Placer (SV)	2035	MCY	Aggregate	Aggregate	GAS	7738.661	39709.56	15477.32	2.121704	0	1.89639
Placer (SV)	2035	MDV	Aggregate	Aggregate	GAS	35780.23	1087699	163100.7	0.004678	0	0.163284
Placer (SV)	2035	MDV	Aggregate	Aggregate	DSL	1228.364	38751.05	5696.152	0.005843	0	0
Placer (SV)	2035	MDV	Aggregate	Aggregate	ELEC	1387.218	36372.11	6690.445	0	0	0
Placer (SV)	2035	MH	Aggregate	Aggregate	GAS	557.9828	5055.704	55.8206	0.01377	0	0.106172
Placer (SV)	2035	MH	Aggregate	Aggregate	DSL	358.3321	2669.469	35.83321	0.108855	0	0
Placer (SV)	2035	Motor Coa	Aggregate	Aggregate	DSL	13.19952	1574.104	192.713	0.018515	3.994912	0
Placer (SV)	2035	OBUS	Aggregate	Aggregate	GAS	83.63229	3119.149	1673.315	0.017435	0.749934	0.127712
Placer (SV)	2035	PTO	Aggregate	Aggregate	DSL	0	6516.443	0	0.025296	0	0
Placer (SV)	2035	SBUS	Aggregate	Aggregate	GAS	45.07108	1687.541	180.2843	0.012021	10.64152	0.296908
Placer (SV)	2035	SBUS	Aggregate	Aggregate	DSL	225.371	7145.642	2600.75	0.061147	0.266885	0
Placer (SV)	2035	T6 CAIRP h	Aggregate	Aggregate	DSL	26.06266	4460.069	380.5148	0.007762	0.049332	0
Placer (SV)	2035	T6 CAIRP s	Aggregate	Aggregate	DSL	19.71602	875.8966	287.8538	0.007881	0.049332	0
Placer (SV)	2035	T6 instate	Aggregate	Aggregate	DSL	82.25659	5195.976	371.8788	0.018327	0.049319	0
Placer (SV)	2035	T6 instate	Aggregate	Aggregate	DSL	552.4827	27465.62	2497.753	0.014928	0.049333	0
Placer (SV)	2035	T6 instate	Aggregate	Aggregate	DSL	1150.929	134248.8	13281.56	0.008982	0.049332	0
Placer (SV)	2035	T6 instate	Aggregate	Aggregate	DSL	3913.041	188910.3	45155.95	0.008883	0.049332	0
Placer (SV)	2035	T6 OOS he	Aggregate	Aggregate	DSL	14.5074	2498.117	211.808	0.007753	0.049332	0
Placer (SV)	2035	T6 OOS sm	Aggregate	Aggregate	DSL	7.897747	347.2486	115.3071	0.007907	0.049332	0
Placer (SV)	2035	T6 Public	Aggregate	Aggregate	DSL	393.8122	6139.243	1194.564	0.019351	0.260189	0
Placer (SV)	2035	T6 utility	Aggregate	Aggregate	DSL	33.70568	562.2801	387.6153	0.007268	0.13558	0
Placer (SV)	2035	T6TS	Aggregate	Aggregate	GAS	341.6607	14676.98	6835.947	0.012887	1.028119	0.152085
Placer (SV)	2035	T7 CAIRP	Aggregate	Aggregate	DSL	207.4169	43902.39	3028.286	0.019958	10.43423	0
Placer (SV)	2035	T7 CAIRP c	Aggregate	Aggregate	DSL	20.39027	3732.315	92.18361	0.035307	1.594405	0
Placer (SV)	2035	T7 NNOOS	Aggregate	Aggregate	DSL	311.2435	53525.06	4544.155	0.018629	12.95028	0
Placer (SV)	2035	T7 NOOS	Aggregate	Aggregate	DSL	82.45604	17234.09	1203.858	0.019985	12.95028	0
Placer (SV)	2035	T7 other p	Aggregate	Aggregate	DSL	2.817993	443.7593	21.41675	0.029031	1.641997	0
Placer (SV)	2035	T7 POAK	Aggregate	Aggregate	DSL	13.49755	2107.414	102.5814	0.029381	2.621748	0
Placer (SV)	2035	T7 Public	Aggregate	Aggregate	DSL	298.2996	6043.071	904.842	0.055487	1.147128	0
Placer (SV)	2035	T7 Single	Aggregate	Aggregate	DSL	414.3114	32818.11	4781.096	0.01784	2.186104	0
Placer (SV)	2035	T7 single c	Aggregate	Aggregate	DSL	124.3229	9259.187	562.0591	0.03263	1.591715	0
Placer (SV)	2035	T7 SWCV	Aggregate	Aggregate	DSL	166.9187	6806.534	650.9829	0.029759	1.444922	0
Placer (SV)	2035	T7 tractor	Aggregate	Aggregate	DSL	273.2711	32861.51	3470.543	0.018389	1.879641	0
Placer (SV)	2035	T7 tractor	Aggregate	Aggregate	DSL	103.2217	7638.014	466.6613	0.037574	1.593727	0
Placer (SV)	2035	T7 utility	Aggregate	Aggregate	DSL	6.457847	130.8456	74.26524	0.015734	0.635427	0
Placer (SV)	2035	T7IS	Aggregate	Aggregate	GAS	1.253791	132.9878	25.08585	0.302296	0	0.001408
Placer (SV)	2035	UBUS	Aggregate	Aggregate	GAS	55.98137	4501.1	223.9255	0.021063	0	0.492757
Placer (SV)	2035	UBUS	Aggregate	Aggregate	DSL	106.5037	11080.4	426.0149	0.000797	0	0
Placer (SV)	2035	UBUS	Aggregate	Aggregate	NG	29.58437	3077.888	118.3375	0.063722	0	0

EMFAC2017 (v1.0.2) Emission Rates

Region Type: Sub-Area

Region: Placer (SV)

Calendar Year: 2035

Season: Annual

Vehicle Classification: EMFAC2011 Categories

DLEX, REST Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IDLEX

ROG_HOT	ROG_RUN	ROG_REST	ROG_DIUF	TOG_RUN	TOG_IDLE	TOG_STRE	TOG_HOT	TOG_RUN	TOG_REST	TOG_DIUR	CO_RUNE	CO_IDLEX	CO_STREX
0	0	0	0	0.012293	0.056161	0	0	0	0	0	0.139244	2.088954	0
0.049292	0.164862	0.090338	0.12007	0.003491	0	0.100919	0.049292	0.164862	0.090338	0.12007	0.424776	0	1.591123
0	0	0	0	0.00541	0	0	0	0	0	0	0.13843	0	0
0.004888	0	0.007655	0.025178	0	0	0	0.004888	0	0.007655	0.025178	0	0	0
0.074809	0.290567	0.159368	0.207142	0.004169	0	0.122777	0.074809	0.290567	0.159368	0.207142	0.4424	0	1.692967
0	0	0	0	0.019806	0	0	0	0	0	0	0.181699	0	0
0.004888	0	0.007655	0.025178	0	0	0	0.004888	0	0.007655	0.025178	0	0	0
0.073952	0.28521	0.202667	0.248139	0.004895	0	0.150357	0.073952	0.28521	0.202667	0.248139	0.492271	0	2.134643
0	0	0	0	0.015233	0	0	0	0	0	0	0.136877	0	0
0.004888	0	0.007655	0.025178	0	0	0	0.004888	0	0.007655	0.025178	0	0	0
0.089471	0.486547	0.020502	0.04508	0.017586	0.481439	0.072476	0.089471	0.486547	0.020502	0.04508	0.253082	3.773629	1.516885
0	0	0	0	0.158218	0.124954	0	0	0	0	0	0.660739	0.909745	0
0.064828	0.331802	0.017489	0.035349	0.011665	0.479676	0.061288	0.064828	0.331802	0.017489	0.035349	0.170649	3.780518	1.411699
0	0	0	0	0.153923	0.124954	0	0	0	0	0	0.646469	0.909745	0
0.803273	1.376879	1.248792	2.68458	2.654377	0	2.065123	0.803273	1.376879	1.248792	2.68458	17.35823	0	9.363747
0.103336	0.336211	0.298493	0.367145	0.006826	0	0.178776	0.103336	0.336211	0.298493	0.367145	0.532623	0	2.234644
0	0	0	0	0.006651	0	0	0	0	0	0	0.163038	0	0
0.004888	0	0.007655	0.025178	0	0	0	0.004888	0	0.007655	0.025178	0	0	0
0.038392	0.453605	0.020823	0.064209	0.020093	0	0.116245	0.038392	0.453605	0.020823	0.064209	0.231663	0	2.257556
0	0	0	0	0.123924	0	0	0	0	0	0	0.367533	0	0
0	0	0	0	0.021078	4.547903	0	0	0	0	0	0.172056	59.0281	0
0.027902	0.320563	0.01678	0.049937	0.025442	1.094302	0.139828	0.027902	0.320563	0.01678	0.049937	0.335141	5.796677	2.538075
0	0	0	0	0.028797	0	0	0	0	0	0	0.405353	0	0
0.054604	0.379002	0.01108	0.033273	0.017542	15.52808	0.325077	0.054604	0.379002	0.01108	0.033273	0.202385	82.24088	7.417871
0	0	0	0	0.069611	0.303829	0	0	0	0	0	0.214886	8.5091	0
0	0	0	0	0.008836	0.056161	0	0	0	0	0	0.06433	2.088954	0
0	0	0	0	0.008972	0.056161	0	0	0	0	0	0.065313	2.088954	0
0	0	0	0	0.020864	0.056146	0	0	0	0	0	0.211607	2.083795	0
0	0	0	0	0.016994	0.056161	0	0	0	0	0	0.186206	2.088558	0
0	0	0	0	0.010225	0.056161	0	0	0	0	0	0.102205	2.088954	0
0	0	0	0	0.010112	0.056161	0	0	0	0	0	0.101074	2.088954	0
0	0	0	0	0.008827	0.056161	0	0	0	0	0	0.064257	2.088954	0
0	0	0	0	0.009001	0.056161	0	0	0	0	0	0.065527	2.088954	0
0	0	0	0	0.022029	0.296206	0	0	0	0	0	0.127297	10.26055	0
0	0	0	0	0.008274	0.154348	0	0	0	0	0	0.085066	5.74113	0
0.048685	0.237183	0.013101	0.026686	0.018805	1.500229	0.166514	0.048685	0.237183	0.013101	0.026686	0.234014	15.29555	3.054785
0	0	0	0	0.02272	11.87857	0	0	0	0	0	0.185464	154.1743	0
0	0	0	0	0.040195	1.815109	0	0	0	0	0	0.491928	23.55864	0
0	0	0	0	0.021208	14.74291	0	0	0	0	0	0.17312	191.351	0
0	0	0	0	0.022752	14.74291	0	0	0	0	0	0.18572	191.351	0
0	0	0	0	0.033049	1.869289	0	0	0	0	0	0.414427	24.26185	0
0	0	0	0	0.033448	2.984661	0	0	0	0	0	0.419423	38.73848	0
0	0	0	0	0.063168	1.305918	0	0	0	0	0	0.303576	15.4934	0
0	0	0	0	0.020309	2.488713	0	0	0	0	0	0.218114	32.30148	0
0	0	0	0	0.037146	1.812047	0	0	0	0	0	0.432124	23.50923	0
0	0	0	0	0.033878	1.644934	0	0	0	0	0	0.07925	20.2766	0
0	0	0	0	0.020934	2.139828	0	0	0	0	0	0.15913	27.77323	0
0	0	0	0	0.042775	1.814337	0	0	0	0	0	0.516235	23.54414	0
0	0	0	0	0.017912	0.723385	0	0	0	0	0	0.205053	9.388957	0
0.044345	0.220057	0.012938	0.026113	0.44111	0	0.001542	0.044345	0.220057	0.012938	0.026113	28.89756	0	5.043322
0.041263	0.240993	0.007786	0.017429	0.030735	0	0.539507	0.041263	0.240993	0.007786	0.017429	0.343834	0	8.436673
0	0	0	0	0.055	0	0	0	0	0	0	0.087785	0	0
0	0	0	0	4.549648	0	0	0	0	0	0	33.08052	0	0

EMFAC2017 (v1.0.2) Emission Rates

Region Type: Sub-Area

Region: Placer (SV)

Calendar Year: 2035

Season: Annual

Vehicle Classification: EMFAC2011 Categories

(, RESTL an Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IDLE)

NOx_RUNI	NOx_IDLE	NOx_STRE	CO2_RUNI	CO2_IDLE	CO2_STRE	CH4_RUNE	CH4_IDLE	CH4_STRE	PM10_RUI	PM10_IDL	PM10_STR	PM10_PM	PM10_PM
2.090915	2.855497	2.214387	942.0376	565.778	0	0.000502	0.002291	0	0.005689	0.000713	0	0.012	0.13034
0.018225	0	0.117718	197.9706	0	41.21681	0.000774	0	0.023732	0.000667	0	0.000977	0.008	0.03675
0.012635	0	0	153.142	0	0	0.000221	0	0	0.001202	0	0	0.008	0.03675
0	0	0	0	0	0	0	0	0	0	0	0	0.008	0.03675
0.020449	0	0.137262	230.9207	0	49.18407	0.000892	0	0.027629	0.000739	0	0.001138	0.008	0.03675
0.127675	0	0	300.0426	0	0	0.000808	0	0	0.006893	0	0	0.008	0.03675
0	0	0	0	0	0	0	0	0	0	0	0	0.008	0.03675
0.020184	0	0.141588	231.3485	0	50.845	0.001063	0	0.033681	0.000713	0	0.001073	0.008	0.03675
0.029432	0	0	205.2887	0	0	0.000622	0	0	0.004215	0	0	0.008	0.03675
0	0	0	0	0	0	0	0	0	0	0	0	0.008	0.03675
0.079212	0.02875	0.363355	862.1073	106.8111	16.85163	0.003166	0.09732	0.014043	0.002195	0	0.000329	0.008	0.07644
0.716753	1.481492	0	476.2776	119.6163	0	0.006455	0.005098	0	0.014619	0.027182	0	0.012	0.07644
0.065234	0.028624	0.360616	988.9115	122.7507	19.0616	0.00237	0.098195	0.012437	0.002073	0	0.000297	0.008	0.08918
0.552776	1.456975	0	534.4164	191.9036	0	0.00628	0.005098	0	0.019812	0.027405	0	0.012	0.08918
1.136335	0	0.269341	207.7511	0	59.73273	0.315846	0	0.247278	0.002135	0	0.002713	0.004	0.01176
0.026783	0	0.162799	287.2777	0	63.06969	0.001343	0	0.037856	0.000759	0	0.001133	0.008	0.03675
0.015134	0	0	273.1957	0	0	0.000271	0	0	0.001637	0	0	0.008	0.03675
0	0	0	0	0	0	0	0	0	0	0	0	0.008	0.03675
0.135059	0	0.39072	1517.676	0	22.20224	0.004506	0	0.028685	0.001334	0	0.000283	0.012	0.13034
3.708801	0	0	934.3533	0	0	0.005056	0	0	0.073757	0	0	0.016	0.13034
1.881471	47.20762	2.229987	1245.782	9143.424	0	0.00086	0.185553	0	0.0239	0.017002	0	0.012	0.13034
0.138725	0.065306	0.306217	1470.705	329.9705	22.42988	0.004257	0.19944	0.025395	0.001349	0	0.000268	0.012	0.13034
4.562671	0	0	1646.358	0	0	0.001175	0	0	0.004792	0	0	0	0
0.114226	0.92653	0.477224	727.4955	2203.343	41.29533	0.002722	2.410246	0.05232	0.001549	0	0.000703	0.008	0.7448
3.193018	29.64875	1.451233	972.9682	3277.668	0	0.00284	0.012396	0	0.025546	0.017889	0	0.012	0.7448
0.91848	2.855497	1.31518	693.2816	496.8328	0	0.000361	0.002291	0	0.009854	0.000713	0	0.012	0.13034
0.944544	2.855497	1.315365	767.1512	495.0368	0	0.000366	0.002291	0	0.010246	0.000713	0	0.012	0.13034
2.557335	2.884863	2.655787	1086.414	563.1988	0	0.000851	0.002291	0	0.011674	0.000756	0	0.012	0.13034
2.092493	2.85758	2.6844	986.7217	526.0047	0	0.000693	0.002291	0	0.008739	0.000715	0	0.012	0.13034
1.446174	2.855497	2.139644	770.6538	523.0805	0	0.000417	0.002291	0	0.006816	0.000713	0	0.012	0.13034
1.419069	2.855497	2.141541	826.4758	512.1644	0	0.000413	0.002291	0	0.006642	0.000713	0	0.012	0.13034
0.916311	2.855497	1.315217	692.5423	495.9889	0	0.00036	0.002291	0	0.009825	0.000713	0	0.012	0.13034
0.951544	2.855497	1.31518	768.9684	496.9289	0	0.000367	0.002291	0	0.01033	0.000713	0	0.012	0.13034
1.698747	18.0764	2.892835	930.31	2819.357	0	0.000899	0.012085	0	0.006926	0.007679	0	0.012	0.13034
0.942804	7.847841	1.971911	807.6738	1361.349	0	0.000338	0.006297	0	0.003391	0.001959	0	0.012	0.13034
0.10246	0.089524	0.326679	1455.323	456.2143	31.23557	0.003321	0.274581	0.031114	0.001406	0	0.000423	0.012	0.13034
2.063772	123.3006	2.233176	978.1012	20567.36	0	0.000927	0.484643	0	0.027989	0.044406	0	0.036	0.06174
4.002116	18.84098	4.565374	1316.09	3106.166	0	0.00164	0.074056	0	0.020873	0.006786	0	0.036	0.06174
1.861994	153.0327	2.233405	963.4826	25097.42	0	0.000865	0.601507	0	0.024246	0.055114	0	0.036	0.06174
2.068443	153.0327	2.233117	979.8398	25582.24	0	0.000928	0.601507	0	0.028066	0.055114	0	0.036	0.06174
3.994307	19.40337	1.786372	1216.712	3236.819	0	0.001348	0.076267	0	0.015691	0.006988	0	0.036	0.06174
4.062436	30.98104	1.786372	1232.563	5185.689	0	0.001365	0.121773	0	0.016048	0.011158	0	0.036	0.06174
4.143594	20.67321	4.439152	1402.751	2707.642	0	0.002577	0.053281	0	0.016642	0.017535	0	0.036	0.06174
2.128234	25.83305	3.625568	1221.243	4632.343	0	0.000829	0.101539	0	0.01275	0.009304	0	0.036	0.06174
3.332707	18.86767	4.532952	1486.404	3437.545	0	0.001516	0.073931	0	0.015998	0.006869	0	0.036	0.06174
1.865904	22.72213	4.928451	3093.936	3284.25	0	0.001382	0.067113	0	0.016949	0.01424	0	0.036	0.06174
1.835003	22.2116	1.870108	1014.136	3992.244	0	0.000854	0.087304	0	0.027473	0.007999	0	0.036	0.06174
4.295398	18.8502	4.548944	1469.734	3374.792	0	0.001745	0.074024	0	0.022951	0.006805	0	0.036	0.06174
1.75135	7.508802	3.320832	1303.432	1386.027	0	0.000731	0.029514	0	0.006908	0.002704	0	0.036	0.06174
3.008323	0	0.006834	1585.325	0	37.73186	0.068736	0	0.000272	0.001151	0	0.00042	0.02	0.06174
0.263473	0	0.823343	1668.348	0	77.11405	0.006323	0	0.114833	0.002385	0	0.000931	0.01161	0.126331
0.615161	0	0	1220.262	0	0	0.053861	0	0	0.004771	0	0	0.020674	0.10554
0.372977	0	0	1609.735	0	0	4.457903	0	0	0.002605	0	0	0.020674	0.10554

EMFAC2017 (v1.0.2) Emission Rates

Region Type: Sub-Area

Region: Placer (SV)

Calendar Year: 2035

Season: Annual

Vehicle Classification: EMFAC2011 Categories

(, RESTL an Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IDLEX

PM2_5_RU	PM2_5_ID	PM2_5_ST	PM2_5_PI	PM2_5_PI	SOx_RUNE	SOx_IDLEX	SOx_STRE	N2O_RUN	N2O_IDLE	N2O_STREX
0.005443	0.000682	0	0.003	0.05586	0.0089	0.005345	0	0.148075	0.088932	0
0.000614	0	0.000898	0.002	0.01575	0.001959	0	0.000408	0.002965	0	0.018866
0.00115	0	0	0.002	0.01575	0.001448	0	0	0.024072	0	0
0	0	0	0.002	0.01575	0	0	0	0	0	0
0.000679	0	0.001046	0.002	0.01575	0.002285	0	0.000487	0.003182	0	0.020894
0.006594	0	0	0.002	0.01575	0.002836	0	0	0.047163	0	0
0	0	0	0.002	0.01575	0	0	0	0	0	0
0.000656	0	0.000986	0.002	0.01575	0.002289	0	0.000503	0.003091	0	0.021322
0.004032	0	0	0.002	0.01575	0.001941	0	0	0.032269	0	0
0	0	0	0.002	0.01575	0	0	0	0	0	0
0.002019	0	0.000302	0.002	0.03276	0.008531	0.001057	0.000167	0.005879	0.002703	0.032612
0.013987	0.026006	0	0.003	0.03276	0.004503	0.001131	0	0.074864	0.018802	0
0.001906	0	0.000274	0.002	0.03822	0.009786	0.001215	0.000189	0.005708	0.002693	0.032455
0.018955	0.026219	0	0.003	0.03822	0.005052	0.001814	0	0.084003	0.030165	0
0.001991	0	0.002535	0.001	0.00504	0.002056	0	0.000591	0.06519	0	0.015161
0.000698	0	0.001042	0.002	0.01575	0.002843	0	0.000624	0.003467	0	0.022512
0.001566	0	0	0.002	0.01575	0.002583	0	0	0.042943	0	0
0	0	0	0.002	0.01575	0	0	0	0	0	0
0.001227	0	0.000261	0.003	0.05586	0.015019	0	0.00022	0.013877	0	0.044348
0.070567	0	0	0.004	0.05586	0.008833	0	0	0.146867	0	0
0.022866	0.016266	0	0.003	0.05586	0.01177	0.086383	0	0.19582	1.437219	0
0.00124	0	0.000246	0.003	0.05586	0.014554	0.003265	0.000222	0.01054	0.005724	0.025792
0.004585	0	0	0	0	0.015554	0	0	0.258785	0	0
0.001424	0	0.000647	0.002	0.3192	0.007199	0.021804	0.000409	0.011336	0.095585	0.047705
0.024441	0.017116	0	0.003	0.3192	0.009192	0.030966	0	0.152937	0.515204	0
0.009428	0.000682	0	0.003	0.05586	0.00655	0.004694	0	0.108974	0.078095	0
0.009803	0.000682	0	0.003	0.05586	0.007248	0.004677	0	0.120585	0.077813	0
0.011169	0.000724	0	0.003	0.05586	0.010264	0.005321	0	0.170769	0.088527	0
0.008361	0.000684	0	0.003	0.05586	0.009322	0.004969	0	0.155099	0.082681	0
0.006521	0.000682	0	0.003	0.05586	0.007281	0.004942	0	0.121136	0.082221	0
0.006354	0.000682	0	0.003	0.05586	0.007808	0.004839	0	0.12991	0.080505	0
0.0094	0.000682	0	0.003	0.05586	0.006543	0.004686	0	0.108858	0.077963	0
0.009884	0.000682	0	0.003	0.05586	0.007265	0.004695	0	0.120871	0.07811	0
0.006627	0.007346	0	0.003	0.05586	0.008789	0.026636	0	0.146232	0.443164	0
0.003244	0.001874	0	0.003	0.05586	0.007631	0.012861	0	0.126955	0.213985	0
0.001293	0	0.000389	0.003	0.05586	0.014402	0.004515	0.000309	0.008889	0.008266	0.029832
0.026778	0.042485	0	0.009	0.02646	0.009241	0.19431	0	0.153744	3.232902	0
0.01997	0.006492	0	0.009	0.02646	0.012434	0.029346	0	0.206871	0.488246	0
0.023198	0.05273	0	0.009	0.02646	0.009103	0.237108	0	0.151446	3.944965	0
0.026852	0.05273	0	0.009	0.02646	0.009257	0.241688	0	0.154017	4.021172	0
0.015013	0.006686	0	0.009	0.02646	0.011495	0.03058	0	0.19125	0.508783	0
0.015354	0.010675	0	0.009	0.02646	0.011645	0.048992	0	0.193742	0.815118	0
0.015922	0.016776	0	0.009	0.02646	0.013252	0.02558	0	0.220493	0.425604	0
0.012198	0.008901	0	0.009	0.02646	0.011538	0.043764	0	0.191962	0.72814	0
0.015306	0.006572	0	0.009	0.02646	0.014043	0.032476	0	0.233642	0.540334	0
0.016216	0.013624	0	0.009	0.02646	0.02923	0.031028	0	0.486324	0.516238	0
0.026285	0.007653	0	0.009	0.02646	0.009581	0.037717	0	0.159408	0.627525	0
0.021959	0.006511	0	0.009	0.02646	0.013885	0.031883	0	0.231022	0.53047	0
0.00661	0.002587	0	0.009	0.02646	0.012314	0.013094	0	0.204881	0.217864	0
0.001058	0	0.000386	0.005	0.02646	0.015688	0	0.000373	0.131454	0	0.000333
0.002193	0	0.000856	0.002903	0.054142	0.01651	0	0.000763	0.02287	0	0.072351
0.004565	0	0	0.005168	0.045231	0.011536	0	0	0.191808	0	0
0.002492	0	0	0.005168	0.045231	0	0	0	0.328155	0	0

APPENDIX C

Noise

Roseville General Plan Update- Traffic Noise Contours												
Roadway	Roadway Segment	Existing Conditions				GP_Constrained				GP_Unconstrained			
		dB, L_{dn}	Distance to Contours, feet			dB, L_{dn}	Distance to Contours, feet			dB, L_{dn}	Distance to Contours, feet		
		at 100 feet	70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}	at 100 feet	70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}	at 100 feet	70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}
Blue Oaks Blvd	From Fiddyment Rd to West	54	9	20	42	65	48	104	225	66	52	113	243
Blue Oaks Blvd	From Fiddyment Rd to Del Webb Blvd	61	27	58	124	67	64	139	299	67	67	144	311
Blue Oaks Blvd	From Del Webb Blvd to Woodcreek Oaks Blvd	64	39	85	182	68	73	157	337	68	74	158	341
Blue Oaks Blvd	From Woodcreek Oaks Blvd to Foothills Blvd	66	54	116	250	69	83	178	384	69	84	181	389
Blue Oaks Blvd	From Foothills Blvd to Washington Blvd	67	61	131	282	69	88	190	409	69	89	191	412
Fiddyment Rd	From Blue Oaks to North	60	21	46	99	66	54	117	251	66	54	116	249
Fiddyment Rd	From Blue Oaks Blvd to Pleasant Grove Blvd	63	33	70	151	66	54	117	252	66	53	115	247
Fiddyment Rd	From Pleasant Grove Blvd to Baseline Rd	65	45	97	208	68	74	159	343	68	73	157	339
Woodcreek Oaks Blvd	From Blue Oaks Blvd to North	61	24	52	112	63	37	79	170	63	34	74	160
Woodcreek Oaks Blvd	From Blue Oaks Blvd to Pleasant Grove Blvd	62	31	67	144	65	46	98	212	65	44	96	206
Woodcreek Oaks Blvd	From Pleasant Grove Blvd to Junction Blvd	62	31	67	143	66	52	112	242	66	51	109	235
Woodcreek Oaks Blvd	From Junction Blvd to Baseline Rd	59	20	42	91	62	32	68	147	62	30	65	140
Foothills Blvd	From Blue Oaks Blvd to North	60	20	44	94	66	56	120	258	65	46	100	215
Foothills Blvd	From Blue Oaks Blvd to Pleasant Grove Blvd	63	33	70	151	66	53	113	244	66	52	112	240
Foothills Blvd	From Pleasant Grove Blvd to Junction Blvd	66	51	110	238	67	64	138	298	67	63	136	292
Foothills Blvd	From Junction Blvd to Main St	65	50	107	230	67	64	138	298	67	63	135	290
Foothills Blvd	From Baseline Rd to Vineyard	66	57	122	262	68	70	151	326	68	70	151	325
Foothills Blvd	From Vineyard to Cirby Way	66	57	123	265	67	67	144	310	67	68	146	314
Washington Blvd	From Blue Oaks Blvd to Roseville Pkwy	63	35	75	161	66	58	124	268	66	58	124	267
Washington Blvd	From Roseville Pkwy to Pleasant Grove Blvd	62	30	64	138	65	43	94	202	65	44	95	205
Washington Blvd	From Pleasant Grove Blvd to Junction Blvd	63	36	77	167	65	48	104	225	65	48	102	221
Washington Blvd	From Junction Blvd to Main St	64	37	81	174	66	53	115	247	66	53	114	245
Washington Blvd	From Main St to Oak St	64	39	85	182	66	56	122	262	66	56	120	258
Pleasant Grove Blvd	From Fiddyment Rd to West	61	24	51	110	66	50	108	233	65	50	107	231
Pleasant Grove Blvd	From Fiddyment Rd to Woodcreek Oaks Blvd	64	42	90	194	66	57	124	267	66	58	125	269
Pleasant Grove Blvd	From Woodcreek Oaks Blvd to Foothills Blvd	66	52	113	243	68	73	157	338	68	73	157	338
Pleasant Grove Blvd	From Foothills Blvd to Washington Blvd	67	61	132	284	68	74	159	343	68	74	160	344
Pleasant Grove Blvd	From Washington Blvd to Roseville Pkwy	67	65	140	302	68	78	168	362	68	77	166	358
Pleasant Grove Blvd	From Roseville Pkwy to SR65 SB Ramps	67	68	147	316	69	85	184	397	69	85	184	396
Pleasant Grove Blvd	From Fairway Dr to SR 65 NB Ramps	67	62	133	287	68	72	156	335	68	73	157	339
Pleasant Grove Blvd	From Fairway Dr to North	64	42	90	193	65	49	107	230	65	49	105	227
Junction Blvd	From Woodcreek Oaks Blvd to West	61	24	51	110	65	47	102	219	65	47	102	219
Junction Blvd	From Woodcreek Oaks Blvd to Foothills Blvd	61	26	55	118	64	38	82	176	64	38	83	178
Junction Blvd	From Foothills Blvd to Washington Blvd	62	28	61	130	65	45	96	207	65	45	96	207
Baseline Rd	From Fiddyment Rd to West	62	30	65	140	67	66	143	308	67	65	139	300
Baseline Rd	From Fiddyment Rd to Junction Blvd	62	31	67	145	68	72	156	335	68	72	155	334
Baseline Rd	From Junction Blvd to Woodcreek Oaks Blvd	62	31	68	146	66	52	113	243	66	52	113	243
Baseline Rd	From Woodcreek Oaks Blvd to Foothills Blvd	64	38	82	177	66	55	119	256	66	55	119	256
Main St	From Foothills Blvd to Washington Blvd	60	22	48	103	62	28	60	130	62	27	59	127
Roseville Pkwy	From Washington Blvd to Pleasant Grove Blvd	62	30	65	139	66	58	125	269	66	57	123	266
Roseville Pkwy	From Pleasant Grove Blvd to Galleria Blvd	67	65	141	303	69	92	199	429	69	92	198	427
Roseville Pkwy	From Galleria Blvd to Taylor Rd	68	69	149	322	69	82	177	381	69	82	176	380

Roseville General Plan Update- Traffic Noise Contours												
Roadway	Roadway Segment	Existing Conditions				GP_Constrained				GP_Unconstrained			
		dB, L_{dn}	Distance to Contours, feet			dB, L_{dn}	Distance to Contours, feet			dB, L_{dn}	Distance to Contours, feet		
		at 100 feet	70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}	at 100 feet	70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}	at 100 feet	70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}
Roseville Pkwy	From Taylor Rd to Sunrise Ave	68	73	157	338	69	83	179	386	69	83	179	387
Roseville Pkwy	From Sunrise Blvd to Secret Ravine	67	65	140	301	69	84	181	390	69	83	179	385
Roseville Pkwy	From Secrete Ravine to Rocky Ridge Dr	66	56	121	261	68	70	152	327	68	70	150	324
Roseville Pkwy	From Rocky Ridge Dr to Douglas Blvd	66	51	111	238	67	66	142	306	67	65	140	302
Roseville Pkwy	From Douglas Blvd to Eureka Rd	63	35	75	161	65	48	102	221	65	47	100	216
Roseville Pkwy	From Eureka Rd to Sierra College Blvd	64	41	88	189	65	48	104	224	65	47	102	220
Fairway Dr	From Pleasant Grove Blvd to Northwest	64	38	81	175	65	48	104	224	65	45	97	208
Fiarway Dr	From Pleasant Grove Blvd to Stanford Ranch Rd	64	38	83	178	65	48	103	221	65	47	101	218
Stanford Ranch Rd	From Fairway Dr to North	64	39	84	182	64	40	86	185	64	39	84	182
Stanford Ranch Rd	From Fairway Dr to SR 65 NB Ramps	67	61	132	285	67	61	132	285	67	61	132	285
Galleria Blvd	From Roseville Pkwy to SR 65 SB Ramps	67	66	142	307	68	75	162	349	68	75	162	349
Galleria Blvd	From Roseville Pkwy to Berry Rd	65	43	93	201	66	56	120	259	66	56	120	259
Harding Blvd	From Wills Rd to Lead Hill Blvd	64	42	91	195	66	53	115	247	66	53	115	247
Harding Blvd	From Lead Hill Blvd to Estates Dr	63	36	78	169	65	50	108	232	66	50	109	234
Harding Blvd	From Douglas Blvd to Estates Dr	63	33	71	153	65	45	96	207	65	45	96	207
Vernon St	From Lincoln St to Grant St	59	20	42	91	61	25	55	118	61	27	57	123
Atlantic St	From Wills Rd to Yosemite St	64	39	83	179	65	49	105	226	65	48	104	224
Eureka Rd	From I-80 EB Ramps to Sunrise Ave	67	63	137	294	69	86	186	401	69	87	186	402
Eureka Rd	From Sunrise Ave to Rocky Ridge Dr	66	54	116	250	68	71	152	328	68	71	152	327
Eureka Rd	From Rocky Ridge Dr to Douglas Blvd	65	45	97	209	66	55	120	257	66	55	118	254
Eureka Rd	From Douglas Blvd to Roseville Pkwy	64	39	83	180	66	51	110	237	66	50	108	234
Douglas Blvd	From Harding Blvd to Vernon	65	48	103	221	66	57	122	263	66	56	121	261
Douglas Blvd	From Sunrise Blvd to Rocky Ridge Dr	68	69	148	320	68	75	161	346	68	73	157	339
Douglas Blvd	From Rocky Ridge Dr to Eureka Rd	67	66	142	306	68	69	149	320	68	69	148	319
Douglas Blvd	From Eureka Rd to Roseville Pkwy	67	62	133	287	68	73	157	338	68	72	155	334
Douglas Blvd	From Roseville Pkwy to Sierra College Blvd	68	70	152	327	69	80	171	369	68	79	170	367
Sunrise Ave	From Roseville Pkwy to Eureka Rd	63	36	78	168	65	48	103	221	65	46	99	214
Sunrise Ave	From Eureka Rd to Lead Hill Blvd	64	41	88	190	66	51	109	235	66	51	110	237
Sunrise Ave	From Lead Hill Blvd to Douglas Blvd	65	43	93	201	66	52	113	243	66	53	113	244
Sunrise Ave	From Douglas Blvd to Oak Ridge Dr	64	42	90	193	65	48	104	224	65	50	107	231
Sunrise Ave	From Cirby Way to Coloma Way	67	60	129	278	67	65	140	303	67	67	143	309
Taylor Rd	From Roseville Pkwy to North	63	33	72	154	65	48	104	224	65	49	105	226
Taylor Rd	From Roseville Pkwy to EB I-80 Ramps	64	40	86	186	64	40	86	186	64	40	86	186
Lead Hill Blvd	From Sunrise Ave to Harding Blvd	64	37	80	172	66	51	111	238	66	52	111	239
Lead Hill Blvd	From Sunrise Ave to Rocky Ridge Dr	62	29	62	133	63	37	79	170	63	36	78	168
Rocky Ridge Dr	From Eureka Rd to Roseville Pkwy	60	23	50	107	61	25	53	114	61	24	52	112
Rocky Ridge Dr	From Eureka Rd to Lead Hill Blvd	62	28	61	131	62	28	61	131	62	28	61	131
Rocky Ridge Dr	From Lead Hill Blvd to Douglas Blvd	63	36	77	165	65	45	96	208	65	45	97	209
Rocky Ridge Dr	From Douglas Blvd to Cirby Way	64	39	83	180	64	43	93	199	65	47	101	218
Cirby Way	From Foothills Blvd to Riverside Ave	67	62	134	288	68	70	150	323	68	70	151	324
Cirby Way	From Riverside Ave to Sunrise Ave	66	53	114	245	66	57	122	263	67	59	127	274
Cirby Way	From Sunrise Ave to Rocky Ridge Dr	65	44	94	202	66	51	109	235	66	51	110	237

Roseville General Plan Update- Traffic Noise Contours													
Roadway	Roadway Segment	Existing Conditions				GP_Constrained				GP_Unconstrained			
		dB, L_{dn}	Distance to Contours, feet			dB, L_{dn}	Distance to Contours, feet			dB, L_{dn}	Distance to Contours, feet		
		at 100 feet	70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}	at 100 feet	70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}	at 100 feet	70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}
Riverside Ave	From Cirby Way to North	63	35	76	164	65	46	99	213	65	46	99	213
Riverside Ave	From Cirby Way to I-80 WB Ramps	67	66	141	304	68	69	149	321	67	68	146	314
Riverside Ave	From I-80 EB Ramps to South	65	49	106	228	67	59	127	274	67	59	127	275
Secrete Ravine Pkwy	From Roseville Pkwy to Sierra College Blvd	62	30	64	137	64	37	79	171	63	36	78	168
Sierra College Blvd	From Douglas Blvd to Eureka Rd	66	53	114	247	67	63	135	290	67	62	135	290
Sierra College Blvd	From Douglas Blvd to North	65	46	100	216	67	60	128	277	67	60	129	277
Baseline Rd	From Fiddyment Rd to West	62	28	60	129	67	61	132	284	67	60	129	277
Blue Oaks Blvd	From Hayden Parkway to Westbrook Blvd	0				66	50	108	234	66	56	121	261
Westbrook Blvd	From North of to Blue Oaks	0				65	45	97	209	65	43	93	201
Blue Oaks Blvd	From West of to Westbrook Blvd	0				61	25	53	115	64	39	85	183
Santucci Blvd	From Blue Oaks Blvd to Pleasant Grove Blvd	0				64	41	89	192	64	38	83	178
Westbrook Blvd	From Blue Oaks Blvd to Pleasant Grove Blvd	0				66	52	111	240	65	47	102	220
Pleasant Grove Blvd	From Westbrook Blvd to Santucci Blvd	0				62	30	64	138	62	29	62	134
Pleasant Grove Blvd	From Market St to Westbrook Blvd	0				63	36	78	169	63	36	78	168
Santucci Blvd	From Pleasant Grove Blvd to Vista Grande	0				66	55	118	253	65	50	108	232
Westbrook Blvd	From Pleasant Grove Blvd to Vista Grande	0				65	47	102	220	64	42	91	197
Market St	From Pleasant Grove Blvd to Vista Grande	0				55	10	22	47	55	10	22	47
Santucci Blvd	From Vista Grande to Baseline Rd	0				66	55	118	254	66	51	109	236
Vista Grande	From Santucci Blvd to Westbrook Blvd	0				56	11	24	53	56	11	24	53
Vista Grande	From Westbrook Blvd to Market St	0				61	24	52	112	61	24	53	114
Westbrook Blvd	From Vista Grande to Baseline Rd	0				66	51	109	236	65	46	99	214
Market St	From Vista Grande to Baseline Rd	0				58	16	34	74	58	16	34	74
Vista Grande	From Market St to Upland Dr	0				61	26	55	119	61	26	57	122
Upland Dr	From Vista Grande to Baseline Rd	0				59	18	39	85	59	18	39	83
Upland Dr	From Vista Grande to Pleasant Grove Blvd	0				57	14	30	66	57	13	29	62
Baseline Rd	From Santucci Blvd to Westbrook Blvd	0				67	64	138	298	67	61	131	282
Baseline Rd	From Westbrook Blvd to Market St	0				67	67	145	312	67	65	140	302
Baseline Rd	From West of to Santucci Blvd	0				67	59	128	276	67	62	134	289

Notes: dB = A-weighted decibels; L_{dn} = Day-Night Average Noise Level

Source: Modeling conducted by AECOM in 2019

Road	Segment Description and Location Cross Street	2016 Noise Level				MTP/SCS Noise Level (2040)			
		dB, L_{dn}	Distance to Contour, (Feet)			dB, L_{dn}	Distance to Contour, (Feet)		
		at 100 feet	70 dBA	65 dBA	60 dBA	at 100 feet	70 dBA	65 dBA	60 dBA
I-80	East of Douglas Blvd	80.2	475	1023	2205	81.0	539	1162	2503
I-80	West of Douglas Blvd	80.8	524	1129	2432	81.4	573	1235	2661
State Route 65	North of I-80	73.6	174	374	806	75.0	214	461	994

Roseville General Plan Update- Traffic Noise Contours												
Roadway	Roadway Segment	Existing Conditions				GP_Constrained				GP_Unconstrained			
		dB, L_{dn} at 100 feet	Distance to Contours, feet			dB, L_{dn} at 100 feet	Distance to Contours, feet			dB, L_{dn} at 100 feet	Distance to Contours, feet		
			70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}		70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}		70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}
Blue Oaks Blvd	From Fiddyment Rd to West	57	5	16	51	68	63	199	631	68	71	223	707
Blue Oaks Blvd	From Fiddyment Rd to Del Webb Blvd	64	26	82	259	70	97	306	968	70	103	324	1025
Blue Oaks Blvd	From Del Webb Blvd to Woodcreek Oaks Blvd	67	46	146	460	71	116	366	1159	71	118	373	1179
Blue Oaks Blvd	From Woodcreek Oaks Blvd to Foothills Blvd	69	74	235	742	71	141	444	1405	72	144	454	1436
Blue Oaks Blvd	From Foothills Blvd to Washington Blvd	69	89	281	887	72	154	489	1545	72	157	495	1565
Fiddyment Rd	From Blue Oaks to North	63	18	58	183	69	74	235	745	69	74	233	736
Fiddyment Rd	From Blue Oaks Blvd to Pleasant Grove Blvd	65	35	110	347	69	75	236	747	69	73	229	725
Fiddyment Rd	From Pleasant Grove Blvd to Baseline Rd	67	56	177	561	71	119	376	1189	71	117	369	1165
Woodcreek Oaks Blvd	From Blue Oaks Blvd to North	63	22	70	222	66	41	131	414	66	38	120	379
Woodcreek Oaks Blvd	From Blue Oaks Blvd to Pleasant Grove Blvd	65	32	102	324	68	58	182	577	67	55	175	553
Woodcreek Oaks Blvd	From Pleasant Grove Blvd to Junction Blvd	65	32	102	321	68	70	223	705	68	68	214	676
Woodcreek Oaks Blvd	From Junction Blvd to Baseline Rd	62	16	52	163	65	33	105	332	65	31	97	308
Foothills Blvd	From Blue Oaks Blvd to North	62	17	54	171	69	78	246	777	68	59	187	590
Foothills Blvd	From Blue Oaks Blvd to Pleasant Grove Blvd	65	35	110	349	69	71	226	713	68	70	221	697
Foothills Blvd	From Pleasant Grove Blvd to Junction Blvd	68	69	217	686	70	96	304	962	70	93	295	934
Foothills Blvd	From Junction Blvd to Main St	68	65	207	654	70	96	304	962	70	93	293	925
Foothills Blvd	From Baseline Rd to Vineyard	69	80	252	795	70	110	349	1103	70	109	346	1094
Foothills Blvd	From Vineyard to Cirby Way	69	81	255	807	70	102	324	1023	70	104	329	1039
Washington Blvd	From Blue Oaks Blvd to Roseville Pkwy	66	38	121	382	69	82	260	822	69	82	259	817
Washington Blvd	From Roseville Pkwy to Pleasant Grove Blvd	65	30	96	303	67	54	169	536	67	55	173	548
Washington Blvd	From Pleasant Grove Blvd to Junction Blvd	66	40	128	403	68	63	199	630	68	61	194	614
Washington Blvd	From Junction Blvd to Main St	66	43	136	429	69	73	230	727	69	72	227	717
Washington Blvd	From Main St to Oak St	67	46	146	460	69	79	251	794	69	78	245	775
Pleasant Grove Blvd	From Fiddyment Rd to West	63	22	68	216	68	66	210	664	68	66	208	658
Pleasant Grove Blvd	From Fiddyment Rd to Woodcreek Oaks Blvd	67	50	159	504	69	82	258	815	69	82	260	824
Pleasant Grove Blvd	From Woodcreek Oaks Blvd to Foothills Blvd	69	71	225	710	71	116	368	1164	71	116	367	1160
Pleasant Grove Blvd	From Foothills Blvd to Washington Blvd	70	90	283	895	71	119	376	1189	71	119	377	1194
Pleasant Grove Blvd	From Washington Blvd to Roseville Pkwy	70	98	310	981	71	129	407	1286	71	127	401	1269
Pleasant Grove Blvd	From Roseville Pkwy to SR65 SB Ramps	70	105	332	1051	72	148	467	1477	72	148	467	1475
Pleasant Grove Blvd	From Fairway Dr to SR 65 NB Ramps	70	91	288	910	71	115	364	1149	71	117	369	1168
Pleasant Grove Blvd	From Fairway Dr to North	67	50	159	502	68	65	206	651	68	64	202	639
Junction Blvd	From Woodcreek Oaks Blvd to West	63	22	69	217	68	61	192	606	68	61	192	606
Junction Blvd	From Woodcreek Oaks Blvd to Foothills Blvd	64	24	76	241	66	44	139	439	66	44	141	444
Junction Blvd	From Foothills Blvd to Washington Blvd	64	28	88	279	67	56	176	557	67	56	176	557
Baseline Rd	From Fiddyment Rd to West	65	31	98	309	70	101	320	1010	70	97	308	974
Baseline Rd	From Fiddyment Rd to Junction Blvd	65	33	103	327	71	115	363	1149	71	114	362	1144
Baseline Rd	From Junction Blvd to Woodcreek Oaks Blvd	65	33	104	330	68	71	223	707	68	71	223	707
Baseline Rd	From Woodcreek Oaks Blvd to Foothills Blvd	66	44	139	440	69	76	242	764	69	77	243	767
Main St	From Foothills Blvd to Washington Blvd	63	20	62	196	64	28	88	278	64	27	84	267
Roseville Pkwy	From Washington Blvd to Pleasant Grove Blvd	65	31	97	308	69	83	261	827	69	81	256	811
Roseville Pkwy	From Pleasant Grove Blvd to Galleria Blvd	70	99	312	985	72	166	525	1660	72	165	523	1653
Roseville Pkwy	From Galleria Blvd to Taylor Rd	70	108	342	1080	71	139	440	1393	71	139	438	1386

Roseville General Plan Update- Traffic Noise Contours												
Roadway	Roadway Segment	Existing Conditions				GP_Constrained				GP_Unconstrained			
		dB, L_{dn} at 100 feet	Distance to Contours, feet			dB, L_{dn} at 100 feet	Distance to Contours, feet			dB, L_{dn} at 100 feet	Distance to Contours, feet		
			70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}		70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}		70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}
Roseville Pkwy	From Taylor Rd to Sunrise Ave	71	116	368	1164	72	142	449	1420	72	142	450	1422
Roseville Pkwy	From Sunrise Blvd to Secret Ravine	70	98	309	978	72	144	455	1438	72	141	447	1413
Roseville Pkwy	From Secrete Ravine to Rocky Ridge Dr	69	79	250	790	70	111	350	1105	70	109	344	1089
Roseville Pkwy	From Rocky Ridge Dr to Douglas Blvd	68	69	218	689	70	100	317	1003	70	98	310	981
Roseville Pkwy	From Douglas Blvd to Eureka Rd	66	38	120	380	68	61	194	614	68	60	188	596
Roseville Pkwy	From Eureka Rd to Sierra College Blvd	67	49	154	487	68	63	198	627	68	61	193	612
Fairway Dr	From Pleasant Grove Blvd to Northwest	66	43	137	433	68	63	198	626	67	56	178	562
Fiarway Dr	From Pleasant Grove Blvd to Stanford Ranch Rd	66	44	140	444	68	61	194	614	68	60	191	603
Stanford Ranch Rd	From Fairway Dr to North	67	46	145	458	67	47	149	470	67	46	145	458
Stanford Ranch Rd	From Fairway Dr to SR 65 NB Ramps	70	90	284	898	70	90	284	898	70	90	284	898
Galleria Blvd	From Roseville Pkwy to SR 65 SB Ramps	70	100	317	1004	71	122	385	1217	71	122	386	1219
Galleria Blvd	From Roseville Pkwy to Berry Rd	67	53	169	535	69	78	246	778	69	78	247	780
Harding Blvd	From Wills Rd to Lead Hill Blvd	67	51	161	510	69	73	230	728	69	73	230	728
Harding Blvd	From Lead Hill Blvd to Estates Dr	66	41	130	411	68	66	210	663	68	67	211	669
Harding Blvd	From Douglas Blvd to Estates Dr	65	35	112	354	67	56	176	557	67	56	177	559
Vernon St	From Lincoln St to Grant St	62	16	51	162	64	24	76	240	64	26	81	255
Atlantic St	From Wills Rd to Yosemite St	67	45	142	449	68	64	201	635	68	63	199	629
Eureka Rd	From I-80 EB Ramps to Sunrise Ave	70	94	299	945	72	150	475	1502	72	151	476	1507
Eureka Rd	From Sunrise Ave to Rocky Ridge Dr	69	74	233	738	70	111	351	1110	70	111	350	1108
Eureka Rd	From Rocky Ridge Dr to Douglas Blvd	68	57	179	566	69	77	244	773	69	76	239	755
Eureka Rd	From Douglas Blvd to Roseville Pkwy	67	45	143	451	68	68	216	684	68	67	211	668
Douglas Blvd	From Harding Blvd to Vernon	68	62	195	615	69	80	253	800	69	79	249	788
Douglas Blvd	From Sunrise Blvd to Rocky Ridge Dr	70	107	339	1071	71	121	381	1206	71	117	369	1166
Douglas Blvd	From Rocky Ridge Dr to Eureka Rd	70	100	317	1002	70	107	339	1073	70	107	338	1068
Douglas Blvd	From Eureka Rd to Roseville Pkwy	70	91	288	911	71	116	367	1162	71	114	362	1144
Douglas Blvd	From Roseville Pkwy to Sierra College Blvd	70	110	349	1104	71	133	420	1328	71	131	416	1315
Sunrise Ave	From Roseville Pkwy to Eureka Rd	66	41	129	409	68	62	195	615	68	59	185	585
Sunrise Ave	From Eureka Rd to Lead Hill Blvd	67	49	155	490	68	67	213	673	68	68	216	683
Sunrise Ave	From Lead Hill Blvd to Douglas Blvd	67	53	169	534	69	71	224	708	69	72	226	715
Sunrise Ave	From Douglas Blvd to Oak Ridge Dr	67	50	159	502	68	63	199	629	68	65	207	655
Sunrise Ave	From Cirby Way to Coloma Way	69	87	274	866	70	98	311	984	70	101	321	1015
Taylor Rd	From Roseville Pkwy to North	66	36	113	358	68	63	198	625	68	64	201	636
Taylor Rd	From Roseville Pkwy to EB I-80 Ramps	67	47	150	473	67	47	150	473	67	47	150	473
Lead Hill Blvd	From Sunrise Ave to Harding Blvd	66	42	133	420	68	69	217	687	68	69	219	692
Lead Hill Blvd	From Sunrise Ave to Rocky Ridge Dr	65	29	90	286	66	42	131	416	66	41	129	409
Rocky Ridge Dr	From Eureka Rd to Roseville Pkwy	63	21	65	207	64	23	72	229	63	22	70	222
Rocky Ridge Dr	From Eureka Rd to Lead Hill Blvd	64	28	88	280	64	28	88	280	64	28	88	280
Rocky Ridge Dr	From Lead Hill Blvd to Douglas Blvd	66	40	126	398	67	56	177	560	68	56	178	564
Rocky Ridge Dr	From Douglas Blvd to Cirby Way	67	45	143	451	67	53	166	526	68	60	191	604
Cirby Way	From Foothills Blvd to Riverside Ave	70	92	290	916	70	109	343	1086	70	109	346	1093
Cirby Way	From Riverside Ave to Sunrise Ave	69	72	227	717	69	80	252	797	69	85	269	849
Cirby Way	From Sunrise Ave to Rocky Ridge Dr	67	54	170	537	68	67	212	672	68	68	216	684

Roadway	Roadway Segment	Existing Conditions				GP_Constrained				GP_Unconstrained			
		dB, L_{dn}	Distance to Contours, feet			dB, L_{dn}	Distance to Contours, feet			dB, L_{dn}	Distance to Contours, feet		
		at 100 feet	70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}	at 100 feet	70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}	at 100 feet	70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}
Riverside Ave	From Cirby Way to North	66	39	124	393	68	58	183	580	68	58	184	582
Riverside Ave	From Cirby Way to I-80 WB Ramps	70	99	314	994	70	107	340	1074	70	104	330	1043
Riverside Ave	From I-80 EB Ramps to South	68	64	203	643	69	85	269	849	69	85	269	852
Secrete Ravine Pkwy	From Roseville Pkwy to Sierra College Blvd	65	30	95	301	66	42	132	419	66	41	129	408
Sierra College Blvd	From Douglas Blvd to Eureka Rd	69	72	229	725	70	93	293	926	70	92	292	924
Sierra College Blvd	From Douglas Blvd to North	68	59	187	593	69	86	272	861	69	86	273	864
Baseline Rd	From Fiddyment Rd to West	64	27	87	274	70	90	283	896	69	86	273	864
Blue Oaks Blvd	From Hayden Parkway to Westbrook Blvd	0				68	67	211	668	69	79	249	787
Westbrook Blvd	From North of to Blue Oaks	0				68	57	179	565	67	53	169	534
Blue Oaks Blvd	From West of to Westbrook Blvd	0				64	23	73	229	67	46	147	464
Santucci Blvd	From Blue Oaks Blvd to Pleasant Grove Blvd	0				67	50	157	498	66	44	140	443
Westbrook Blvd	From Blue Oaks Blvd to Pleasant Grove Blvd	0				68	70	220	696	68	61	193	609
Pleasant Grove Blvd	From Westbrook Blvd to Santucci Blvd	0				65	30	96	305	65	29	92	290
Pleasant Grove Blvd	From Market St to Westbrook Blvd	0				66	41	130	410	66	41	128	406
Santucci Blvd	From Pleasant Grove Blvd to Vista Grande	0				69	75	239	754	68	66	209	662
Westbrook Blvd	From Pleasant Grove Blvd to Vista Grande	0				68	61	193	612	67	52	163	517
Market St	From Pleasant Grove Blvd to Vista Grande	0				58	6	19	60	58	6	19	60
Santucci Blvd	From Vista Grande to Baseline Rd	0				69	76	240	759	68	68	214	677
Vista Grande	From Santucci Blvd to Westbrook Blvd	0				59	7	23	71	59	7	23	71
Vista Grande	From Westbrook Blvd to Market St	0				63	22	70	222	64	23	72	227
Westbrook Blvd	From Vista Grande to Baseline Rd	0				68	68	214	677	68	58	185	584
Market St	From Vista Grande to Baseline Rd	0				61	12	38	120	61	12	38	120
Vista Grande	From Market St to Upland Dr	0				64	24	77	244	64	25	80	252
Upland Dr	From Vista Grande to Baseline Rd	0				62	15	46	147	62	14	45	142
Upland Dr	From Vista Grande to Pleasant Grove Blvd	0				60	10	31	99	60	9	29	91
Baseline Rd	From Santucci Blvd to Westbrook Blvd	0				70	96	305	964	69	89	280	887
Baseline Rd	From Westbrook Blvd to Market St	0				70	103	325	1029	70	98	311	982
Baseline Rd	From West of to Santucci Blvd	0				69	86	271	857	70	92	291	919

Roseville General Plan Update- Traffic Noise Contours

Notes: dB = A-weighted decibels; L_{dn} = Day-Night Average Noise Level

Source: Modeling conducted by AECOM in 2019

Road	Segment Description and Location Cross Street
I-80	East of Douglas Blvd
I-80	West of Douglas Blvd
State Route 65	North of I-80

2016 Noise Level				MTP/SCS Noise Level (2040)			
dB, L_{dn}	Distance to Contour, (Feet)			dB, L_{dn}	Distance to Contour, (Feet)		
at 100 feet	70 dBA	65 dBA	60 dBA	at 100 feet	70 dBA	65 dBA	60 dBA
82.9	1937	6124	19367	84	2343	7408	23427
83.5	2243	7094	22434	84	2569	8122	25685
76.3	428	1354	4281	78	586	1853	5861

APPENDIX D

Traffic Impact Report

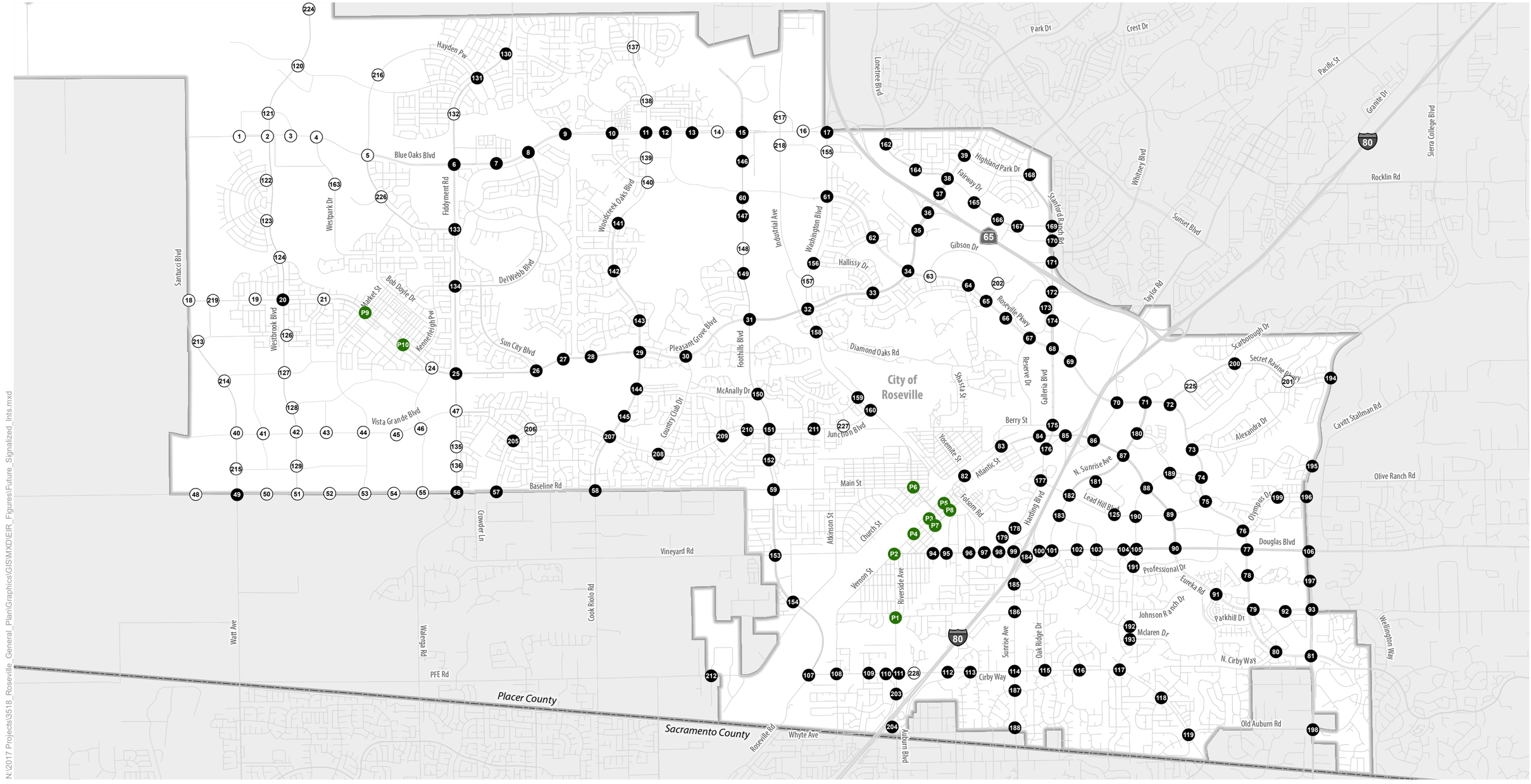
Technical Appendix

Roseville General Plan
City of Roseville

February 2020

RS17-3518

FEHR PEERS



1 Existing Study Intersection

(1) Future Study Intersections by 2035

P1 Existing Study Intersection in Pedestrian Overlay Zone

Note: This map represents signals added over the baseline (2014) conditions.

N

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Figure 4.3-A1

Future Signalized Study Intersections

Table 4.3-A1 –
City of Roseville Employment Estimates – Existing (2014) Conditions

Land Use Category	Amount	Unit Values	Total Employees
Retail	9,772 ksf	@ 2 per ksf	19,545
Mall	1,183 ksf	@ 2 per ksf	2,366
Office	7,200 ksf	@ 3 per ksf	21,600
Industrial	6,389 ksf	@ 1 per ksf	6,389
High Tech Industrial	2,376 ksf	@ 2 per ksf	4,752
Church/Worship Center	740 ksf	@ 1 per ksf	740
Medical Office	921 ksf	@ 3 per ksf	2,762
Hospital	1,863 ksf	@ 2 per ksf	3,726
Convalescent Home	279 ksf	@ 3 per ksf	838
Hotel	1,474 rooms	@ 0.5 per room	737
Public/Quasi-Public Low	183 ksf	@ 3 per ksf	548
Public/Quasi-Public High	576 ksf	@ 3 per ksf	1,727
School (K-12)	22,622 students	3,296[1]	3,296[1]
University	3,007 students		
Total Employees Based on Unit Values			69,026
All Jobs in Roseville (2014)[1]			69,022

Notes:

[1] Source: US Census, Longitudinal Employer-Household Dynamics Data, 2014

ksf = thousand square feet of occupied space

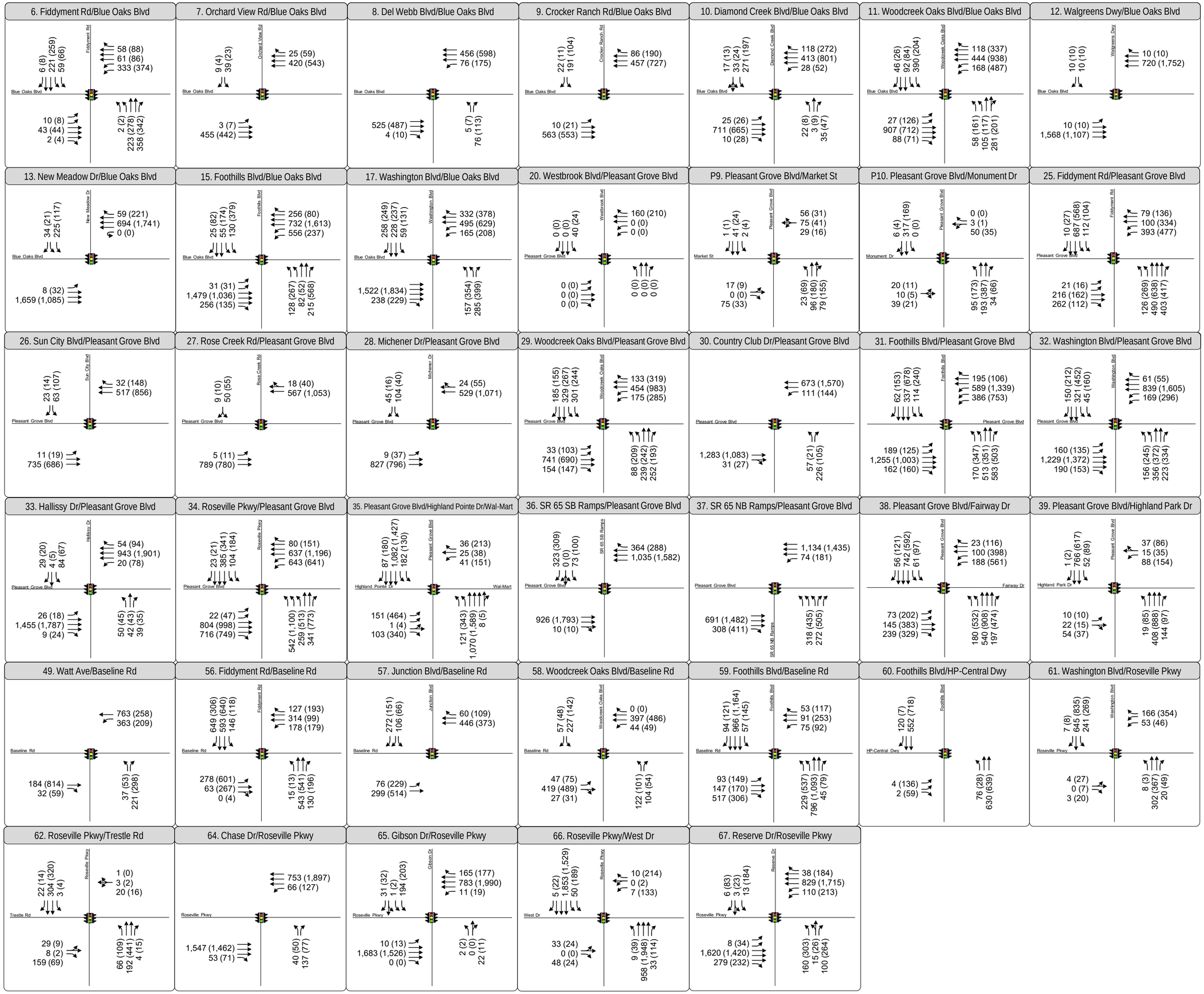
Table 4.3-A2 –
City of Roseville Employment Estimates – General Plan (2035) Conditions

Land Use Category	Amount	Unit Values	Total Employees
Retail	18,791 ksf	@ 2 per ksf	19,545
Mall	1,755 ksf	@ 2 per ksf	2,366
Office	13,082 ksf	@ 3 per ksf	21,600
Industrial	13,208 ksf	@ 1 per ksf	6,389
High Tech Industrial	5,214 ksf	@ 2 per ksf	4,752
Church/Worship Center	1,006 ksf	@ 1 per ksf	740
Medical Office	1,007 ksf	@ 3 per ksf	2,762
Hospital	1,803 ksf	@ 2 per ksf	3,726
Convalescent Home	340 ksf	@ 3 per ksf	838
Hotel	1,862 rooms	@ 0.5 per room	737
Public/Quasi-Public Low	183 ksf	@ 3 per ksf	548
Public/Quasi-Public High	576 ksf	@ 3 per ksf	1,727
School (K-12)	32,422 students	4,170	4,170
University	0 students	-	-
Total Employees Based on Unit Values			123,050

Notes:

ksf = thousand square feet of occupied space

Existing Conditions

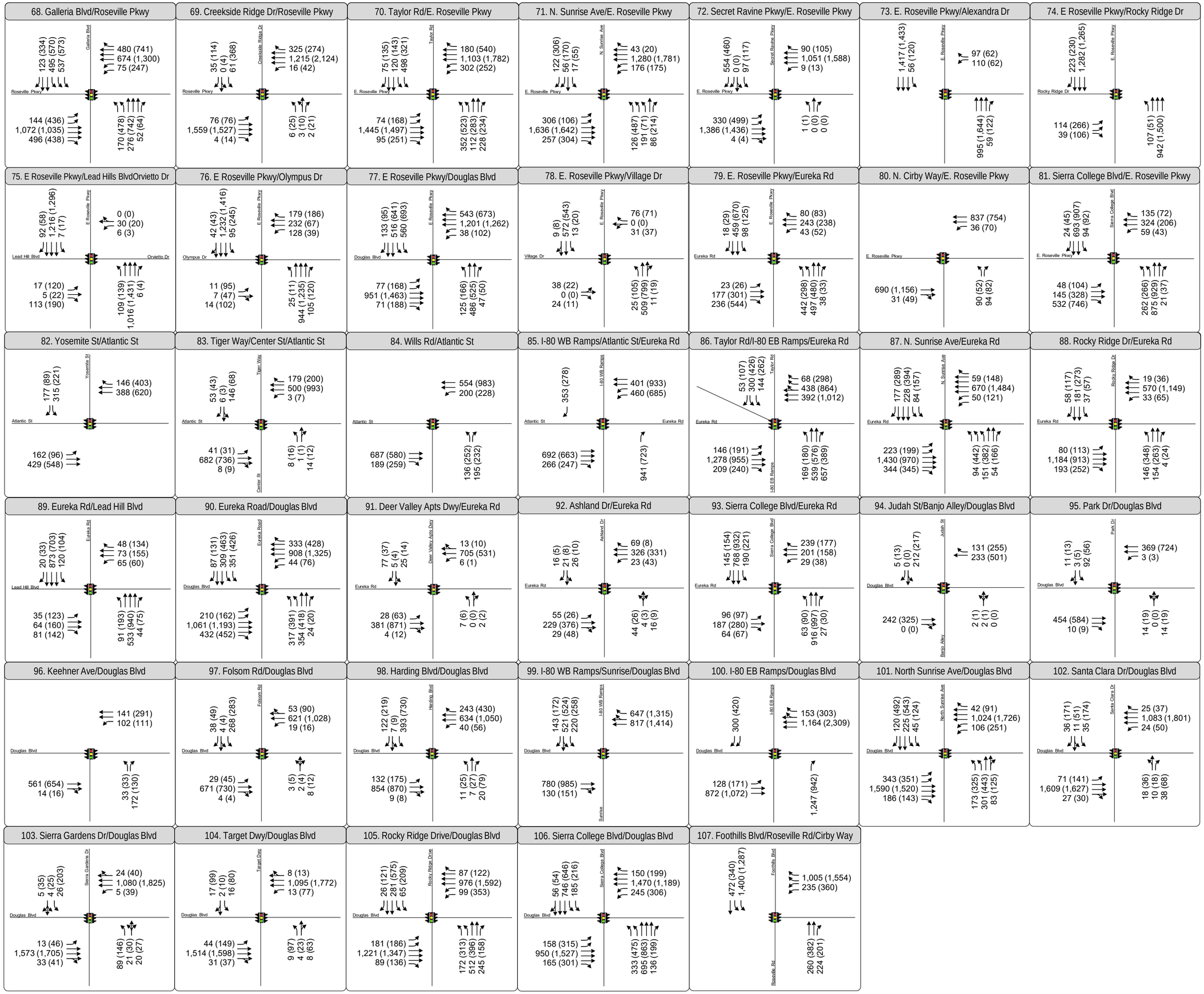


FEHR PEERS

FIGURE 4.3-A2-a

Peak Hour Traffic Volumes and Lane Configurations
Existing Conditions

ROSEVILLE GENERAL PLAN

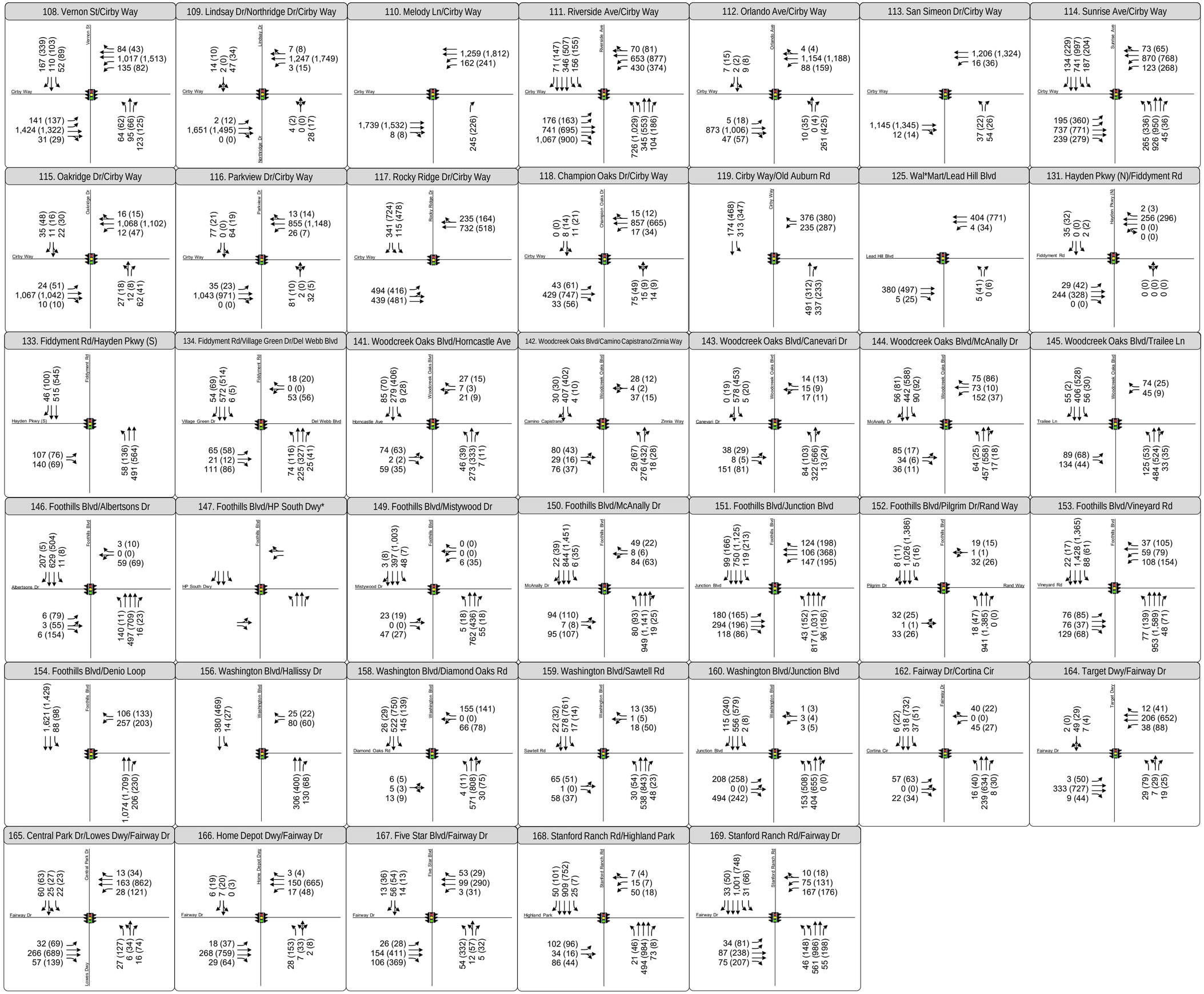


FEHR PEERS

FIGURE 4.3-A2-b

Peak Hour Traffic Volumes and Lane Configurations
Existing Conditions

ROSEVILLE GENERAL PLAN



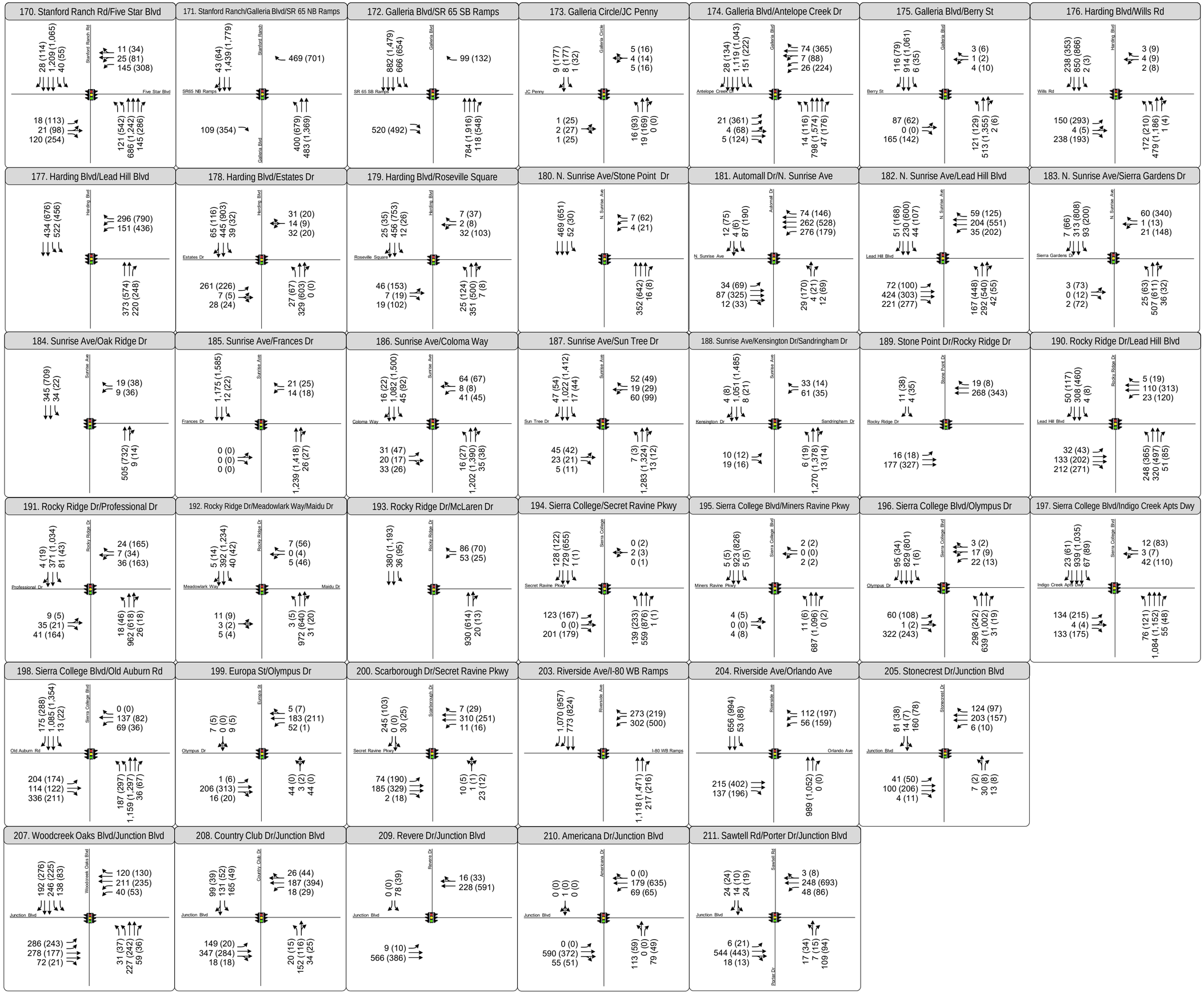
*Count data not available

FEHR PEERS

FIGURE 4.3-A2-c

Peak Hour Traffic Volumes and Lane Configurations
Existing Conditions

ROSEVILLE GENERAL PLAN

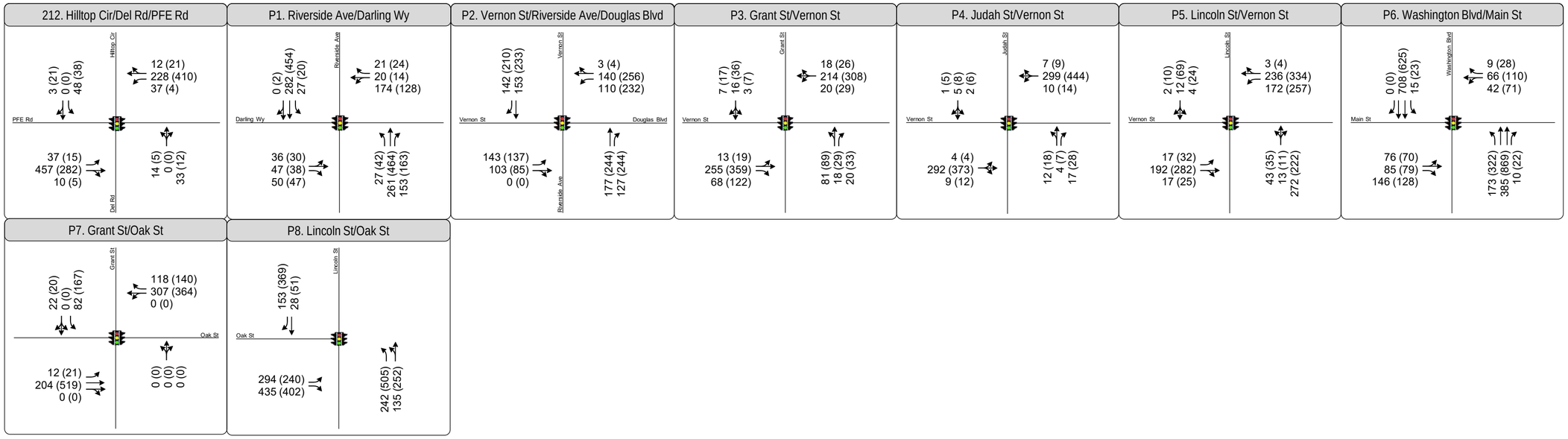


FEHR PEERS

FIGURE 4.3-A2-d

Peak Hour Traffic Volumes and Lane Configurations
Existing Conditions

ROSEVILLE GENERAL PLAN



*Peak hour counts not available

FIGURE 4.3-A2-e

Peak Hour Traffic Volumes and Lane Configurations
Existing Conditions

Table 4.3A-3 Roseville Signalized Intersection Operations – Existing Conditions					
Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
6	Blue Oaks Blvd/Fiddyment Rd	18	B	17	B
7	Blue Oaks Blvd/Orchard View Rd	5	A	5	A
8	Blue Oaks Blvd/Del Webb Blvd	6	A	7	A
9	Blue Oaks Blvd/Crocker Ranch Rd	9	A	8	A
10	Blue Oaks Blvd/Diamond Creek Blvd/Prairie Woods Wy[3]	33	C	20	B
11	Blue Oaks Blvd/Woodcreek Oaks Blvd[3]	***39***	***D***[4]	***37***	***D***[4]
12	Blue Oaks Blvd/Walgreens Dwy[3]	5	A	11	B
13	Blue Oaks Blvd/New Meadow Dr[3]	7	A	19	B
15	Blue Oaks Blvd/Foothills Blvd[3]	25	C	33	C
17	Blue Oaks Blvd/Washington Blvd/SR 65 Ramps[3]	30	C	***42***	***D***[4]
20	Pleasant Grove Blvd/Westbrook Blvd	12	B	13	B
25	Pleasant Grove Blvd/Fiddyment Rd	24	C	25	C
26	Pleasant Grove Blvd/Sun City Blvd	6	A	8	A
27	Pleasant Grove Blvd/Rose Creek Rd	6	A	7	A
28	Pleasant Grove Blvd/Michener Dr	8	A	7	A
29	Pleasant Grove Blvd/Woodcreek Oaks Blvd	***40***	***D***[4]	***39***	***D***[4]
30	Pleasant Grove Blvd/Country Club Dr	20	B	18	B
31	Pleasant Grove Blvd/Foothills Blvd[3]	***44***	***D***[4]	***52***	***D***[4]
32	Pleasant Grove Blvd/Washington Blvd[3]	***38***	***D***[4]	***41***	***D***[4]
33	Pleasant Grove Blvd/Hallissy Dr/Gold Coast Dr[3]	9	A	25	C
34	Pleasant Grove Blvd/Roseville Pkwy[3]	***46***	***D***[4]	***67***	***E***[4]
35	Pleasant Grove Blvd/Highland Pointe Dr[3]	25	C	***47***	***D***[4]
36	Pleasant Grove Blvd/SR 65 SB Ramps[3]	9	A	11	B
37	Pleasant Grove Blvd/SR 65 NB Ramps[3]	15	B	21	C
38	Pleasant Grove Blvd/Fairway Dr[3]	***42***	***D***[4]	***41***	***D***[4]
39	Pleasant Grove Blvd/Highland Park Dr	14	B	22	C
49	Baseline Rd/Watt Ave	13	B	29	C
56	Baseline Rd/Fiddyment Rd/Walerga Rd	28	C	***37***	***D***[4]
57	Baseline Rd/Junction Blvd	9	A	9	A
58	Baseline Rd/Woodcreek Oaks Blvd/Cook Riolo Rd	13	B	13	B
59	Baseline Rd/Foothills Blvd	34	C	***38***	***D***[4]
60	Foothills Blvd/HP Central Dwy/Roseville Pkwy	5	A	8	A
61	Roseville Pkwy/Washington Blvd	9	A	13	B
62	Roseville Pkwy/Trestle Dr	11	B	9	A
64	Roseville Pkwy/Chase Dr[3]	14	B	12	B
65	Roseville Pkwy/Gibson Dr (E)[3]	10	B	13	B
66	Roseville Pkwy/West Dr[3]	6	A	25	C
67	Roseville Pkwy/Reserve Dr[3]	33	C	***37***	***D***[4]
68	Roseville Pkwy/Galleria Blvd[3]	***51***	***D***[4]	***53***	***D***[4]
69	Roseville Pkwy/Creekside Ridge Dr[3]	24	C	***37***	***D***[4]
70	Roseville Pkwy/Taylor Rd[3]	***36***	***D***[4]	***57***	***E***[4]
71	E Roseville Pkwy/N Sunrise Ave[3]	13	B	***39***	***D***[4]
72	E Roseville Pkwy/Secret Ravine Pkwy[3]	20	B	32	C
73	E Roseville Pkwy/Alexandra Dr[3]	6	A	16	B
74	E Roseville Pkwy/Rocky Ridge Dr[3]	8	A	17	B
75	E Roseville Pkwy/Orvietto Dr/Lead Hill Blvd[3]	***37***	***D***[4]	28	C
76	E Roseville Pkwy/Olympus Dr[3]	18	B	28	C
77	E Roseville Pkwy/Douglas Blvd[3]	***38***	***D***[4]	***48***	***D***[4]
78	E Roseville Pkwy/Village Dr	13	B	14	B
79	E Roseville Pkwy/Eureka Rd	22	C	28	C

Table 4.3A-3 Roseville Signalized Intersection Operations – Existing Conditions					
Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
80	E Roseville Pkwy/N Cirby Way	9	A	9	A
81	E Roseville Pkwy/Sierra College Blvd	***35***	***D***[4]	***38***	***D***[4]
82	Atlantic St/Yosemite St	12	B	11	B
83	Atlantic St/Tiger Way/Center St	12	B	10	B
84	Atlantic St/Wills Rd	22	C	17	B
85	Atlantic St/I-80 WB Ramps[3,5]	9	A	10	B
86	Eureka Rd/Taylor Rd/I-80 EB Ramps[3,5]	28	C	***44***	***D***[4]
87	Eureka Rd/N Sunrise Ave[3]	***36***	***D***[4]	***35***	***D***[4]
88	Eureka Rd/Rocky Ridge Dr[3]	34	C	33	C
89	Lead Hill Blvd/Eureka Rd	35	C	***40***	***D***[4]
90	Douglas Blvd/Eureka Road[3]	34	C	***43***	***D***[4]
91	Eureka Rd/Deer Valley Apts Dwy	10	B	10	A
92	Eureka Rd/Ashland Dr	14	B	12	B
93	Eureka Rd/Sierra College Blvd	***43***	***D***[4]	***52***	***D***[4]
94	Douglas Blvd/Judah St/Barjo Alley	8	A	15	B
95	Douglas Blvd/Park Dr	9	A	3	A
96	Douglas Blvd/Keehner Ave	7	A	10	B
97	Douglas Blvd/Folsom Rd	15	B	21	C
98	Douglas Blvd/Harding Blvd[3]	28	C	***48***	***D***[4]
99	Douglas Blvd/I-80 WB Ramps	23	C	26	C
100	Douglas Blvd/I-80 EB Ramps[5]	7	A	12	B
101	Douglas Blvd/N Sunrise Ave[3]	***36***	***D***[4]	***61***	***E***[4]
102	Douglas Blvd/Santa Clara Dr[3]	34	C	28	C
103	Douglas Blvd/Sierra Gardens Dr[3]	***53***	***D***[4]	***43***	***D***[4]
104	Douglas Blvd/Target Dwy[3]	20	C	30	C
105	Douglas Blvd/Rocky Ridge Dr[3]	***37***	***D***[4]	***59***	***E***[4]
106	Douglas Blvd/Sierra College Blvd	***42***	***D***[4]	***59***	***E***[4]
107	Cirby Wy/Foothills Blvd/Roseville Rd[3]	21	C	***40***	***D***[4]
108	Cirby Wy/Vernon St[3]	41	D	34	C
109	Cirby Wy/Northridge Dr/Lindsay Dr[3]	4	A	6	A
110	Cirby Wy/Melody Ln[3,5]	11	B	9	A
111	Cirby Wy/Riverside Ave[3]	***54***	***D***[4]	***60***	***E***[4]
112	Cirby Wy/Orlando Ave/Marlin Dr	30	C	***36***	***D***[4]
113	Cirby Wy/San Simeon Dr	25	C	30	C
114	Cirby Wy/Sunrise Ave	***70***	***E***[4]	***76***	***E***[4]
115	Cirby Wy/Oakridge Dr	29	C	11	B
116	Cirby Wy/Parkview Dr	9	A	4	A
117	Cirby Wy/Rocky Ridge Dr	29	C	30	C
118	Cirby Wy/Champion Oaks Dr	9	A	10	A
119	Cirby Wy/Old Auburn Rd	19	B	14	B
125	Lead Hill Blvd/Wal*Mart	4	A	5	A
131	Fiddyment Rd/Hayden Pkwy (N)	5	A	5	A
133	Fiddyment Rd/Hayden Pkwy (South)	8	A	8	A
134	Fiddyment Rd/Village Green Dr	17	B	17	B
141	Woodcreek Oaks Blvd/Horncastle Ave	13	B	14	B
142	Woodcreek Oaks Blvd/Camino Capistrano/Zinnia Way	15	B	15	B
143	Woodcreek Oaks Blvd/Canevari Dr/Arsenault Dr	16	B	15	B
144	Woodcreek Oaks Blvd/McAnally Dr	21	C	15	B
145	Woodcreek Oaks Blvd/Trailee Ln	11	B	9	A
146	Foothills Blvd/Albertsons Dr	12	B	14	B

Table 4.3A-3 Roseville Signalized Intersection Operations – Existing Conditions					
Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
147	Foothills Blvd/HP South Dwy[6]	-	C	-	C
149	Foothills Blvd/Mistywood Dr	9	A	10	B
150	Foothills Blvd/McAnally Dr	14	B	17	B
151	Foothills Blvd/Junction Blvd	30	C	***38***	***D***[4]
152	Foothills Blvd/Pilgrim Dr/Rand Wy	24	C	6	A
153	Foothills Blvd/Vineyard Rd	33	C	20	C
154	Foothills Blvd/Denio Loop	14	B	17	B
156	Washington Blvd/Hallisy Dr	7	A	7	A
158	Washington Blvd/Diamond Oaks Rd/Emerald Oak Rd	11	B	12	B
159	Washington Blvd/Sawtell Rd/Derek Pl	23	C	11	B
160	Washington Blvd/Junction Blvd	16	B	22	C
162	Fairway Dr/Cortina Cir	12	B	13	B
164	Fairway Dr/Target Dwy/Rosehall Dr	10	B	12	B
165	Fairway Dr/Central Park Dr/Lowes Dwy	11	B	15	B
166	Fairway Dr/Home Depot Dwy	9	A	30	C
167	Fairway Dr/Five Star Blvd	12	B	29	C
168	Stanford Ranch Rd/Highland Park Dr	13	B	11	B
169	Stanford Ranch Rd/Fairway Dr[3]	18	B	27	C
170	Stanford Ranch Rd/Five Star Blvd[3]	26	C	***41***	***D***[4]
171	Stanford Ranch Rd/SR 65 NB Ramps[3,5]	9	A	***43***	***D***[4]
172	Galleria Blvd/SR 65 SB Ramps[3,5]	7	A	23	C
173	Galleria Cir/JC Penny Dwy	14	B	8	A
174	Galleria Blvd/Antelope Creek Dr[3]	18	B	34	C
175	Galleria Blvd/Berry St	14	B	18	B
176	Harding Blvd/Wills Rd	12	B	15	B
177	Harding Blvd/Lead Hill Blvd	10	A	23	C
178	Harding Blvd/Estates Dr[3]	13	B	20	B
179	Harding Blvd/Roseville Sq[3]	10	A	25	C
180	N Sunrise Ave/Stone Point Dr	4	A	4	A
181	N Sunrise Ave/Automall Dr	16	B	21	C
182	N Sunrise Ave/Lead Hill Blvd	19	B	***42***	***D***[4]
183	N Sunrise Ave/Sierra Gardens Dr	10	A	20	C
184	Sunrise Ave/Oak Ridge Dr	5	A	5	A
185	Sunrise Ave/Frances Dr	2	A	2	A
186	Sunrise Ave/Coloma Wy	14	B	19	B
187	Sunrise Ave/Sun Tree Dr/Kensington Dr	12	B	***81***	***F***[4]
188	Sunrise Ave/Sandringham Dr/Kensington Dr[5]	11	B	10	A
189	Rocky Ridge Dr/Stone Point Dr	6	A	6	A
190	Rocky Ridge Dr/Lead Hill Blvd	16	B	23	C
191	Rocky Ridge Dr/Professional Dr	16	B	20	C
192	Rocky Ridge Dr/Meadowlark Wy/Maidu Dr	5	A	6	A
193	Rocky Ridge Dr/McLaren Dr	8	A	4	A
194	Sierra College Blvd/Secret Ravine Pkwy	14	B	16	B
195	Sierra College Blvd/Miners Ravine Pkwy	7	A	7	A
196	Sierra College Blvd/Olympus Dr	20	C	18	B
197	Sierra College Blvd/Renaissance Creek SC Dwy/Granite Bay Business Park Dwy	26	C	30	C
198	Sierra College Blvd/Old Auburn Rd	30	C	29	C
199	Olympus Dr/Europa St	11	B	7	A
200	Secret Ravine Pkwy/Scarborough Dr/Poppy Field Dr	13	B	12	B

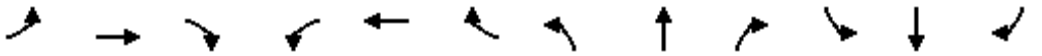
Table 4.3A-3 Roseville Signalized Intersection Operations – Existing Conditions

Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
203	Riverside Ave/I-80 WB Ramps[3]	9	A	26	C
204	Riverside Ave/I-80 EB Ramps/Orlando Dr[3]	15	B	32	C
205	Junction Blvd/Stonecrest Dr/Magenta Dr	15	B	12	B
207	Junction Blvd/Woodcreek Oaks Blvd	20	C	19	B
208	Junction Blvd/Country Club Dr	18	B	15	B
209	Junction Blvd/Revere Dr	5	A	6	A
210	Junction Blvd/Americana Dr	13	B	7	A
211	Junction Blvd/Sawtell Rd/Porter Dr	9	A	9	A
212	PFE Rd/Hilltop Cir/Del Rd	13	B	11	B
P1	Riverside Ave/Darling Way[7]	15	B	15	B
P2	Douglas Blvd/Riverside Ave/Vernon St[7]	14	B	16	B
P3	Vernon St/Grant St[7]	4	A	7	A
P4	Vernon St/Judah St[7]	4	A	3	A
P5	Vernon St/Lincoln St[7]	10	A	27	C
P6	Washington Blvd/Main St[7]	27	C	31	C
P7	Oak St/Grant St[7]	8	A	8	A
P8	Oak St/Lincoln St[7]	7	A	7	A
P9	Pleasant Grove Blvd/Market St[7]	14	B	13	B
P10	Pleasant Grove Blvd/Monument Dr/Kirkhill Dr[7]	12	B	10	A

Notes:

1. Delay is reported as seconds per vehicle and represent the average delay for the overall intersection.
2. "LOS" represents level of service, calculated based on methodologies contained in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).
3. For the PM peak hour, this intersection was analyzed in a SimTraffic 10 microsimulation model to account for interaction between traffic signals, queue spillback, etc. SimTraffic results represent the average of 10 runs.
4. Bold and italicized text signifies that the intersection operates unacceptably according to the City's LOS policy.
5. Because of restrictions in Synchro 10, *Highway Capacity Manual 2000* (Transportation Research Board, 2000) methodologies for calculating delay and level of service are applied at this intersection.
6. Traffic count data not available at this signalized intersection. Results shown as LOS C or better based on field observations.
7. Intersection is located in City's Pedestrian Overlay District (POD), which is exempt from the City's LOS policies.

Source: Fehr & Peers, 2020



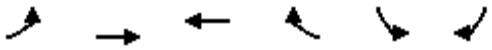
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	43	2	333	61	58	2	223	358	59	221	6
Future Volume (veh/h)	10	43	2	333	61	58	2	223	358	59	221	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	48	0	370	68	10	2	248	94	66	246	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	462	143	581	614	189	235	737	326	382	737	326
Arrive On Green	0.10	0.09	0.00	0.17	0.12	0.12	0.07	0.21	0.21	0.11	0.21	0.21
Sat Flow, veh/h	3456	5106	1585	3456	5106	1571	3456	3554	1574	3456	3554	1574
Grp Volume(v), veh/h	11	48	0	370	68	10	2	248	94	66	246	3
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1571	1728	1777	1574	1728	1777	1574
Q Serve(g_s), s	0.1	0.4	0.0	4.7	0.6	0.2	0.0	2.8	2.4	0.8	2.8	0.1
Cycle Q Clear(g_c), s	0.1	0.4	0.0	4.7	0.6	0.2	0.0	2.8	2.4	0.8	2.8	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	462	143	581	614	189	235	737	326	382	737	326
V/C Ratio(X)	0.03	0.10	0.00	0.64	0.11	0.05	0.01	0.34	0.29	0.17	0.33	0.01
Avail Cap(c_a), veh/h	1464	2163	671	1610	4218	1298	1464	2484	1100	1464	2484	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	19.7	0.0	18.3	18.5	7.4	20.5	15.9	15.8	19.0	15.9	14.9
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.4	0.1	0.2	0.0	0.5	0.9	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	1.5	0.2	0.1	0.0	0.9	0.7	0.3	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	19.9	0.0	18.7	18.6	7.6	20.5	16.5	16.7	19.1	16.4	14.9
LnGrp LOS	B	B	A	B	B	A	C	B	B	B	B	B
Approach Vol, veh/h		59			448			344			315	
Approach Delay, s/veh		19.8			18.5			16.6			17.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	15.8	11.9	10.3	9.2	15.8	10.5	11.7
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	6.0	* 6	6.0	* 6
Max Green Setting (Gmax), s	20.0	33.0	22.0	20.0	20.0	* 33	20.0	* 39
Max Q Clear Time (g_c+I1), s	2.8	4.8	6.7	2.4	2.0	4.8	2.1	2.6
Green Ext Time (p_c), s	0.1	2.8	0.8	0.2	0.0	2.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	455	420	25	39	9
Future Volume (veh/h)	3	455	420	25	39	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	506	467	17	43	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	9	2442	1584	492	203	181
Arrive On Green	0.00	0.48	0.31	0.31	0.11	0.00
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	3	506	467	17	43	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	0.0	1.4	1.7	0.2	0.5	0.0
Cycle Q Clear(g_c), s	0.0	1.4	1.7	0.2	0.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	9	2442	1584	492	203	181
V/C Ratio(X)	0.34	0.21	0.29	0.03	0.21	0.00
Avail Cap(c_a), veh/h	1453	13119	8954	2780	1961	1745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.2	3.7	6.4	5.9	9.9	0.0
Incr Delay (d2), s/veh	8.2	0.1	0.2	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.3	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.4	3.8	6.6	5.9	10.1	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		509	484		43	
Approach Delay, s/veh		3.9	6.6		10.1	
Approach LOS		A	A		B	

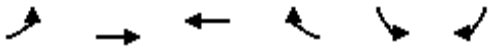
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			17.7		6.8	4.1	13.6
Change Period (Y+Rc), s			6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s			63.0		27.0	20.0	43.0
Max Q Clear Time (g_c+I1), s			3.4		2.5	2.0	3.7
Green Ext Time (p_c), s			4.2		0.1	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	525	4	76	456	5	76
Future Volume (veh/h)	525	4	76	456	5	76
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	583	2	84	507	6	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1569	487	271	3043	57	50
Arrive On Green	0.31	0.31	0.15	0.60	0.03	0.03
Sat Flow, veh/h	5274	1585	1781	5274	1781	1585
Grp Volume(v), veh/h	583	2	84	507	6	6
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1702	1781	1585
Q Serve(g_s), s	2.6	0.0	1.2	1.3	0.1	0.1
Cycle Q Clear(g_c), s	2.6	0.0	1.2	1.3	0.1	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1569	487	271	3043	57	50
V/C Ratio(X)	0.37	0.00	0.31	0.17	0.11	0.12
Avail Cap(c_a), veh/h	4882	1515	1946	10461	1825	1624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.9	7.0	11.0	2.7	13.8	13.8
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.0	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.4	0.1	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.1	7.0	11.3	2.7	14.1	14.2
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	585			591	12	
Approach Delay, s/veh	8.1			3.9	14.1	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	5.8	8.5	15.0	23.5
Change Period (Y+Rc), s	4.9	4.0	6.0	6.0
Max Green Setting (Gmax), s	30.0	32.0	28.0	60.0
Max Q Clear Time (g_c+I1), s	2.1	3.2	4.6	3.3
Green Ext Time (p_c), s	0.0	0.2	4.4	4.2

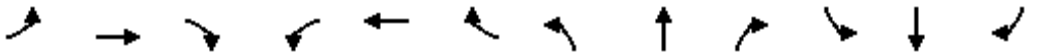
Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	563	457	86	191	22
Future Volume (veh/h)	10	563	457	86	191	22
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	626	508	34	212	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	31	2038	1350	415	501	446
Arrive On Green	0.02	0.40	0.26	0.26	0.28	0.28
Sat Flow, veh/h	1781	5274	5274	1570	1781	1585
Grp Volume(v), veh/h	11	626	508	34	212	6
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1570	1781	1585
Q Serve(g_s), s	0.2	2.9	2.8	0.6	3.3	0.1
Cycle Q Clear(g_c), s	0.2	2.9	2.8	0.6	3.3	0.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	31	2038	1350	415	501	446
V/C Ratio(X)	0.35	0.31	0.38	0.08	0.42	0.01
Avail Cap(c_a), veh/h	1148	8529	5237	1610	1723	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	7.0	10.3	9.4	10.0	8.8
Incr Delay (d2), s/veh	2.5	0.1	0.3	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.7	0.1	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.1	7.1	10.5	9.6	10.2	8.8
LnGrp LOS	B	A	B	A	B	A
Approach Vol, veh/h		637	542		218	
Approach Delay, s/veh		7.4	10.4		10.2	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			19.6		14.5	4.6	15.0
Change Period (Y+Rc), s			6.0		4.9	4.0	6.0
Max Green Setting (Gmax), s			57.0		33.0	22.0	35.0
Max Q Clear Time (g_c+I1), s			4.9		5.3	2.2	4.8
Green Ext Time (p_c), s			5.0		0.5	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A



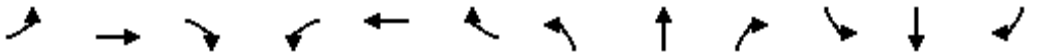
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	711	10	28	413	118	22	3	35	271	33	17
Future Volume (veh/h)	25	711	10	28	413	118	22	3	35	271	33	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	790	5	31	459	71	24	3	0	341	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1674	520	67	1659	515	106	111	94	429	225	0
Arrive On Green	0.04	0.33	0.33	0.08	0.65	0.65	0.06	0.06	0.00	0.12	0.00	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	3563	1870	0
Grp Volume(v), veh/h	28	790	5	31	459	71	24	3	0	341	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	1.8	14.8	0.3	2.0	4.6	2.1	1.5	0.2	0.0	11.2	0.0	0.0
Cycle Q Clear(g_c), s	1.8	14.8	0.3	2.0	4.6	2.1	1.5	0.2	0.0	11.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	72	1674	520	67	1659	515	106	111	94	429	225	0
V/C Ratio(X)	0.39	0.47	0.01	0.46	0.28	0.14	0.23	0.03	0.00	0.80	0.00	0.00
Avail Cap(c_a), veh/h	238	1674	520	238	1659	515	303	318	269	745	391	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.1	32.1	27.2	54.3	15.0	14.5	53.8	53.2	0.0	51.3	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.6	0.0	1.8	0.4	0.6	1.8	0.2	0.0	3.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.0	0.1	0.9	1.6	0.8	0.7	0.1	0.0	5.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	32.7	27.2	56.2	15.4	15.1	55.7	53.3	0.0	54.9	0.0	0.0
LnGrp LOS	E	C	C	E	B	B	E	D	A	D	A	A
Approach Vol, veh/h		823			561			27			341	
Approach Delay, s/veh		33.5			17.6			55.4			54.9	
Approach LOS		C			B			E			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.7	8.5	45.3		19.3	8.9	45.0				
Change Period (Y+Rc), s		4.6	4.0	6.0		4.9	4.0	6.0				
Max Green Setting (Gmax), s		20.4	16.0	39.0		25.1	16.0	39.0				
Max Q Clear Time (g_c+I1), s		3.5	4.0	16.8		13.2	3.8	6.6				
Green Ext Time (p_c), s		0.1	0.0	8.7		1.3	0.0	6.3				

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

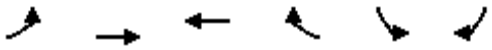
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	907	88	168	444	118	58	105	281	390	92	46
Future Volume (veh/h)	27	907	88	168	444	118	58	105	281	390	92	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	1008	44	187	493	63	64	117	59	433	102	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	1899	590	250	2000	621	305	233	111	497	552	246
Arrive On Green	0.05	0.37	0.37	0.07	0.39	0.39	0.09	0.10	0.10	0.14	0.16	0.16
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	2334	1113	3456	3554	1585
Grp Volume(v), veh/h	30	1008	44	187	493	63	64	87	89	433	102	7
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1670	1728	1777	1585
Q Serve(g_s), s	1.0	18.5	2.2	6.4	7.8	3.0	2.1	5.6	6.0	14.7	3.0	0.4
Cycle Q Clear(g_c), s	1.0	18.5	2.2	6.4	7.8	3.0	2.1	5.6	6.0	14.7	3.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	182	1899	590	250	2000	621	305	177	167	497	552	246
V/C Ratio(X)	0.16	0.53	0.07	0.75	0.25	0.10	0.21	0.49	0.53	0.87	0.18	0.03
Avail Cap(c_a), veh/h	461	1899	590	605	2000	621	518	241	227	605	572	255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	29.5	24.3	54.6	24.6	23.1	50.8	51.1	51.4	50.3	44.1	43.0
Incr Delay (d2), s/veh	0.1	0.7	0.1	1.6	0.3	0.3	0.1	2.8	3.5	10.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.4	0.8	2.8	3.1	1.2	0.9	2.6	2.7	6.9	1.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	30.1	24.5	56.2	24.9	23.4	51.0	54.0	54.8	60.3	44.3	43.1
LnGrp LOS	D	C	C	E	C	C	D	D	D	E	D	D
Approach Vol, veh/h		1082			743			240			542	
Approach Delay, s/veh		30.6			32.6			53.5			57.1	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.2	17.7	12.7	50.6	14.6	24.3	10.3	53.0
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	21.0	16.3	21.0	42.0	18.0	19.3	16.0	47.0
Max Q Clear Time (g_c+I1), s	16.7	8.0	8.4	20.5	4.1	5.0	3.0	9.8
Green Ext Time (p_c), s	0.5	0.5	0.3	11.3	0.1	0.4	0.0	6.9

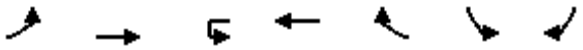
Intersection Summary	
HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	1568	720	10	10	10
Future Volume (veh/h)	10	1568	720	10	10	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1742	800	5	11	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	21	3153	2397	744	195	173
Arrive On Green	0.01	0.62	0.47	0.47	0.11	0.11
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	11	1742	800	5	11	1
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	0.2	7.2	3.6	0.1	0.2	0.0
Cycle Q Clear(g_c), s	0.2	7.2	3.6	0.1	0.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	21	3153	2397	744	195	173
V/C Ratio(X)	0.53	0.55	0.33	0.01	0.06	0.01
Avail Cap(c_a), veh/h	535	4603	2397	744	827	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	4.1	6.1	5.2	14.6	14.5
Incr Delay (d2), s/veh	19.8	0.2	0.1	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.6	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.8	4.2	6.2	5.2	14.7	14.5
LnGrp LOS	D	A	A	A	B	B
Approach Vol, veh/h		1753	805		12	
Approach Delay, s/veh		4.4	6.2		14.7	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			27.6		9.0	5.4	22.2
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			33.0		17.0	11.0	17.0
Max Q Clear Time (g_c+I1), s			9.2		2.2	2.2	5.6
Green Ext Time (p_c), s			13.4		0.0	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A



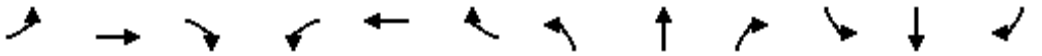
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	8	1659	0	694	59	225	34
Future Volume (veh/h)	8	1659	0	694	59	225	34
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1843		771	49	250	1
Peak Hour Factor	0.90	0.90		0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	23	4132		3895	1209	346	159
Arrive On Green	0.01	0.81		1.00	1.00	0.10	0.10
Sat Flow, veh/h	1781	5274		5274	1585	3456	1585
Grp Volume(v), veh/h	9	1843		771	49	250	1
Grp Sat Flow(s),veh/h/ln	1781	1702		1702	1585	1728	1585
Q Serve(g_s), s	0.6	12.9		0.0	0.0	8.4	0.1
Cycle Q Clear(g_c), s	0.6	12.9		0.0	0.0	8.4	0.1
Prop In Lane	1.00				1.00	1.00	1.00
Lane Grp Cap(c), veh/h	23	4132		3895	1209	346	159
V/C Ratio(X)	0.39	0.45		0.20	0.04	0.72	0.01
Avail Cap(c_a), veh/h	238	4132		3895	1209	579	265
HCM Platoon Ratio	1.00	1.00		2.00	2.00	1.00	1.00
Upstream Filter(I)	0.79	0.79		0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	58.8	3.4		0.0	0.0	52.4	48.6
Incr Delay (d2), s/veh	3.1	0.3		0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.8		0.0	0.0	3.7	0.1
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	61.9	3.7		0.0	0.0	53.5	48.6
LnGrp LOS	E	A		A	A	D	D
Approach Vol, veh/h		1852		820		251	
Approach Delay, s/veh		4.0		0.0		53.5	
Approach LOS		A		A		D	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				103.1		16.9	5.6	97.5
Change Period (Y+Rc), s				6.0		4.9	4.0	6.0
Max Green Setting (Gmax), s				69.0		20.1	16.0	69.0
Max Q Clear Time (g_c+I1), s				14.9		10.4	2.6	2.0
Green Ext Time (p_c), s				30.6		0.5	0.0	9.2

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

Notes

User approved ignoring U-Turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1479	256	556	732	256	128	82	215	130	55	25
Future Volume (veh/h)	31	1479	256	556	732	256	128	82	215	130	55	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1643	126	618	813	161	142	91	0	144	61	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	2450	761	605	3055	948	285	282		343	341	152
Arrive On Green	0.11	0.96	0.96	0.17	0.60	0.60	0.08	0.08	0.00	0.10	0.10	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	34	1643	126	618	813	161	142	91	0	144	61	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.1	4.4	0.5	21.0	9.1	5.4	4.7	2.9	0.0	4.7	1.9	0.0
Cycle Q Clear(g_c), s	1.1	4.4	0.5	21.0	9.1	5.4	4.7	2.9	0.0	4.7	1.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	2450	761	605	3055	948	285	282		343	341	152
V/C Ratio(X)	0.17	0.67	0.17	1.02	0.27	0.17	0.50	0.32		0.42	0.18	0.00
Avail Cap(c_a), veh/h	461	2450	761	605	3055	948	461	444		461	465	207
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	0.99	0.99	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.7	1.3	1.3	49.5	11.5	10.8	52.7	52.2	0.0	50.8	49.9	0.0
Incr Delay (d2), s/veh	0.1	1.0	0.3	42.3	0.2	0.4	0.5	0.8	0.0	0.3	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.8	0.2	12.3	3.2	1.9	2.0	1.3	0.0	2.0	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	2.3	1.5	91.8	11.7	11.2	53.2	53.0	0.0	51.1	50.8	0.0
LnGrp LOS	D	A	A	F	B	B	D	D		D	D	A
Approach Vol, veh/h		1803			1592			233	A		205	
Approach Delay, s/veh		3.2			42.7			53.1			51.0	
Approach LOS		A			D			D			D	

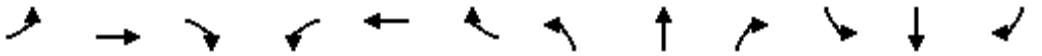
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	17.5	10.8	77.8	15.9	15.5	25.0	63.6
Change Period (Y+Rc), s	4.0	* 6	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	16.0	* 16	16.0	53.0	16.0	15.0	21.0	48.0
Max Q Clear Time (g_c+I1), s	6.7	3.9	3.1	11.1	6.7	4.9	23.0	6.4
Green Ext Time (p_c), s	0.2	0.3	0.0	13.9	0.2	0.2	0.0	29.2

Intersection Summary	
HCM 6th Ctrl Delay	25.2
HCM 6th LOS	C

Notes

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

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



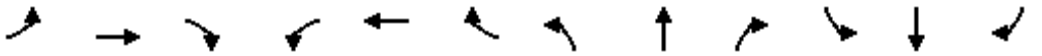
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1522	238	165	495	332	157	0	285	59	228	258
Future Volume (veh/h)	0	1522	238	165	495	332	157	0	285	59	228	258
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1691	110	183	550	0	174	0	317	66	253	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	2759	680	246	1895		0	0	0	174	347	
Arrive On Green	0.00	0.43	0.43	0.07	0.53	0.00	0.00	0.00	0.00	0.10	0.10	0.00
Sat Flow, veh/h	0	6696	1585	3456	3554	1585		0		1781	3554	1585
Grp Volume(v), veh/h	0	1691	110	183	550	0		0.0		66	253	0
Grp Sat Flow(s),veh/h/ln	0	1609	1585	1728	1777	1585				1781	1777	1585
Q Serve(g_s), s	0.0	24.4	5.1	6.2	10.3	0.0				4.2	8.3	0.0
Cycle Q Clear(g_c), s	0.0	24.4	5.1	6.2	10.3	0.0				4.2	8.3	0.0
Prop In Lane	0.00		1.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2759	680	246	1895					174	347	
V/C Ratio(X)	0.00	0.61	0.16	0.74	0.29					0.38	0.73	
Avail Cap(c_a), veh/h	0	2759	680	605	1895					282	563	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	26.6	21.0	54.7	15.5	0.0				50.7	52.6	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.2	1.7	0.4	0.0				2.5	5.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.0	1.9	2.7	4.0	0.0				1.9	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.1	21.2	56.3	15.8	0.0				53.2	58.0	0.0
LnGrp LOS	A	C	C	E	B					D	E	
Approach Vol, veh/h		1801			733	A					319	A
Approach Delay, s/veh		26.8			26.0						57.0	
Approach LOS		C			C						E	

Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		17.7	12.5	57.5				70.0				
Change Period (Y+Rc), s		6.0	4.0	6.0				6.0				
Max Green Setting (Gmax), s		19.0	21.0	39.0				64.0				
Max Q Clear Time (g_c+I1), s		10.3	8.2	26.4				12.3				
Green Ext Time (p_c), s		1.4	0.3	10.2				5.5				

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

Notes

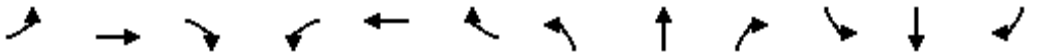
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	160	0	0	0	40	0	0
Future Volume (veh/h)	0	0	0	0	0	160	0	0	0	40	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	21	0	0	0	44	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	81	36	40	81	36	21	41	18	83	165	74
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.05	0.00	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	0	0	21	0	0	0	44	0	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	81	36	40	81	36	21	41	18	83	165	74
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	1608	9510	4242	1608	9510	4242	829	9510	4242	3316	9510	4242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	0.0	4.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	5.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	18.1	0.0	0.0	0.0	9.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	B	A	A	A	A	A	A
Approach Vol, veh/h		0			21			0			44	
Approach Delay, s/veh		0.0			18.1			0.0			9.2	
Approach LOS					B						A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.4	0.0	0.0	4.2	0.0	4.4	0.0	4.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	23.0	4.0	23.0	4.0	23.0	4.0	23.0
Max Q Clear Time (g_c+I1), s	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

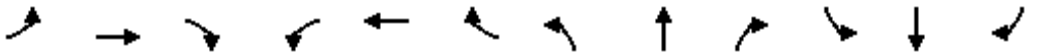
Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	0	75	29	75	56	23	96	79	2	41	1
Future Volume (veh/h)	17	0	75	29	75	56	23	96	79	2	41	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	0	4	32	83	45	26	107	17	2	46	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	0	99	82	212	115	78	673	105	7	634	283
Arrive On Green	0.06	0.00	0.06	0.23	0.23	0.23	0.04	0.22	0.22	0.00	0.18	0.00
Sat Flow, veh/h	1781	0	1585	353	915	496	1781	3081	480	1781	3554	1585
Grp Volume(v), veh/h	19	0	4	160	0	0	26	61	63	2	46	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1763	0	0	1781	1777	1784	1781	1777	1585
Q Serve(g_s), s	0.4	0.0	0.1	3.0	0.0	0.0	0.6	1.1	1.1	0.0	0.4	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.1	3.0	0.0	0.0	0.6	1.1	1.1	0.0	0.4	0.0
Prop In Lane	1.00		1.00	0.20		0.28	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	111	0	99	408	0	0	78	388	390	7	634	283
V/C Ratio(X)	0.17	0.00	0.04	0.39	0.00	0.00	0.33	0.16	0.16	0.29	0.07	0.00
Avail Cap(c_a), veh/h	908	0	808	899	0	0	908	1811	1818	908	3622	1616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.4	0.0	17.3	12.8	0.0	0.0	18.2	12.4	12.4	19.5	13.4	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.2	0.0	0.0	0.9	0.3	0.3	8.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.0	0.0	0.0	0.2	0.4	0.4	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	0.0	17.4	13.0	0.0	0.0	19.1	12.7	12.8	28.0	13.5	0.0
LnGrp LOS	B	A	B	B	A	A	B	B	B	C	B	A
Approach Vol, veh/h		23			160			150			48	
Approach Delay, s/veh		17.7			13.0			13.8			14.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.1	5.7	12.7		7.7	4.2	14.3				
Change Period (Y+Rc), s		4.0	4.0	5.7		5.3	4.0	5.7				
Max Green Setting (Gmax), s		20.0	20.0	40.0		20.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s		5.0	2.6	2.4		2.4	2.0	3.1				
Green Ext Time (p_c), s		0.3	0.0	0.3		0.0	0.0	0.9				

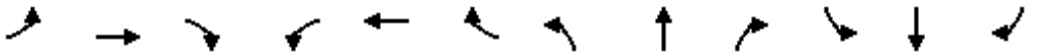
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	39	50	3	0	95	193	34	0	317	6
Future Volume (veh/h)	20	10	39	50	3	0	95	193	34	0	317	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	11	1	56	3	0	106	214	19	0	352	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	38	19	2	86	5	81	136	1540	687	6	831	14
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.00	0.08	0.43	0.43	0.00	0.23	0.23
Sat Flow, veh/h	1166	583	53	1695	91	1585	1781	3554	1585	1781	3575	61
Grp Volume(v), veh/h	34	0	0	59	0	0	106	214	19	0	175	183
Grp Sat Flow(s),veh/h/ln	1803	0	0	1786	0	1585	1781	1777	1585	1781	1777	1859
Q Serve(g_s), s	0.6	0.0	0.0	1.0	0.0	0.0	1.9	1.2	0.2	0.0	2.7	2.7
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.0	0.0	0.0	1.9	1.2	0.2	0.0	2.7	2.7
Prop In Lane	0.65		0.03	0.95		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	59	0	0	91	0	81	136	1540	687	6	413	432
V/C Ratio(X)	0.58	0.00	0.00	0.65	0.00	0.00	0.78	0.14	0.03	0.00	0.42	0.42
Avail Cap(c_a), veh/h	1123	0	0	1113	0	988	1110	4430	1976	1110	2215	2318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	0.0	14.9	0.0	0.0	14.6	5.5	5.2	0.0	10.5	10.5
Incr Delay (d2), s/veh	3.3	0.0	0.0	2.9	0.0	0.0	3.7	0.1	0.0	0.0	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.4	0.0	0.0	0.7	0.3	0.0	0.0	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	0.0	0.0	17.8	0.0	0.0	18.2	5.6	5.2	0.0	11.7	11.6
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	B	B
Approach Vol, veh/h		34			59			339			358	
Approach Delay, s/veh		18.6			17.8			9.5			11.6	
Approach LOS		B			B			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.5	6.4	13.2		5.9	0.0	19.6				
Change Period (Y+Rc), s		4.9	4.0	5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		20.0	20.0	40.0		20.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s		3.0	3.9	4.7		2.6	0.0	3.2				
Green Ext Time (p_c), s		0.1	0.1	2.8		0.1	0.0	1.9				

Intersection Summary												
HCM 6th Ctrl Delay			11.5									
HCM 6th LOS			B									



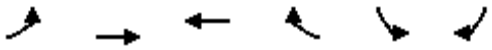
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	216	262	393	100	79	126	490	403	112	687	10
Future Volume (veh/h)	21	216	262	393	100	79	126	490	403	112	687	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	240	40	437	111	25	140	544	120	124	763	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	510	227	560	902	402	372	1540	478	362	1062	474
Arrive On Green	0.05	0.14	0.14	0.16	0.25	0.25	0.11	0.30	0.30	0.10	0.30	0.30
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	23	240	40	437	111	25	140	544	120	124	763	3
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	0.4	4.3	1.5	8.4	1.7	0.8	2.6	5.8	4.0	2.3	13.3	0.1
Cycle Q Clear(g_c), s	0.4	4.3	1.5	8.4	1.7	0.8	2.6	5.8	4.0	2.3	13.3	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	510	227	560	902	402	372	1540	478	362	1062	474
V/C Ratio(X)	0.13	0.47	0.18	0.78	0.12	0.06	0.38	0.35	0.25	0.34	0.72	0.01
Avail Cap(c_a), veh/h	996	1024	457	996	1024	457	996	2208	685	996	1537	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	27.3	26.1	27.9	19.9	19.6	28.8	18.9	18.3	28.8	21.7	17.1
Incr Delay (d2), s/veh	0.1	1.2	0.6	0.9	0.1	0.1	0.2	0.3	0.5	0.2	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.7	0.6	3.2	0.6	0.3	1.0	2.0	1.3	0.9	4.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	28.5	26.7	28.8	20.0	19.7	29.0	19.2	18.8	29.0	23.5	17.1
LnGrp LOS	C	C	C	C	C	B	C	B	B	C	C	B
Approach Vol, veh/h		303			573			804			890	
Approach Delay, s/veh		28.5			26.7			20.9			24.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	26.9	15.2	16.0	11.5	26.7	7.6	23.6
Change Period (Y+Rc), s	4.0	6.0	4.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	20.0	30.0	20.0	* 20	20.0	30.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	4.3	7.8	10.4	6.3	4.6	15.3	2.4	3.7
Green Ext Time (p_c), s	0.2	5.5	0.8	1.6	0.2	5.4	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	735	517	32	63	23
Future Volume (veh/h)	11	735	517	32	63	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	817	574	0	70	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	45	1887	1319		237	
Arrive On Green	0.03	0.53	0.37	0.00	0.13	0.00
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	12	817	574	0	70	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.2	4.2	3.6	0.0	1.1	0.0
Cycle Q Clear(g_c), s	0.2	4.2	3.6	0.0	1.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	45	1887	1319		237	
V/C Ratio(X)	0.27	0.43	0.44		0.30	
Avail Cap(c_a), veh/h	1197	7644	5255		1557	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	4.2	7.0	0.0	11.6	0.0
Incr Delay (d2), s/veh	1.1	0.2	0.4	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.9	0.0	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.4	4.5	7.4	0.0	11.9	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		829	574	A	70	A
Approach Delay, s/veh		4.6	7.4		11.9	
Approach LOS		A	A		B	

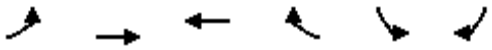
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			21.8		8.0	4.8	17.0
Change Period (Y+Rc), s			6.0		4.0	4.0	* 6
Max Green Setting (Gmax), s			64.0		26.0	20.0	* 44
Max Q Clear Time (g_c+I1), s			6.2		3.1	2.2	5.6
Green Ext Time (p_c), s			7.6		0.1	0.0	5.4

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

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

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



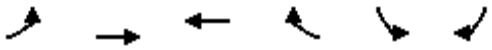
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	789	567	18	50	9
Future Volume (veh/h)	5	789	567	18	50	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	6	877	630	19	56	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	20	1949	1402	42	204	0
Arrive On Green	0.01	0.55	0.40	0.40	0.11	0.00
Sat Flow, veh/h	1781	3647	3615	106	1779	0
Grp Volume(v), veh/h	6	877	318	331	57	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1851	1811	0
Q Serve(g_s), s	0.1	4.3	3.8	3.8	0.8	0.0
Cycle Q Clear(g_c), s	0.1	4.3	3.8	3.8	0.8	0.0
Prop In Lane	1.00			0.06	0.98	0.00
Lane Grp Cap(c), veh/h	20	1949	708	737	207	0
V/C Ratio(X)	0.30	0.45	0.45	0.45	0.28	0.00
Avail Cap(c_a), veh/h	1238	6173	1852	1930	1258	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.1	3.9	6.3	6.3	11.7	0.0
Incr Delay (d2), s/veh	3.0	0.3	0.8	0.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.9	0.9	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.1	4.2	7.1	7.1	11.9	0.0
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h		883	649		57	
Approach Delay, s/veh		4.3	7.1		11.9	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			21.5		7.3	4.3	17.2
Change Period (Y+Rc), s			5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s			50.0		20.0	20.0	30.0
Max Q Clear Time (g_c+I1), s			6.3		2.8	2.1	5.8
Green Ext Time (p_c), s			9.5		0.1	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

Notes

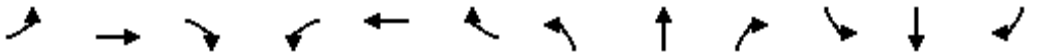
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	827	529	24	104	45
Future Volume (veh/h)	9	827	529	24	104	45
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	919	588	24	116	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	33	1797	1286	52	322	287
Arrive On Green	0.02	0.51	0.37	0.37	0.18	0.18
Sat Flow, veh/h	1781	3647	3571	142	1781	1585
Grp Volume(v), veh/h	10	919	300	312	116	6
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1843	1781	1585
Q Serve(g_s), s	0.2	5.9	4.4	4.4	1.9	0.1
Cycle Q Clear(g_c), s	0.2	5.9	4.4	4.4	1.9	0.1
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	33	1797	657	681	322	287
V/C Ratio(X)	0.30	0.51	0.46	0.46	0.36	0.02
Avail Cap(c_a), veh/h	1044	5208	1562	1620	1044	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	5.6	8.2	8.2	12.2	11.5
Incr Delay (d2), s/veh	1.9	0.4	0.8	0.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.2	1.3	1.3	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.4	6.0	8.9	8.9	12.5	11.5
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		929	612		122	
Approach Delay, s/veh		6.1	8.9		12.4	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			23.9		10.2	4.6	19.3
Change Period (Y+Rc), s			6.7		4.0	4.0	6.7
Max Green Setting (Gmax), s			50.0		20.0	20.0	30.0
Max Q Clear Time (g_c+I1), s			7.9		3.9	2.2	6.4
Green Ext Time (p_c), s			9.4		0.2	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	741	154	175	454	133	88	239	252	301	329	185
Future Volume (veh/h)	33	741	154	175	454	133	88	239	252	301	329	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	37	823	0	194	504	0	98	266	0	334	366	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	1047		737	1786		146	378		396	680	
Arrive On Green	0.02	0.33	0.00	0.24	0.56	0.00	0.05	0.12	0.00	0.13	0.21	0.00
Sat Flow, veh/h	3110	3198	1427	3110	3198	1427	3110	3198	1427	3110	3198	1427
Grp Volume(v), veh/h	37	823	0	194	504	0	98	266	0	334	366	0
Grp Sat Flow(s),veh/h/ln	1555	1599	1427	1555	1599	1427	1555	1599	1427	1555	1599	1427
Q Serve(g_s), s	1.4	28.0	0.0	6.1	9.9	0.0	3.7	9.6	0.0	12.6	12.2	0.0
Cycle Q Clear(g_c), s	1.4	28.0	0.0	6.1	9.9	0.0	3.7	9.6	0.0	12.6	12.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	1047		737	1786		146	378		396	680	
V/C Ratio(X)	0.58	0.79		0.26	0.28		0.67	0.70		0.84	0.54	
Avail Cap(c_a), veh/h	415	1047		737	1786		518	488		700	680	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.3	36.5	0.0	37.3	13.9	0.0	56.3	50.9	0.0	51.2	42.0	0.0
Incr Delay (d2), s/veh	3.2	5.9	0.0	0.1	0.1	0.0	2.0	4.7	0.0	1.9	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	11.1	0.0	2.2	3.3	0.0	1.5	4.0	0.0	4.9	4.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	42.5	0.0	37.3	14.0	0.0	58.2	55.5	0.0	53.1	43.3	0.0
LnGrp LOS	E	D		D	B		E	E		D	D	
Approach Vol, veh/h		860	A		698	A		364	A		700	A
Approach Delay, s/veh		43.3			20.5			56.3			48.0	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	19.9	34.1	45.0	9.6	31.2	6.4	72.7
Change Period (Y+Rc), s	5.7	* 5.7	5.7	* 5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	27.0	* 18	16.0	* 39	20.0	25.3	16.0	39.3
Max Q Clear Time (g_c+I1), s	14.6	11.6	8.1	30.0	5.7	14.2	3.4	11.9
Green Ext Time (p_c), s	0.7	0.9	0.3	4.1	0.1	1.9	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Notes

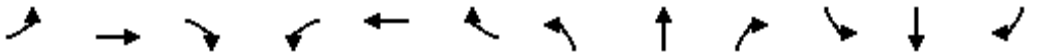
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1283	31	111	673	57	226
Future Volume (veh/h)	1283	31	111	673	57	226
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1426	33	123	748	63	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2075	48	151	2496	85	75
Arrive On Green	0.58	0.58	0.08	0.70	0.05	0.05
Sat Flow, veh/h	3643	82	1781	3647	1781	1585
Grp Volume(v), veh/h	713	746	123	748	63	1
Grp Sat Flow(s),veh/h/ln	1777	1855	1781	1777	1781	1585
Q Serve(g_s), s	33.4	33.5	8.1	9.5	4.2	0.1
Cycle Q Clear(g_c), s	33.4	33.5	8.1	9.5	4.2	0.1
Prop In Lane		0.04	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1039	1084	151	2496	85	75
V/C Ratio(X)	0.69	0.69	0.82	0.30	0.74	0.01
Avail Cap(c_a), veh/h	1039	1084	386	2496	373	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	17.3	54.0	6.7	56.4	54.5
Incr Delay (d2), s/veh	3.7	3.6	4.1	0.3	4.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	13.6	3.7	3.0	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.0	20.9	58.1	7.0	61.2	54.5
LnGrp LOS	C	C	E	A	E	D
Approach Vol, veh/h	1459			871	64	
Approach Delay, s/veh	20.9			14.2	61.1	
Approach LOS	C			B	E	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	10.6	14.1	75.9	90.0
Change Period (Y+Rc), s	4.9	4.0	5.7	5.7
Max Green Setting (Gmax), s	25.1	26.0	38.3	84.3
Max Q Clear Time (g_c+I1), s	6.2	10.1	35.5	11.5
Green Ext Time (p_c), s	0.3	0.2	2.7	24.4

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	1255	162	386	589	195	170	513	583	114	337	62
Future Volume (veh/h)	189	1255	162	386	589	195	170	513	583	114	337	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	210	1394	0	429	654	0	189	570	0	127	374	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	1816		527	1371		248	654		183	844	
Arrive On Green	0.08	0.36	0.00	0.10	0.39	0.00	0.07	0.18	0.00	0.05	0.17	0.00
Sat Flow, veh/h	3456	5106	1585	5023	3554	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	210	1394	0	429	654	0	189	570	0	127	374	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1674	1777	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	7.2	29.0	0.0	10.0	16.6	0.0	6.4	18.7	0.0	4.3	7.9	0.0
Cycle Q Clear(g_c), s	7.2	29.0	0.0	10.0	16.6	0.0	6.4	18.7	0.0	4.3	7.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	1816		527	1371		248	654		183	844	
V/C Ratio(X)	0.79	0.77		0.81	0.48		0.76	0.87		0.69	0.44	
Avail Cap(c_a), veh/h	354	1816		795	1371		461	711		461	1004	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.4	34.3	0.0	52.6	27.7	0.0	54.7	47.6	0.0	55.9	45.1	0.0
Incr Delay (d2), s/veh	5.9	2.3	0.0	2.2	1.2	0.0	1.8	11.4	0.0	1.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	11.8	0.0	4.2	7.0	0.0	2.8	9.1	0.0	1.9	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	36.5	0.0	54.8	28.9	0.0	56.5	59.0	0.0	57.6	45.6	0.0
LnGrp LOS	E	D		D	C		E	E		E	D	
Approach Vol, veh/h		1604	A		1083	A		759	A		501	A
Approach Delay, s/veh		39.6			39.2			58.4			48.6	
Approach LOS		D			D			E			D	

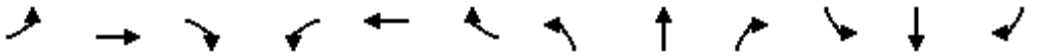
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	28.5	18.6	48.4	12.6	26.2	15.0	52.0
Change Period (Y+Rc), s	4.0	* 6.4	6.0	5.7	4.0	6.4	5.7	5.7
Max Green Setting (Gmax), s	16.0	* 24	19.0	39.3	16.0	23.6	12.3	46.3
Max Q Clear Time (g_c+I1), s	6.3	20.7	12.0	31.0	8.4	9.9	9.2	18.6
Green Ext Time (p_c), s	0.1	1.4	0.6	6.5	0.2	2.3	0.1	7.2

Intersection Summary	
HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1229	190	169	839	61	156	356	223	45	321	150
Future Volume (veh/h)	160	1229	190	169	839	61	156	356	223	45	321	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	1366	100	188	932	0	173	396	0	50	357	15
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	1659	515	941	2783		233	599		164	456	204
Arrive On Green	0.07	0.32	0.32	0.27	0.55	0.00	0.07	0.17	0.00	0.05	0.13	0.13
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	178	1366	100	188	932	0	173	396	0	50	357	15
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.1	29.6	5.5	5.0	12.2	0.0	5.9	12.5	0.0	1.7	11.7	0.8
Cycle Q Clear(g_c), s	6.1	29.6	5.5	5.0	12.2	0.0	5.9	12.5	0.0	1.7	11.7	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	1659	515	941	2783		233	599		164	456	204
V/C Ratio(X)	0.75	0.82	0.19	0.20	0.33		0.74	0.66		0.31	0.78	0.07
Avail Cap(c_a), veh/h	461	1659	515	941	2783		461	699		461	699	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	37.3	29.2	33.6	15.2	0.0	54.9	46.7	0.0	55.3	50.7	31.0
Incr Delay (d2), s/veh	1.8	4.8	0.8	0.0	0.1	0.0	1.7	2.5	0.0	0.4	4.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	12.5	2.1	2.1	4.4	0.0	2.6	5.6	0.0	0.7	5.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.6	42.1	30.0	33.6	15.3	0.0	56.7	49.1	0.0	55.6	55.5	31.3
LnGrp LOS	E	D	C	C	B		E	D		E	E	C
Approach Vol, veh/h		1644			1120	A		569	A		422	
Approach Delay, s/veh		42.9			18.4			51.4			54.6	
Approach LOS		D			B			D			D	

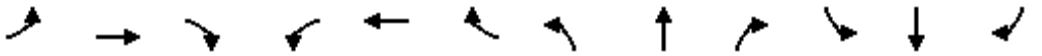
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	26.6	38.7	45.0	14.5	21.8	12.3	71.4
Change Period (Y+Rc), s	4.0	6.4	6.0	6.0	6.4	* 6.4	4.0	6.0
Max Green Setting (Gmax), s	16.0	23.6	19.0	39.0	16.0	* 24	16.0	44.0
Max Q Clear Time (g_c+I1), s	3.7	14.5	7.0	31.6	7.9	13.7	8.1	14.2
Green Ext Time (p_c), s	0.1	1.8	0.3	5.2	0.2	1.7	0.2	7.5

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1455	9	20	943	54	50	42	39	84	4	29
Future Volume (veh/h)	26	1455	9	20	943	54	50	42	39	84	4	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	1617	0	22	1048	0	56	47	0	93	4	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2225		527	3705		72	63		117	109	
Arrive On Green	0.04	0.87	0.00	0.59	1.00	0.00	0.04	0.03	0.00	0.07	0.06	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	29	1617	0	22	1048	0	56	47	0	93	4	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.9	13.3	0.0	0.6	0.0	0.0	3.7	3.0	0.0	6.2	0.2	0.0
Cycle Q Clear(g_c), s	1.9	13.3	0.0	0.6	0.0	0.0	3.7	3.0	0.0	6.2	0.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	36	2225		527	3705		72	63		117	109	
V/C Ratio(X)	0.80	0.73		0.04	0.28		0.77	0.75		0.80	0.04	
Avail Cap(c_a), veh/h	238	2225		527	3705		238	296		238	298	
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.3	5.2	0.0	17.4	0.0	0.0	57.0	57.5	0.0	55.3	53.3	0.0
Incr Delay (d2), s/veh	12.1	1.8	0.0	0.0	0.1	0.0	6.4	12.4	0.0	4.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.4	0.0	0.3	0.0	0.0	1.8	1.6	0.0	2.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	7.0	0.0	17.4	0.1	0.0	63.4	69.9	0.0	59.9	53.5	0.0
LnGrp LOS	E	A		B	A		E	E		E	D	
Approach Vol, veh/h		1646	A		1070	A		103	A		97	A
Approach Delay, s/veh		8.1			0.4			66.4			59.6	
Approach LOS		A			A			E			E	

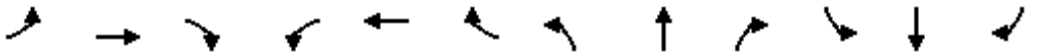
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	8.9	41.2	58.0	8.9	11.9	6.4	92.8
Change Period (Y+Rc), s	4.0	* 4.9	5.7	* 5.7	4.0	4.9	4.0	5.7
Max Green Setting (Gmax), s	16.0	* 19	14.0	* 52	16.0	19.1	16.0	50.3
Max Q Clear Time (g_c+I1), s	8.2	5.0	2.6	15.3	5.7	2.2	3.9	2.0
Green Ext Time (p_c), s	0.1	0.1	0.0	23.5	0.0	0.0	0.0	15.0

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	804	716	643	637	80	542	259	341	104	385	23
Future Volume (veh/h)	22	804	716	643	637	80	542	259	341	104	385	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	893	0	714	708	0	602	288	0	116	428	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	1071		772	1757		765	620		254	603	
Arrive On Green	0.15	0.42	0.00	0.22	0.34	0.00	0.15	0.17	0.00	0.07	0.12	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	5023	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	24	893	0	714	708	0	602	288	0	116	428	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1674	1777	1585	1728	1702	1585
Q Serve(g_s), s	0.7	18.7	0.0	24.3	12.7	0.0	13.9	8.7	0.0	3.9	9.7	0.0
Cycle Q Clear(g_c), s	0.7	18.7	0.0	24.3	12.7	0.0	13.9	8.7	0.0	3.9	9.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	1071		772	1757		765	620		254	603	
V/C Ratio(X)	0.09	0.83		0.92	0.40		0.79	0.46		0.46	0.71	
Avail Cap(c_a), veh/h	461	1234		806	1757		1047	620		527	936	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.5	33.0	0.0	45.6	30.0	0.0	49.0	44.5	0.0	53.3	50.9	0.0
Incr Delay (d2), s/veh	0.1	4.9	0.0	15.9	0.7	0.0	3.5	0.8	0.0	1.9	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	6.2	0.0	11.7	5.1	0.0	5.9	3.8	0.0	1.7	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	37.9	0.0	61.5	30.7	0.0	52.5	45.3	0.0	55.2	53.2	0.0
LnGrp LOS	D	D		E	C		D	D		E	D	
Approach Vol, veh/h		917	A		1422	A		890	A		544	A
Approach Delay, s/veh		38.1			46.1			50.2			53.6	
Approach LOS		D			D			D			D	

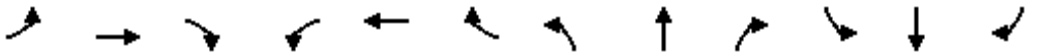
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	28.9	30.8	31.2	21.3	22.2	15.0	47.0
Change Period (Y+Rc), s	5.7	8.0	4.0	6.0	3.0	* 8	6.0	* 5.7
Max Green Setting (Gmax), s	18.3	20.0	28.0	29.0	25.0	* 22	16.0	* 41
Max Q Clear Time (g_c+I1), s	5.9	10.7	26.3	20.7	15.9	11.7	2.7	14.7
Green Ext Time (p_c), s	0.4	1.5	0.6	4.4	2.4	2.5	0.0	7.7

Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	1	103	41	25	36	121	1070	8	182	1082	87
Future Volume (veh/h)	151	1	103	41	25	36	121	1070	8	182	1082	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	169	0	0	46	28	0	134	1189	9	202	1202	58
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	0	84	71	74	63	200	2378	18	1264	3487	1083
Arrive On Green	0.05	0.00	0.00	0.04	0.04	0.00	0.06	0.36	0.36	0.37	0.68	0.68
Sat Flow, veh/h	5344	0	1585	1781	1870	1585	3456	6637	50	3456	5106	1585
Grp Volume(v), veh/h	169	0	0	46	28	0	134	864	334	202	1202	58
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	1585	1728	1609	1861	1728	1702	1585
Q Serve(g_s), s	3.7	0.0	0.0	3.1	1.8	0.0	4.6	16.8	16.8	4.7	11.7	1.4
Cycle Q Clear(g_c), s	3.7	0.0	0.0	3.1	1.8	0.0	4.6	16.8	16.8	4.7	11.7	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	283	0	84	71	74	63	200	1729	667	1264	3487	1083
V/C Ratio(X)	0.60	0.00	0.00	0.65	0.38	0.00	0.67	0.50	0.50	0.16	0.34	0.05
Avail Cap(c_a), veh/h	1024	0	304	282	296	251	749	1729	667	1264	3487	1083
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	0.0	0.0	56.8	56.2	0.0	55.4	30.1	30.1	25.6	7.9	6.3
Incr Delay (d2), s/veh	2.0	0.0	0.0	9.6	3.1	0.0	3.9	1.0	2.7	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.6	0.9	0.0	2.0	6.4	7.7	1.9	3.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	0.0	0.0	66.4	59.3	0.0	59.3	31.1	32.8	25.7	7.9	6.3
LnGrp LOS	E	A	A	E	E	A	E	C	C	C	A	A
Approach Vol, veh/h		169			74			1332			1462	
Approach Delay, s/veh		57.6			63.7			34.4			10.3	
Approach LOS		E			E			C			B	

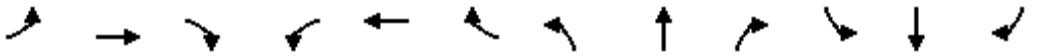
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	50.9	49.0		10.3	10.9	89.0		9.8				
Change Period (Y+Rc), s	7.0	6.0		4.0	4.0	* 7		5.0				
Max Green Setting (Gmax), s	13.0	43.0		23.0	26.0	* 33		19.0				
Max Q Clear Time (g_c+I1), s	6.7	18.8		5.7	6.6	13.7		5.1				
Green Ext Time (p_c), s	0.4	18.6		0.7	0.5	15.7		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	24.8	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	926	10	0	1035	364	0	0	0	73	0	323
Future Volume (veh/h)	0	926	10	0	1035	364	0	0	0	73	0	323
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	2067	2067	0	1870	1870				1870	1870	1870
Adj Flow Rate, veh/h	0	1029	11	0	1150	0				54	0	293
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	0	2	2				2	2	2
Cap, veh/h	0	4565	49	0	4050					205	0	365
Arrive On Green	0.00	0.79	0.79	0.00	1.00	0.00				0.12	0.00	0.12
Sat Flow, veh/h	0	5941	62	0	5274	1585				1781	0	3170
Grp Volume(v), veh/h	0	672	368	0	1150	0				54	0	293
Grp Sat Flow(s),veh/h/ln	0	1881	2056	0	1702	1585				1781	0	1585
Q Serve(g_s), s	0.0	5.4	5.4	0.0	0.0	0.0				3.3	0.0	10.8
Cycle Q Clear(g_c), s	0.0	5.4	5.4	0.0	0.0	0.0				3.3	0.0	10.8
Prop In Lane	0.00		0.03	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2983	1630	0	4050					205	0	365
V/C Ratio(X)	0.00	0.23	0.23	0.00	0.28					0.26	0.00	0.80
Avail Cap(c_a), veh/h	0	2983	1630	0	4050					515	0	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.93	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	3.1	3.1	0.0	0.0	0.0				48.4	0.0	51.8
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.0	0.0	0.0				0.3	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	1.6	0.0	0.0	0.0				1.5	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	3.3	3.4	0.0	0.0	0.0				48.7	0.0	53.3
LnGrp LOS	A	A	A	A	A					D	A	D
Approach Vol, veh/h		1040			1150	A					347	
Approach Delay, s/veh		3.4			0.0						52.6	
Approach LOS		A			A						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		100.9		19.1		100.9						
Change Period (Y+Rc), s		5.7		5.3		5.7						
Max Green Setting (Gmax), s		74.3		34.7		74.3						
Max Q Clear Time (g_c+I1), s		7.4		12.8		2.0						
Green Ext Time (p_c), s		9.7		1.0		10.3						

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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

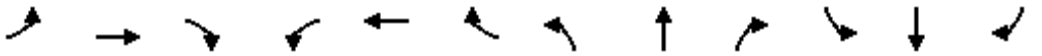
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	691	308	74	1134	318	272
Future Volume (veh/h)	691	308	74	1134	318	272
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	2067	2067	1870	1870	1870	1870
Adj Flow Rate, veh/h	768	0	82	1260	353	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3208		105	3374	469	260
Arrive On Green	1.00	0.00	0.06	0.66	0.09	0.09
Sat Flow, veh/h	5828	1751	1781	5274	5023	2790
Grp Volume(v), veh/h	768	0	82	1260	353	5
Grp Sat Flow(s),veh/h/ln	1881	1751	1781	1702	1674	1395
Q Serve(g_s), s	0.0	0.0	5.4	13.3	8.2	0.2
Cycle Q Clear(g_c), s	0.0	0.0	5.4	13.3	8.2	0.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3208		105	3374	469	260
V/C Ratio(X)	0.24		0.78	0.37	0.75	0.02
Avail Cap(c_a), veh/h	3208		386	3374	1160	644
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	55.7	9.2	53.0	49.4
Incr Delay (d2), s/veh	0.0	0.0	4.7	0.3	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.5	4.4	3.5	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.0	60.4	9.5	54.0	49.4
LnGrp LOS	A		E	A	D	D
Approach Vol, veh/h	768	A		1342	358	
Approach Delay, s/veh	0.0			12.6	53.9	
Approach LOS	A			B	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.1	73.9				85.0	18.5
Change Period (Y+Rc), s	4.0	5.7				5.7	7.3
Max Green Setting (Gmax), s	26.0	49.3				79.3	27.7
Max Q Clear Time (g_c+I1), s	7.4	2.0				15.3	10.2
Green Ext Time (p_c), s	0.1	5.6				14.2	1.0

Intersection Summary		
HCM 6th Ctrl Delay		14.7
HCM 6th LOS		B

Notes

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



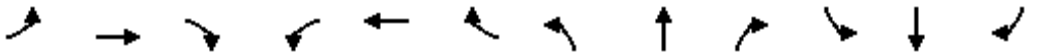
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	145	239	188	100	23	180	540	197	61	742	56
Future Volume (veh/h)	73	145	239	188	100	23	180	540	197	61	742	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	2067	2067	2067	1870	1870	1870
Adj Flow Rate, veh/h	81	161	12	209	111	3	200	600	131	68	824	23
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	254	113	276	402	179	271	1623	644	115	1199	372
Arrive On Green	0.04	0.07	0.07	0.08	0.11	0.11	0.07	0.29	0.29	0.03	0.23	0.23
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3818	5642	1751	3456	5106	1585
Grp Volume(v), veh/h	81	161	12	209	111	3	200	600	131	68	824	23
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1909	1881	1751	1728	1702	1585
Q Serve(g_s), s	2.6	4.9	0.3	6.6	3.2	0.2	5.8	9.5	5.7	2.2	16.5	0.5
Cycle Q Clear(g_c), s	2.6	4.9	0.3	6.6	3.2	0.2	5.8	9.5	5.7	2.2	16.5	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	254	113	276	402	179	271	1623	644	115	1199	372
V/C Ratio(X)	0.61	0.63	0.11	0.76	0.28	0.02	0.74	0.37	0.20	0.59	0.69	0.06
Avail Cap(c_a), veh/h	494	771	344	802	1101	491	545	1623	644	494	1199	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	50.6	9.1	50.5	45.5	44.1	51.0	31.8	24.2	53.4	39.1	4.6
Incr Delay (d2), s/veh	1.7	3.5	0.5	1.6	0.6	0.1	1.5	0.6	0.7	1.8	3.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.3	0.3	2.9	1.4	0.1	2.7	4.3	2.5	0.9	7.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	54.0	9.6	52.1	46.0	44.2	52.5	32.4	24.9	55.2	42.3	5.0
LnGrp LOS	D	D	A	D	D	D	D	C	C	E	D	A
Approach Vol, veh/h		254			323			931			915	
Approach Delay, s/veh		52.2			49.9			35.7			42.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	37.9	13.0	13.7	13.6	32.0	8.3	18.4
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	5.7	* 5.7	4.0	* 5.7
Max Green Setting (Gmax), s	16.0	26.3	26.0	24.3	16.0	* 26	16.0	* 35
Max Q Clear Time (g_c+I1), s	4.2	11.5	8.6	6.9	7.8	18.5	4.6	5.2
Green Ext Time (p_c), s	0.1	5.6	0.3	1.1	0.2	4.3	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	41.8
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	22	54	88	15	37	19	408	144	52	766	1
Future Volume (veh/h)	10	22	54	88	15	37	19	408	144	52	766	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	24	0	98	17	3	21	453	96	58	851	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	34	0	123	123	22	26	3636	1129	75	2630	1173
Arrive On Green	0.01	0.02	0.00	0.07	0.08	0.08	0.01	0.71	0.71	0.04	0.74	0.74
Sat Flow, veh/h	1781	1870	0	1781	1548	273	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	11	24	0	98	0	20	21	453	96	58	851	1
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1821	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	0.7	1.5	0.0	6.5	0.0	1.2	1.4	3.4	2.2	3.9	9.8	0.0
Cycle Q Clear(g_c), s	0.7	1.5	0.0	6.5	0.0	1.2	1.4	3.4	2.2	3.9	9.8	0.0
Prop In Lane	1.00		0.00	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	14	34	0	123	0	145	26	3636	1129	75	2630	1173
V/C Ratio(X)	0.80	0.70	0.00	0.80	0.00	0.14	0.82	0.12	0.09	0.77	0.32	0.00
Avail Cap(c_a), veh/h	252	281	0	252	0	273	238	3636	1129	238	2630	1173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.4	58.6	0.0	55.0	0.0	51.4	59.0	5.5	5.3	56.9	5.3	4.1
Incr Delay (d2), s/veh	31.9	19.7	0.0	4.4	0.0	0.4	20.6	0.1	0.1	6.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.9	0.0	3.1	0.0	0.6	0.8	1.1	0.7	1.9	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.4	78.2	0.0	59.5	0.0	51.8	79.6	5.5	5.4	63.0	5.5	4.1
LnGrp LOS	F	E	A	E	A	D	E	A	A	E	A	A
Approach Vol, veh/h		35			118			570			910	
Approach Delay, s/veh		82.4			58.2			8.2			9.1	
Approach LOS		F			E			A			A	

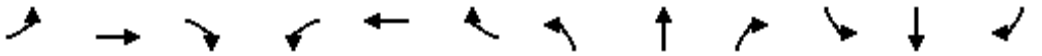
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	91.5	12.3	7.2	5.7	94.8	4.9	14.6
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	16.0	50.0	17.0	18.0	16.0	50.0	17.0	18.0
Max Q Clear Time (g_c+I1), s	5.9	5.4	8.5	3.5	3.4	11.8	2.7	3.2
Green Ext Time (p_c), s	0.1	5.2	0.1	0.0	0.0	8.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	184	32	363	763	37	221
Future Volume (veh/h)	184	32	363	763	37	221
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	7	403	848	41	129
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	584	495	466	1218	276	660
Arrive On Green	0.31	0.31	0.26	0.65	0.16	0.16
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	204	7	403	848	41	129
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	4.3	0.2	11.1	14.9	1.0	2.7
Cycle Q Clear(g_c), s	4.3	0.2	11.1	14.9	1.0	2.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	584	495	466	1218	276	660
V/C Ratio(X)	0.35	0.01	0.87	0.70	0.15	0.20
Avail Cap(c_a), veh/h	1740	1475	725	2501	898	1213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	12.3	18.2	5.7	18.9	9.6
Incr Delay (d2), s/veh	0.9	0.0	4.3	1.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	4.0	2.1	0.4	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	12.3	22.4	7.5	18.9	9.6
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	211			1251	170	
Approach Delay, s/veh	14.5			12.3	11.9	
Approach LOS	B			B	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		12.0	17.5	22.1		39.6
Change Period (Y+Rc), s		4.0	4.0	6.0		6.0
Max Green Setting (Gmax), s		26.0	21.0	48.0		69.0
Max Q Clear Time (g_c+I1), s		4.7	13.1	6.3		16.9
Green Ext Time (p_c), s		0.2	0.4	2.4		16.7

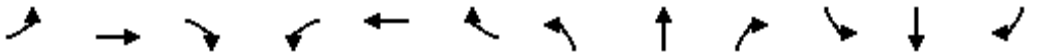
Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	278	63	0	178	314	127	15	543	130	146	593	649
Future Volume (veh/h)	278	63	0	178	314	127	15	543	130	146	593	649
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1841	1841	1870	1870	1870	1841	1870	1841
Adj Flow Rate, veh/h	309	70	0	198	349	10	17	603	33	162	659	563
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	2	4	4	2	2	2	4	2	4
Cap, veh/h	359	878	0	240	633	282	48	944	421	199	1251	868
Arrive On Green	0.20	0.25	0.00	0.13	0.18	0.18	0.03	0.27	0.27	0.11	0.35	0.35
Sat Flow, veh/h	1753	3589	0	1781	3497	1560	1781	3554	1585	1753	3554	1560
Grp Volume(v), veh/h	309	70	0	198	349	10	17	603	33	162	659	563
Grp Sat Flow(s),veh/h/ln	1753	1749	0	1781	1749	1560	1781	1777	1585	1753	1777	1560
Q Serve(g_s), s	14.5	1.3	0.0	9.2	7.7	0.4	0.8	12.8	1.3	7.7	12.6	21.3
Cycle Q Clear(g_c), s	14.5	1.3	0.0	9.2	7.7	0.4	0.8	12.8	1.3	7.7	12.6	21.3
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	359	878	0	240	633	282	48	944	421	199	1251	868
V/C Ratio(X)	0.86	0.08	0.00	0.83	0.55	0.04	0.35	0.64	0.08	0.81	0.53	0.65
Avail Cap(c_a), veh/h	639	987	0	649	987	440	335	1420	633	433	1420	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	24.3	0.0	35.9	31.7	28.7	40.6	27.6	23.4	36.8	21.9	13.1
Incr Delay (d2), s/veh	6.1	0.1	0.0	2.8	1.5	0.1	1.6	1.4	0.2	3.1	0.6	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.5	0.0	4.0	3.2	0.2	0.4	5.4	0.5	3.2	4.7	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	24.4	0.0	38.6	33.2	28.8	42.2	29.0	23.6	39.9	22.6	15.0
LnGrp LOS	D	C	A	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		379			557			653			1384	
Approach Delay, s/veh		36.1			35.0			29.1			21.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	28.6	15.4	27.4	6.3	36.0	21.4	21.4
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	21.0	34.0	31.0	24.0	16.0	34.0	31.0	24.0
Max Q Clear Time (g_c+I1), s	9.7	14.8	11.2	3.3	2.8	23.3	16.5	9.7
Green Ext Time (p_c), s	0.2	5.5	0.3	1.0	0.0	6.6	0.9	5.7

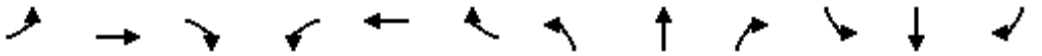
Intersection Summary	
HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	299	0	0	446	60	5	0	0	106	0	272
Future Volume (veh/h)	76	299	0	0	446	60	5	0	0	106	0	272
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	0	0	1870	0	1870
Adj Flow Rate, veh/h	84	332	0	0	496	17	6	0	0	118	0	94
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	0	2	0	2
Cap, veh/h	208	1149	0	0	1442	643	95	0	0	279	0	0
Arrive On Green	0.12	0.61	0.00	0.00	0.41	0.41	0.05	0.00	0.00	0.16	0.00	0.00
Sat Flow, veh/h	1781	1870	0	0	3647	1585	1781	6		1781	118	
Grp Volume(v), veh/h	84	332	0	0	496	17	6	19.7		118	17.0	
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1777	1585	1781	B		1781	B	
Q Serve(g_s), s	1.9	3.6	0.0	0.0	4.2	0.3	0.1			2.6		
Cycle Q Clear(g_c), s	1.9	3.6	0.0	0.0	4.2	0.3	0.1			2.6		
Prop In Lane	1.00		0.00	0.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	208	1149	0	0	1442	643	95			279		
V/C Ratio(X)	0.40	0.29	0.00	0.00	0.34	0.03	0.06			0.42		
Avail Cap(c_a), veh/h	1223	2996	0	0	4066	1814	815			815		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00			1.00		
Uniform Delay (d), s/veh	17.9	4.0	0.0	0.0	9.0	7.8	19.6			16.6		
Incr Delay (d2), s/veh	0.5	0.2	0.0	0.0	0.2	0.0	0.1			0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	0.6	0.4	0.0	0.0	1.0	0.1	0.1			0.9		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	4.2	0.0	0.0	9.2	7.8	19.7			17.0		
LnGrp LOS	B	A	A	A	A	A	B			B		
Approach Vol, veh/h		416			513							
Approach Delay, s/veh		7.0			9.1							
Approach LOS		A			A							

Timer - Assigned Phs	1			4	5		7	8				
Phs Duration (G+Y+Rc), s	10.9			32.8	6.3		9.1	23.7				
Change Period (Y+Rc), s	4.0			6.0	4.0		4.0	6.0				
Max Green Setting (Gmax), s	20.0			70.0	20.0		30.0	50.0				
Max Q Clear Time (g_c+I1), s	4.6			5.6	2.1		3.9	6.2				
Green Ext Time (p_c), s	0.2			7.7	0.0		0.1	11.5				

Intersection Summary												
HCM 6th Ctrl Delay			9.2									
HCM 6th LOS			A									



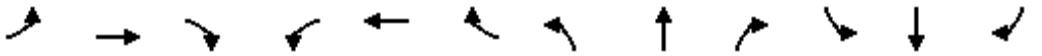
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	419	27	44	397	0	122	0	104	227	0	57
Future Volume (veh/h)	47	419	27	44	397	0	122	0	104	227	0	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	52	466	28	49	441	0	136	0	8	252	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	0	2
Cap, veh/h	78	664	40	75	1344		313	0	0	328	0	
Arrive On Green	0.04	0.38	0.38	0.04	0.38	0.00	0.18	0.00	0.00	0.18	0.00	0.00
Sat Flow, veh/h	1781	1746	105	1781	3554	1585	1781	136		1781	252	
Grp Volume(v), veh/h	52	0	494	49	441	0	136	15.0		252	16.9	
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	1777	1585	1781	B		1781	B	
Q Serve(g_s), s	1.1	0.0	9.0	1.1	3.5	0.0	2.7			5.4		
Cycle Q Clear(g_c), s	1.1	0.0	9.0	1.1	3.5	0.0	2.7			5.4		
Prop In Lane	1.00		0.06	1.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	78	0	703	75	1344		313			328		
V/C Ratio(X)	0.66	0.00	0.70	0.65	0.33		0.43			0.77		
Avail Cap(c_a), veh/h	894	0	1393	894	2675		894			894		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00			1.00		
Uniform Delay (d), s/veh	18.8	0.0	10.4	18.8	8.8	0.0	14.7			15.5		
Incr Delay (d2), s/veh	3.6	0.0	2.5	3.6	0.3	0.0	0.4			1.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.2	0.5	1.1	0.0	0.9			1.9		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	12.9	22.4	9.1	0.0	15.0			16.9		
LnGrp LOS	C	A	B	C	A		B			B		
Approach Vol, veh/h		546			490	A						
Approach Delay, s/veh		13.8			10.4							
Approach LOS		B			B							

Timer - Assigned Phs	1		3	4	5		7	8				
Phs Duration (G+Y+Rc), s	13.0		5.7	21.1	11.0		5.8	21.1				
Change Period (Y+Rc), s	5.7		4.0	6.0	4.0		4.0	6.0				
Max Green Setting (Gmax), s	20.0		20.0	30.0	20.0		20.0	30.0				
Max Q Clear Time (g_c+I1), s	7.4		3.1	11.0	4.7		3.1	5.5				
Green Ext Time (p_c), s	0.5		0.1	4.1	0.2		0.1	4.0				

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	147	517	75	91	53	229	796	45	57	966	94
Future Volume (veh/h)	93	147	517	75	91	53	229	796	45	57	966	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	163	258	83	101	7	254	884	23	63	1073	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	592	264	105	546	244	326	1996	890	81	2620	
Arrive On Green	0.07	0.17	0.17	0.06	0.15	0.15	0.09	0.56	0.56	0.05	0.51	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	103	163	258	83	101	7	254	884	23	63	1073	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1781	1702	1585
Q Serve(g_s), s	6.8	4.8	19.4	5.5	3.0	0.5	8.6	17.4	0.8	4.2	15.5	0.0
Cycle Q Clear(g_c), s	6.8	4.8	19.4	5.5	3.0	0.5	8.6	17.4	0.8	4.2	15.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	592	264	105	546	244	326	1996	890	81	2620	
V/C Ratio(X)	0.80	0.28	0.98	0.79	0.18	0.03	0.78	0.44	0.03	0.77	0.41	
Avail Cap(c_a), veh/h	327	592	264	238	546	244	605	1996	890	238	2620	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.8	43.7	49.8	55.7	44.2	43.2	53.1	15.3	11.7	56.6	18.0	0.0
Incr Delay (d2), s/veh	4.3	0.4	48.9	4.8	0.3	0.1	4.0	0.7	0.1	5.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.1	11.0	2.5	1.3	0.2	3.8	6.5	0.3	2.0	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	44.1	98.7	60.5	44.6	43.3	57.1	16.1	11.7	62.4	18.2	0.0
LnGrp LOS	E	D	F	E	D	D	E	B	B	E	B	
Approach Vol, veh/h		524			191			1161			1136	A
Approach Delay, s/veh		73.9			51.5			25.0			20.6	
Approach LOS		E			D			C			C	

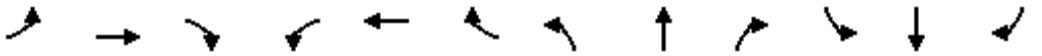
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	73.4	11.1	26.0	15.3	67.6	12.7	24.4
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	* 6
Max Green Setting (Gmax), s	16.0	48.0	16.0	20.0	21.0	43.0	22.0	* 15
Max Q Clear Time (g_c+I1), s	6.2	19.4	7.5	21.4	10.6	17.5	8.8	5.0
Green Ext Time (p_c), s	0.0	5.2	0.1	0.0	0.7	8.3	0.1	0.4

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

Notes

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

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



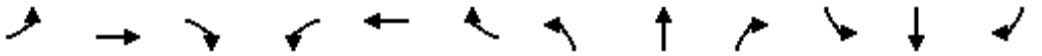
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	2	0	0	0	76	630	0	0	552	120
Future Volume (veh/h)	4	0	2	0	0	0	76	630	0	0	552	120
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	4	0	0				84	700	0	0	613	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	0	2				2	2	0	0	2	2
Cap, veh/h	34	0					186	2189	0	0	1287	
Arrive On Green	0.01	0.00	0.00				0.10	0.62	0.00	0.00	0.36	0.00
Sat Flow, veh/h	3456	0	1585				1781	3647	0	0	3647	1585
Grp Volume(v), veh/h	4	0	0				84	700	0	0	613	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				1781	1777	0	0	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0				1.2	2.5	0.0	0.0	3.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				1.2	2.5	0.0	0.0	3.6	0.0
Prop In Lane	1.00		1.00				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	34	0					186	2189	0	0	1287	
V/C Ratio(X)	0.12	0.00					0.45	0.32	0.00	0.00	0.48	
Avail Cap(c_a), veh/h	2586	0					1333	6648	0	0	3989	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	13.1	0.0	0.0				11.3	2.5	0.0	0.0	6.6	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0				0.6	0.1	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.3	0.0	0.0	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	0.0				11.9	2.6	0.0	0.0	6.9	0.0
LnGrp LOS	B	A					B	A	A	A	A	
Approach Vol, veh/h		4	A					784			613	A
Approach Delay, s/veh		13.7						3.6			6.9	
Approach LOS		B						A			A	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		22.5		4.3	6.8	15.7						
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0						
Max Green Setting (Gmax), s		50.0		20.0	20.0	30.0						
Max Q Clear Time (g_c+I1), s		4.5		2.0	3.2	5.6						
Green Ext Time (p_c), s		4.9		0.0	0.1	3.9						

Intersection Summary												
HCM 6th Ctrl Delay			5.1									
HCM 6th LOS			A									

Notes

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



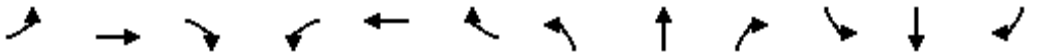
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	3	53	0	166	8	302	20	241	645	7
Future Volume (veh/h)	4	0	3	53	0	166	8	302	20	241	645	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	0	59	0	0	9	336	0	268	717	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	19	0	17	0	0		34	1021		494	1020	860
Arrive On Green	0.01	0.00	0.00	0.00	0.00	0.00	0.02	0.29	0.00	0.28	0.55	0.55
Sat Flow, veh/h	1781	0	1585		0		1781	3554	1585	1781	1870	1578
Grp Volume(v), veh/h	4	0	0		0.0		9	336	0	268	717	5
Grp Sat Flow(s),veh/h/ln	1781	0	1585				1781	1777	1585	1781	1870	1578
Q Serve(g_s), s	0.1	0.0	0.0				0.2	2.5	0.0	4.2	9.3	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0				0.2	2.5	0.0	4.2	9.3	0.0
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	19	0	17				34	1021		494	1020	860
V/C Ratio(X)	0.21	0.00	0.00				0.26	0.33		0.54	0.70	0.01
Avail Cap(c_a), veh/h	1081	0	962				1081	3773		1081	1702	1436
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0				15.9	9.3	0.0	10.1	5.5	3.4
Incr Delay (d2), s/veh	1.9	0.0	0.0				1.5	0.4	0.0	0.3	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.1	0.7	0.0	1.2	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	0.0				17.4	9.6	0.0	10.5	7.3	3.4
LnGrp LOS	B	A	A				B	A		B	A	A
Approach Vol, veh/h		4						345	A		990	
Approach Delay, s/veh		18.1						9.8			8.1	
Approach LOS		B						A			A	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	13.1	15.5		4.4	4.6	24.0
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s	20.0	35.0		20.0	20.0	30.0
Max Q Clear Time (g_c+I1), s	6.2	4.5		2.1	2.2	11.3
Green Ext Time (p_c), s	0.5	3.1		0.0	0.0	6.6

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	8	159	20	3	1	66	192	4	3	304	22
Future Volume (veh/h)	29	8	159	20	3	1	66	192	4	3	304	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	9	16	22	3	0	73	213	2	3	338	8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	20	78	39	5	0	90	1294	577	5	1124	501
Arrive On Green	0.05	0.05	0.05	0.02	0.02	0.00	0.05	0.36	0.36	0.00	0.32	0.32
Sat Flow, veh/h	1405	395	1585	1577	215	0	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	41	0	16	25	0	0	73	213	2	3	338	8
Grp Sat Flow(s),veh/h/ln	1800	0	1585	1792	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.7	0.0	0.3	0.4	0.0	0.0	1.3	1.3	0.0	0.1	2.3	0.1
Cycle Q Clear(g_c), s	0.7	0.0	0.3	0.4	0.0	0.0	1.3	1.3	0.0	0.1	2.3	0.1
Prop In Lane	0.78		1.00	0.88		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	0	78	45	0	0	90	1294	577	5	1124	501
V/C Ratio(X)	0.46	0.00	0.20	0.56	0.00	0.00	0.81	0.16	0.00	0.55	0.30	0.02
Avail Cap(c_a), veh/h	874	0	769	605	0	0	875	3166	1412	602	3166	1412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	14.9	15.7	0.0	0.0	15.3	7.0	6.6	16.2	8.4	7.6
Incr Delay (d2), s/veh	1.4	0.0	0.5	4.1	0.0	0.0	6.5	0.1	0.0	28.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.2	0.0	0.0	0.5	0.2	0.0	0.1	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	15.3	19.8	0.0	0.0	21.8	7.1	6.6	44.4	8.6	7.7
LnGrp LOS	B	A	B	B	A	A	C	A	A	D	A	A
Approach Vol, veh/h		57			25			288			349	
Approach Delay, s/veh		16.1			19.8			10.8			8.9	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	17.9		4.8	5.6	16.3		5.8				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.2				
Max Green Setting (Gmax), s	11.0	29.0		11.0	16.0	29.0		15.8				
Max Q Clear Time (g_c+I1), s	2.1	3.3		2.4	3.3	4.3		2.7				
Green Ext Time (p_c), s	0.0	3.6		0.0	0.1	6.0		0.1				

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

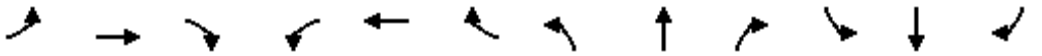
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1547	53	66	753	40	137
Future Volume (veh/h)	1547	53	66	753	40	137
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1719	0	73	837	44	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3134		94	3574	114	
Arrive On Green	0.61	0.00	0.05	0.70	0.06	0.00
Sat Flow, veh/h	5274	1585	1781	5274	1781	1585
Grp Volume(v), veh/h	1719	0	73	837	44	0
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1702	1781	1585
Q Serve(g_s), s	23.5	0.0	4.9	7.1	2.8	0.0
Cycle Q Clear(g_c), s	23.5	0.0	4.9	7.1	2.8	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3134		94	3574	114	
V/C Ratio(X)	0.55		0.78	0.23	0.39	
Avail Cap(c_a), veh/h	3134		386	3574	377	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.98	0.98	1.00	0.00
Uniform Delay (d), s/veh	13.5	0.0	56.1	6.5	53.9	0.0
Incr Delay (d2), s/veh	0.7	0.0	5.0	0.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	2.3	2.2	1.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	0.0	61.1	6.6	54.7	0.0
LnGrp LOS	B		E	A	D	
Approach Vol, veh/h	1719	A		910	44	A
Approach Delay, s/veh	14.2			11.0	54.7	
Approach LOS	B			B	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		12.3	10.3	79.7		90.0
Change Period (Y+Rc), s		4.6	4.0	6.0		6.0
Max Green Setting (Gmax), s		25.4	26.0	38.0		84.0
Max Q Clear Time (g_c+I1), s		4.8	6.9	25.5		9.1
Green Ext Time (p_c), s		0.1	0.1	9.0		7.2

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1683	0	11	783	165	2	0	22	194	1	31
Future Volume (veh/h)	10	1683	0	11	783	165	2	0	22	194	1	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1870	0	12	870	0	2	0	0	217	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	3853	1196	15	3856		4	4	0	321	0	
Arrive On Green	0.01	0.75	0.00	0.01	0.76	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	0	5344	0	1585
Grp Volume(v), veh/h	11	1870	0	12	870	0	2	0	0	217	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	0	1781	0	1585
Q Serve(g_s), s	0.7	17.0	0.0	0.8	6.0	0.0	0.1	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	0.7	17.0	0.0	0.8	6.0	0.0	0.1	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	14	3853	1196	15	3856		4	4	0	321	0	
V/C Ratio(X)	0.80	0.49	0.00	0.82	0.23		0.52	0.00	0.00	0.68	0.00	
Avail Cap(c_a), veh/h	178	3853	1196	178	3856		233	245	0	534	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.00	0.97	0.97	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	59.4	5.7	0.0	59.4	4.3	0.0	59.8	0.0	0.0	55.3	0.0	0.0
Incr Delay (d2), s/veh	62.4	0.4	0.0	64.4	0.0	0.0	80.7	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.7	0.0	0.6	1.6	0.0	0.1	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.8	6.1	0.0	123.9	4.4	0.0	140.5	0.0	0.0	57.8	0.0	0.0
LnGrp LOS	F	A	A	F	A		F	A	A	E	A	
Approach Vol, veh/h		1881			882	A		2			217	A
Approach Delay, s/veh		6.8			6.0			140.5			57.8	
Approach LOS		A			A			F			E	

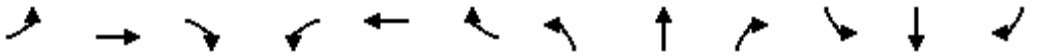
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.2	5.0	96.3		7.6	4.9	96.3				
Change Period (Y+Rc), s		4.0	4.0	5.7		7.3	4.0	5.7				
Max Green Setting (Gmax), s		12.0	12.0	59.3		15.7	12.0	59.3				
Max Q Clear Time (g_c+I1), s		6.8	2.8	19.0		2.1	2.7	8.0				
Green Ext Time (p_c), s		0.4	0.0	35.8		0.0	0.0	19.6				

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	0	48	7	0	10	9	958	33	50	1853	5
Future Volume (veh/h)	33	0	48	7	0	10	9	958	33	50	1853	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	0	0	8	0	0	10	1064	27	56	2059	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	0	42	28	0		17	4004	1243	97	4099	1272
Arrive On Green	0.03	0.00	0.00	0.01	0.00	0.00	0.01	0.78	0.78	0.03	0.80	0.80
Sat Flow, veh/h	1781	0	1585	3563	0	1585	1781	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	37	0	0	8	0	0	10	1064	27	56	2059	5
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1585	1728	1702	1585
Q Serve(g_s), s	2.5	0.0	0.0	0.3	0.0	0.0	0.7	6.8	0.4	1.9	16.0	0.1
Cycle Q Clear(g_c), s	2.5	0.0	0.0	0.3	0.0	0.0	0.7	6.8	0.4	1.9	16.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	0	42	28	0		17	4004	1243	97	4099	1272
V/C Ratio(X)	0.78	0.00	0.00	0.29	0.00		0.59	0.27	0.02	0.58	0.50	0.00
Avail Cap(c_a), veh/h	238	0	211	475	0		238	4004	1243	461	4099	1272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.97	0.97	0.97	0.85	0.85	0.85
Uniform Delay (d), s/veh	58.1	0.0	0.0	59.2	0.0	0.0	59.2	3.5	2.8	57.6	3.9	2.3
Incr Delay (d2), s/veh	9.8	0.0	0.0	5.0	0.0	0.0	11.5	0.0	0.0	1.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.1	0.0	0.0	0.3	1.6	0.1	0.8	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	0.0	0.0	64.2	0.0	0.0	70.7	3.6	2.9	59.3	4.3	2.3
LnGrp LOS	E	A	A	E	A		E	A	A	E	A	A
Approach Vol, veh/h		37			8	A		1101			2120	
Approach Delay, s/veh		67.9			64.2			4.2			5.7	
Approach LOS		E			E			A			A	

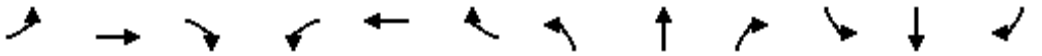
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.2	5.1	102.7		4.9	7.4	100.5				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		16.0	16.0	53.6		16.0	16.0	53.6				
Max Q Clear Time (g_c+I1), s		4.5	2.7	18.0		2.3	3.9	8.8				
Green Ext Time (p_c), s		0.0	0.0	20.2		0.0	0.1	8.3				

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1620	279	110	829	38	160	15	100	13	3	6
Future Volume (veh/h)	8	1620	279	110	829	38	160	15	100	13	3	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1800	310	122	921	0	190	0	111	16	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1748	2196	682	1082	1212		320	0	142	49	0	
Arrive On Green	0.51	0.43	0.43	0.63	0.47	0.00	0.09	0.00	0.09	0.01	0.00	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3563	0	1585	3563	0	1585
Grp Volume(v), veh/h	9	1800	310	122	921	0	190	0	111	16	0	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1781	0	1585	1781	0	1585
Q Serve(g_s), s	0.2	37.2	16.6	1.7	17.8	0.0	6.2	0.0	8.2	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	37.2	16.6	1.7	17.8	0.0	6.2	0.0	8.2	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1748	2196	682	1082	1212		320	0	142	49	0	
V/C Ratio(X)	0.01	0.82	0.45	0.11	0.76		0.59	0.00	0.78	0.33	0.00	
Avail Cap(c_a), veh/h	1748	2196	682	1082	2196		475	0	211	475	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.92	0.92	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.7	30.1	24.2	15.7	28.7	0.0	52.5	0.0	53.5	58.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.1	1.9	0.0	1.2	0.0	1.3	0.0	8.4	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	14.9	6.3	0.7	5.4	0.0	2.8	0.0	3.5	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	33.2	26.1	15.7	29.9	0.0	53.8	0.0	61.8	62.4	0.0	0.0
LnGrp LOS	B	C	C	B	C		D	A	E	E	A	
Approach Vol, veh/h		2119			1043	A		301			16	A
Approach Delay, s/veh		32.1			28.2			56.8			62.4	
Approach LOS		C			C			E			E	

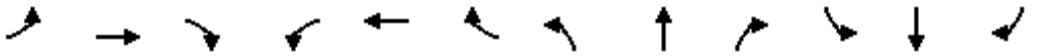
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.8	41.6	58.0		5.7	64.7	34.9				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		16.0	18.0	51.6		16.0	18.0	51.6				
Max Q Clear Time (g_c+I1), s		10.2	3.7	39.2		2.5	2.2	19.8				
Green Ext Time (p_c), s		0.6	0.1	10.4		0.0	0.0	8.7				

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1072	496	75	674	480	170	276	52	537	495	123
Future Volume (veh/h)	144	1072	496	75	674	480	170	276	52	537	495	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	1191	0	83	749	0	189	307	0	597	550	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	1406		131	1174		248	485		863	752	
Arrive On Green	0.02	0.09	0.00	0.08	0.46	0.00	0.07	0.09	0.00	0.06	0.07	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	5023	3554	1585
Grp Volume(v), veh/h	160	1191	0	83	749	0	189	307	0	597	550	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1674	1777	1585
Q Serve(g_s), s	5.5	27.6	0.0	2.8	13.5	0.0	6.4	6.9	0.0	14.0	18.2	0.0
Cycle Q Clear(g_c), s	5.5	27.6	0.0	2.8	13.5	0.0	6.4	6.9	0.0	14.0	18.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1406		131	1174		248	485		863	752	
V/C Ratio(X)	0.73	0.85		0.63	0.64		0.76	0.63		0.69	0.73	
Avail Cap(c_a), veh/h	392	1406		461	1174		461	1234		975	1164	
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.82	0.82	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.96	0.96	0.00
Uniform Delay (d), s/veh	57.7	52.1	0.0	54.6	28.6	0.0	54.7	52.3	0.0	53.5	52.5	0.0
Incr Delay (d2), s/veh	1.4	4.3	0.0	1.9	2.7	0.0	1.8	2.0	0.0	1.7	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	13.1	0.0	1.2	4.6	0.0	2.8	3.0	0.0	6.4	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	56.3	0.0	56.5	31.2	0.0	56.5	54.3	0.0	55.2	54.7	0.0
LnGrp LOS	E	E		E	C		E	D		E	D	
Approach Vol, veh/h		1351	A		832	A		496	A		1147	A
Approach Delay, s/veh		56.7			33.8			55.1			55.0	
Approach LOS		E			C			E			D	

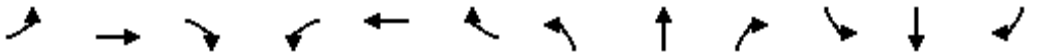
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.3	17.4	8.6	39.4	12.6	33.1	14.0	34.0
Change Period (Y+Rc), s	7.7	6.0	4.0	6.4	4.0	* 7.7	6.4	6.4
Max Green Setting (Gmax), s	23.3	29.0	16.0	27.6	16.0	* 39	13.6	27.6
Max Q Clear Time (g_c+I1), s	16.0	8.9	4.8	29.6	8.4	20.2	7.5	15.5
Green Ext Time (p_c), s	1.4	2.4	0.1	0.0	0.2	5.2	0.1	4.9

Intersection Summary	
HCM 6th Ctrl Delay	51.0
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	1559	4	16	1215	325	6	3	2	61	0	35
Future Volume (veh/h)	76	1559	4	16	1215	325	6	3	2	61	0	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	1732	3	18	1350	225	5	6	0	68	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	2711	842	22	2383	740	18	19	16	117	0	52
Arrive On Green	0.06	0.53	0.53	0.01	0.47	0.47	0.01	0.01	0.00	0.03	0.00	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	3563	0	1585
Grp Volume(v), veh/h	84	1732	3	18	1350	225	5	6	0	68	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	5.6	28.9	0.1	1.2	23.0	10.6	0.3	0.4	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	5.6	28.9	0.1	1.2	23.0	10.6	0.3	0.4	0.0	2.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	2711	842	22	2383	740	18	19	16	117	0	52
V/C Ratio(X)	0.79	0.64	0.00	0.84	0.57	0.30	0.27	0.31	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	238	2711	842	238	2383	740	208	218	185	457	0	203
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.7	20.0	13.2	59.2	23.2	19.9	58.9	59.0	0.0	57.2	0.0	0.0
Incr Delay (d2), s/veh	4.8	0.6	0.0	22.5	0.8	0.9	3.0	3.4	0.0	5.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	10.7	0.0	0.7	8.9	3.9	0.2	0.2	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	20.6	13.2	81.7	24.0	20.8	61.9	62.4	0.0	62.8	0.0	0.0
LnGrp LOS	E	C	B	F	C	C	E	E	A	E	A	A
Approach Vol, veh/h		1819			1593			11			68	
Approach Delay, s/veh		22.4			24.2			62.2			62.8	
Approach LOS		C			C			E			E	

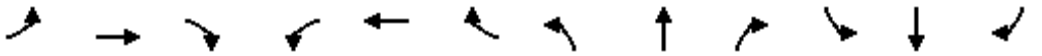
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.2	5.5	69.7		8.5	13.2	62.0				
Change Period (Y+Rc), s		4.0	4.0	6.0		4.6	6.0	* 6				
Max Green Setting (Gmax), s		14.0	16.0	56.0		15.4	16.0	* 56				
Max Q Clear Time (g_c+I1), s		2.4	3.2	30.9		4.3	7.6	25.0				
Green Ext Time (p_c), s		0.0	0.0	17.8		0.1	0.0	17.3				

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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



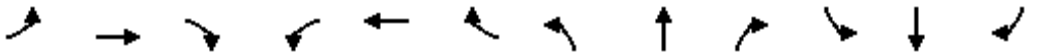
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	1445	95	302	1103	180	352	112	228	498	120	75
Future Volume (veh/h)	74	1445	95	302	1103	180	352	112	228	498	120	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1988	1988	1988	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	1606	59	336	1226	91	391	124	43	553	133	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	2171	966	644	2889	897	599	194	87	607	203	90
Arrive On Green	0.04	0.40	0.40	0.19	0.57	0.57	0.17	0.05	0.05	0.18	0.06	0.00
Sat Flow, veh/h	3673	5427	1685	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	82	1606	59	336	1226	91	391	124	43	553	133	0
Grp Sat Flow(s),veh/h/ln	1837	1809	1685	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.6	30.3	0.0	10.5	16.5	1.3	12.7	4.1	3.2	18.8	4.4	0.0
Cycle Q Clear(g_c), s	2.6	30.3	0.0	10.5	16.5	1.3	12.7	4.1	3.2	18.8	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	2171	966	644	2889	897	599	194	87	607	203	90
V/C Ratio(X)	0.60	0.74	0.06	0.52	0.42	0.10	0.65	0.64	0.50	0.91	0.66	0.00
Avail Cap(c_a), veh/h	490	2171	966	644	2889	897	599	415	185	634	533	238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.9	30.7	11.3	44.0	14.9	2.0	46.2	55.6	55.1	48.5	55.4	0.0
Incr Delay (d2), s/veh	3.5	2.1	0.1	0.5	0.2	0.1	2.3	4.0	5.0	16.8	4.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	12.9	0.7	4.4	5.9	1.0	5.5	1.9	1.4	9.4	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	32.8	11.4	44.5	15.0	2.0	48.6	59.6	60.2	65.3	59.6	0.0
LnGrp LOS	E	C	B	D	B	A	D	E	E	E	E	A
Approach Vol, veh/h		1747			1653			558			686	
Approach Delay, s/veh		33.4			20.3			51.9			64.2	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.1	12.6	28.4	54.0	24.8	12.8	8.4	73.9
Change Period (Y+Rc), s	4.0	6.0	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	22.0	14.0	16.0	* 48	18.0	18.0	16.0	48.0
Max Q Clear Time (g_c+I1), s	20.8	6.1	12.5	32.3	14.7	6.4	4.6	18.5
Green Ext Time (p_c), s	0.2	0.5	0.3	12.9	0.4	0.5	0.1	16.8

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	1636	257	176	1280	43	126	191	86	17	56	122
Future Volume (veh/h)	306	1636	257	176	1280	43	126	191	86	17	56	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	340	1818	0	196	1422	21	140	212	0	19	62	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	3095		252	2887	896	501	254		23	82	122
Arrive On Green	0.23	1.00	0.00	0.15	1.00	1.00	0.10	0.14	0.00	0.01	0.04	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	5023	1870	1585	1781	1870	2790
Grp Volume(v), veh/h	340	1818	0	196	1422	21	140	212	0	19	62	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1674	1870	1585	1781	1870	1395
Q Serve(g_s), s	11.4	0.0	0.0	6.6	0.0	0.0	3.1	13.3	0.0	1.3	3.9	0.0
Cycle Q Clear(g_c), s	11.4	0.0	0.0	6.6	0.0	0.0	3.1	13.3	0.0	1.3	3.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	3095		252	2887	896	501	254		23	82	122
V/C Ratio(X)	0.86	0.59		0.78	0.49	0.02	0.28	0.84		0.83	0.76	0.00
Avail Cap(c_a), veh/h	518	3095		518	2887	896	975	379		208	209	312
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.00	0.84	0.84	0.84	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	50.3	0.0	0.0	50.0	50.6	0.0	59.1	56.8	0.0
Incr Delay (d2), s/veh	5.6	0.5	0.0	1.6	0.2	0.0	0.1	13.0	0.0	23.7	5.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.1	0.0	2.7	0.0	0.0	1.3	7.1	0.0	0.7	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	0.5	0.0	51.9	0.2	0.0	50.1	63.5	0.0	82.8	62.1	0.0
LnGrp LOS	D	A		D	A	A	D	E		F	E	A
Approach Vol, veh/h		2158	A		1639			352	A		81	
Approach Delay, s/veh		8.4			6.4			58.2			66.9	
Approach LOS		A			A			E			E	

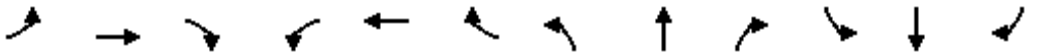
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	23.0	12.8	78.7	18.7	9.8	17.6	73.8
Change Period (Y+Rc), s	4.0	* 6.7	4.0	6.0	6.7	4.6	4.0	6.0
Max Green Setting (Gmax), s	14.0	* 24	18.0	44.0	23.3	13.4	18.0	44.0
Max Q Clear Time (g_c+I1), s	3.3	15.3	8.6	2.0	5.1	5.9	13.4	2.0
Green Ext Time (p_c), s	0.0	1.0	0.2	26.7	0.2	0.1	0.3	19.5

Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	1386	4	9	1051	90	1	0	0	97	0	554
Future Volume (veh/h)	330	1386	4	9	1051	90	1	0	0	97	0	554
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	367	1540	4	10	1168	50	1	0	0	108	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	425	2669	7	13	1898	589	2	2	2	164	0	146
Arrive On Green	0.25	1.00	1.00	0.01	0.37	0.37	0.00	0.00	0.00	0.05	0.00	0.00
Sat Flow, veh/h	3456	5258	14	1781	5106	1585	1781	1870	1585	3563	0	3170
Grp Volume(v), veh/h	367	997	547	10	1168	50	1	0	0	108	0	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1868	1781	1702	1585	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	12.2	0.0	0.0	0.7	22.4	2.5	0.1	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	12.2	0.0	0.0	0.7	22.4	2.5	0.1	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	425	1728	948	13	1898	589	2	2	2	164	0	146
V/C Ratio(X)	0.86	0.58	0.58	0.79	0.62	0.08	0.51	0.00	0.00	0.66	0.00	0.00
Avail Cap(c_a), veh/h	778	1728	948	208	1898	589	208	218	185	416	0	370
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.96	0.96	0.96	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.3	0.0	0.0	59.5	30.7	24.5	59.9	0.0	0.0	56.3	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.4	0.8	31.4	1.4	0.3	61.2	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.1	0.2	0.4	9.0	0.9	0.1	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	0.4	0.8	90.8	32.2	24.7	121.1	0.0	0.0	58.0	0.0	0.0
LnGrp LOS	D	A	A	F	C	C	F	A	A	E	A	A
Approach Vol, veh/h		1911			1228			1			108	
Approach Delay, s/veh		9.2			32.3			121.1			58.0	
Approach LOS		A			C			F			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.1	4.9	67.3		11.5	21.2	51.0				
Change Period (Y+Rc), s		4.0	4.0	6.4		6.0	6.4	* 6.4				
Max Green Setting (Gmax), s		14.0	14.0	57.6		14.0	27.0	* 45				
Max Q Clear Time (g_c+I1), s		2.1	2.7	2.0		5.6	14.2	24.4				
Green Ext Time (p_c), s		0.0	0.0	19.8		0.1	0.6	9.7				

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Notes

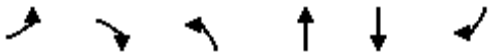
User approved volume balancing among the lanes for turning movement.

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	110	97	995	59	56	1417
Future Volume (veh/h)	110	97	995	59	56	1417
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	2	1106	43	62	1574
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	150	133	3762	1168	80	4162
Arrive On Green	0.08	0.08	1.00	1.00	0.05	0.82
Sat Flow, veh/h	1781	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	122	2	1106	43	62	1574
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1781	1702
Q Serve(g_s), s	8.1	0.1	0.0	0.0	4.1	9.9
Cycle Q Clear(g_c), s	8.1	0.1	0.0	0.0	4.1	9.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	150	133	3762	1168	80	4162
V/C Ratio(X)	0.81	0.01	0.29	0.04	0.77	0.38
Avail Cap(c_a), veh/h	361	321	3762	1168	386	4162
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.97	0.97	0.93	0.93
Uniform Delay (d), s/veh	54.0	50.4	0.0	0.0	56.7	3.0
Incr Delay (d2), s/veh	7.7	0.0	0.2	0.1	5.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.1	0.1	0.0	1.9	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	61.7	50.4	0.2	0.1	62.1	3.2
LnGrp LOS	E	D	A	A	E	A
Approach Vol, veh/h	124		1149			1636
Approach Delay, s/veh	61.6		0.2			5.4
Approach LOS	E		A			A

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				104.2		15.8	9.4	94.8
Change Period (Y+Rc), s				6.4		5.7	4.0	6.4
Max Green Setting (Gmax), s				83.6		24.3	26.0	37.6
Max Q Clear Time (g_c+I1), s				11.9		10.1	6.1	2.0
Green Ext Time (p_c), s				23.4		0.2	0.1	10.8

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A



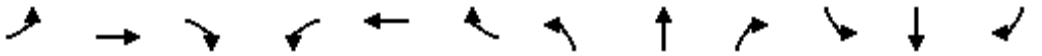
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	114	39	107	942	1282	223
Future Volume (veh/h)	114	39	107	942	1282	223
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	0	119	1047	1424	179
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	185	85	146	3587	2999	931
Arrive On Green	0.05	0.00	0.08	0.70	1.00	1.00
Sat Flow, veh/h	3456	1585	1781	5274	5274	1585
Grp Volume(v), veh/h	127	0	119	1047	1424	179
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1585
Q Serve(g_s), s	4.3	0.0	7.9	9.2	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	7.9	9.2	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	185	85	146	3587	2999	931
V/C Ratio(X)	0.69	0.00	0.82	0.29	0.47	0.19
Avail Cap(c_a), veh/h	700	321	386	3587	2999	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.97	0.97	0.92	0.92
Uniform Delay (d), s/veh	55.8	0.0	54.2	6.7	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	4.1	0.2	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	3.6	2.8	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.5	0.0	58.3	6.9	0.5	0.4
LnGrp LOS	E	A	E	A	A	A
Approach Vol, veh/h	127			1166	1603	
Approach Delay, s/veh	57.5			12.1	0.5	
Approach LOS	E			B	A	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	12.1	13.8	76.5	90.3
Change Period (Y+Rc), s	5.7	4.0	6.0	* 6
Max Green Setting (Gmax), s	24.3	26.0	38.0	* 84
Max Q Clear Time (g_c+I1), s	6.3	9.9	2.0	11.2
Green Ext Time (p_c), s	0.2	0.1	19.6	13.9

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

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



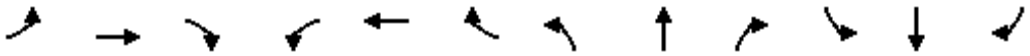
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	5	113	6	30	0	109	1016	6	7	1216	92
Future Volume (veh/h)	17	5	113	6	30	0	109	1016	6	7	1216	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	6	0	7	33	0	121	1129	5	8	1351	61
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	59	50	12	44	0	146	2133	662	14	1754	544
Arrive On Green	0.02	0.03	0.00	0.01	0.02	0.00	0.08	0.42	0.42	0.01	0.34	0.34
Sat Flow, veh/h	1781	1870	1585	1781	1870	0	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	19	6	0	7	33	0	121	1129	5	8	1351	61
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	0	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.4	0.4	0.0	0.5	2.3	0.0	8.7	21.5	0.2	0.6	30.7	3.4
Cycle Q Clear(g_c), s	1.4	0.4	0.0	0.5	2.3	0.0	8.7	21.5	0.2	0.6	30.7	3.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	27	59	50	12	44	0	146	2133	662	14	1754	544
V/C Ratio(X)	0.70	0.10	0.00	0.57	0.76	0.00	0.83	0.53	0.01	0.58	0.77	0.11
Avail Cap(c_a), veh/h	219	201	171	219	374	0	301	2133	662	219	1897	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.96	0.96	0.96	0.91	0.91	0.91
Uniform Delay (d), s/veh	63.7	61.1	0.0	64.4	63.1	0.0	58.8	28.3	22.1	64.3	38.1	29.1
Incr Delay (d2), s/veh	11.3	1.0	0.0	14.6	17.7	0.0	4.3	0.9	0.0	12.5	2.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.0	0.3	1.3	0.0	4.0	8.6	0.1	0.3	12.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.0	62.1	0.0	79.0	80.8	0.0	63.1	29.2	22.1	76.8	40.1	29.3
LnGrp LOS	E	E	A	E	F	A	E	C	C	E	D	C
Approach Vol, veh/h		25			40			1255			1420	
Approach Delay, s/veh		71.9			80.5			32.4			39.8	
Approach LOS		E			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	10.1	14.7	50.3	6.0	9.0	5.0	60.0
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	* 6	4.0	5.7
Max Green Setting (Gmax), s	16.0	14.0	22.0	48.3	16.0	* 26	16.0	54.3
Max Q Clear Time (g_c+I1), s	2.5	2.4	10.7	32.7	3.4	4.3	2.6	23.5
Green Ext Time (p_c), s	0.0	0.0	0.1	11.0	0.0	0.1	0.0	14.0

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	7	14	128	232	179	25	944	105	95	1232	42
Future Volume (veh/h)	11	7	14	128	232	179	25	944	105	95	1232	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	8	0	142	258	0	28	1049	0	106	1369	45
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	27	0	170	351		36	3343		131	3596	118
Arrive On Green	0.01	0.01	0.00	0.10	0.10	0.00	0.02	0.65	0.00	0.07	0.71	0.71
Sat Flow, veh/h	1781	1870	0	1781	3554	1585	1781	5106	1585	1781	5077	167
Grp Volume(v), veh/h	12	8	0	142	258	0	28	1049	0	106	918	496
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	1777	1585	1781	1702	1585	1781	1702	1840
Q Serve(g_s), s	0.8	0.5	0.0	9.4	8.5	0.0	1.9	10.7	0.0	7.0	12.9	12.9
Cycle Q Clear(g_c), s	0.8	0.5	0.0	9.4	8.5	0.0	1.9	10.7	0.0	7.0	12.9	12.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	20	27	0	170	351		36	3343		131	2411	1303
V/C Ratio(X)	0.61	0.29	0.00	0.84	0.73		0.78	0.31		0.81	0.38	0.38
Avail Cap(c_a), veh/h	312	312	0	312	572		312	3343		312	2411	1303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.76	0.76	0.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	59.1	58.5	0.0	53.4	52.5	0.0	58.5	9.0	0.0	54.7	7.0	7.0
Incr Delay (d2), s/veh	11.0	16.2	0.0	4.1	4.7	0.0	9.7	0.1	0.0	4.0	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.0	4.4	4.0	0.0	0.9	3.5	0.0	3.2	4.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	74.7	0.0	57.5	57.2	0.0	68.2	9.1	0.0	58.8	7.4	7.8
LnGrp LOS	E	E	A	E	E		E	A		E	A	A
Approach Vol, veh/h		20			400	A		1077	A		1520	
Approach Delay, s/veh		71.9			57.3			10.6			11.1	
Approach LOS		E			E			B			B	

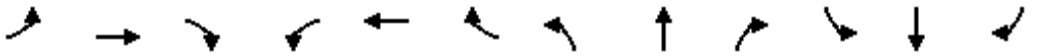
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	7.5	6.4	90.7	5.3	17.6	12.8	84.3
Change Period (Y+Rc), s	4.0	* 5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	21.0	* 20	21.0	39.3	21.0	19.3	21.0	39.3
Max Q Clear Time (g_c+I1), s	11.4	2.5	3.9	14.9	2.8	10.5	9.0	12.7
Green Ext Time (p_c), s	0.1	0.0	0.0	14.5	0.0	1.4	0.1	11.4

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	951	71	38	1201	543	125	486	47	560	516	133
Future Volume (veh/h)	77	951	71	38	1201	543	125	486	47	560	516	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	1057	28	42	1334	0	139	540	4	622	573	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	2236	694	75	2146		166	595	265	672	1006	
Arrive On Green	0.04	0.44	0.44	0.02	0.42	0.00	0.09	0.17	0.17	0.32	0.47	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	86	1057	28	42	1334	0	139	540	4	622	573	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.9	17.6	1.2	1.4	24.6	0.0	9.2	17.9	0.2	20.8	14.0	0.0
Cycle Q Clear(g_c), s	2.9	17.6	1.2	1.4	24.6	0.0	9.2	17.9	0.2	20.8	14.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	2236	694	75	2146		166	595	265	672	1006	
V/C Ratio(X)	0.63	0.47	0.04	0.56	0.62		0.84	0.91	0.02	0.93	0.57	
Avail Cap(c_a), veh/h	461	2236	694	461	2146		238	601	268	749	1006	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	56.8	23.9	19.3	58.1	27.3	0.0	53.5	49.0	32.1	39.7	26.4	0.0
Incr Delay (d2), s/veh	1.8	0.7	0.1	2.4	0.6	0.0	11.5	18.0	0.0	14.3	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.2	0.5	0.7	10.0	0.0	4.6	9.2	0.1	8.7	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.6	24.6	19.4	60.5	27.9	0.0	65.1	67.1	32.1	53.9	27.3	0.0
LnGrp LOS	E	C	B	E	C		E	E	C	D	C	
Approach Vol, veh/h		1171			1376	A		683			1195	A
Approach Delay, s/veh		27.0			28.9			66.4			41.2	
Approach LOS		C			C			E			D	

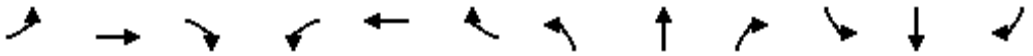
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	58.6	15.2	39.7	8.7	56.4	29.0	25.8
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	6.0	5.7	* 5.7
Max Green Setting (Gmax), s	16.0	38.0	16.0	30.3	16.0	38.0	26.0	* 20
Max Q Clear Time (g_c+I1), s	3.4	19.6	11.2	16.0	4.9	26.6	22.8	19.9
Green Ext Time (p_c), s	0.0	9.4	0.1	4.3	0.1	8.0	0.5	0.2

Intersection Summary	
HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Notes

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

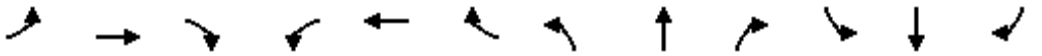
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	0	24	31	0	76	25	509	11	13	572	9
Future Volume (veh/h)	38	0	24	31	0	76	25	509	11	13	572	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	0	0	34	0	10	28	566	11	14	636	9
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	0	147	189	0	168	83	1222	24	45	1153	16
Arrive On Green	0.09	0.00	0.00	0.11	0.00	0.11	0.05	0.34	0.34	0.03	0.32	0.32
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3565	69	1781	3587	51
Grp Volume(v), veh/h	42	0	0	34	0	10	28	282	295	14	315	330
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1858	1781	1777	1861
Q Serve(g_s), s	0.9	0.0	0.0	0.7	0.0	0.2	0.6	5.1	5.1	0.3	6.0	6.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.7	0.0	0.2	0.6	5.1	5.1	0.3	6.0	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		0.03
Lane Grp Cap(c), veh/h	165	0	147	189	0	168	83	609	637	45	571	598
V/C Ratio(X)	0.25	0.00	0.00	0.18	0.00	0.06	0.34	0.46	0.46	0.31	0.55	0.55
Avail Cap(c_a), veh/h	872	0	776	1788	0	1591	872	1740	1820	872	1740	1823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	0.0	16.6	0.0	16.4	18.9	10.5	10.5	19.6	11.4	11.4
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.1	0.9	0.9	0.9	1.5	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.0	0.1	0.2	1.5	1.6	0.1	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	0.0	16.8	0.0	16.5	19.7	11.4	11.4	21.0	12.9	12.8
LnGrp LOS	B	A	A	B	A	B	B	B	B	C	B	B
Approach Vol, veh/h		42			44			605			659	
Approach Delay, s/veh		17.5			16.7			11.8			13.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.8	5.9	18.8		8.3	5.0	19.7				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		20.0	20.0	40.0		41.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s		2.9	2.6	8.0		2.7	2.3	7.1				
Green Ext Time (p_c), s		0.0	0.0	5.1		0.1	0.0	4.5				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	177	236	43	243	80	442	497	38	98	459	18
Future Volume (veh/h)	23	177	236	43	243	80	442	497	38	98	459	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2001	1924	1924	2001	1924	1924	2001	1924	1924	1954	1879	1879
Adj Flow Rate, veh/h	26	197	115	48	270	17	491	552	14	109	510	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	110	574	550	170	690	305	671	1177	523	247	975	432
Arrive On Green	0.06	0.16	0.16	0.09	0.19	0.19	0.18	0.32	0.32	0.13	0.27	0.27
Sat Flow, veh/h	1906	3656	1615	1906	3656	1618	3698	3656	1623	1861	3571	1584
Grp Volume(v), veh/h	26	197	115	48	270	17	491	552	14	109	510	4
Grp Sat Flow(s),veh/h/ln	1906	1828	1615	1906	1828	1618	1849	1828	1623	1861	1785	1584
Q Serve(g_s), s	0.8	3.1	3.3	1.5	4.2	0.6	8.1	7.8	0.4	3.5	7.9	0.1
Cycle Q Clear(g_c), s	0.8	3.1	3.3	1.5	4.2	0.6	8.1	7.8	0.4	3.5	7.9	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	574	550	170	690	305	671	1177	523	247	975	432
V/C Ratio(X)	0.24	0.34	0.21	0.28	0.39	0.06	0.73	0.47	0.03	0.44	0.52	0.01
Avail Cap(c_a), veh/h	323	806	652	323	1934	856	1198	1934	859	316	1338	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	24.3	15.3	27.6	23.0	21.6	25.0	17.6	15.0	25.9	20.0	17.2
Incr Delay (d2), s/veh	0.4	0.6	0.3	0.3	0.6	0.1	0.6	0.5	0.0	0.5	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	1.1	0.6	1.6	0.2	3.2	2.8	0.1	1.4	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	25.0	15.6	27.9	23.7	21.7	25.6	18.1	15.1	26.4	20.7	17.2
LnGrp LOS	C	C	B	C	C	C	C	B	B	C	C	B
Approach Vol, veh/h		338			335			1057			623	
Approach Delay, s/veh		22.1			24.2			21.5			21.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	15.9	15.8	23.4	7.7	17.9	12.6	26.6
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	11.0	14.3	21.0	24.3	11.0	34.3	11.0	34.3
Max Q Clear Time (g_c+I1), s	3.5	5.1	10.1	9.9	2.8	6.2	5.5	9.8
Green Ext Time (p_c), s	0.0	1.5	1.6	6.9	0.0	5.1	0.1	10.4

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

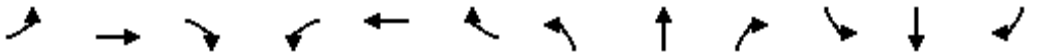
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	690	31	36	837	90	94
Future Volume (veh/h)	690	31	36	837	90	94
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	767	31	40	930	100	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1331	54	128	1974	354	315
Arrive On Green	0.38	0.38	0.07	0.56	0.20	0.20
Sat Flow, veh/h	3575	141	1781	3647	1781	1585
Grp Volume(v), veh/h	391	407	40	930	100	14
Grp Sat Flow(s),veh/h/ln	1777	1845	1781	1777	1781	1585
Q Serve(g_s), s	6.9	6.9	0.8	6.2	1.9	0.3
Cycle Q Clear(g_c), s	6.9	6.9	0.8	6.2	1.9	0.3
Prop In Lane		0.08	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	679	705	128	1974	354	315
V/C Ratio(X)	0.58	0.58	0.31	0.47	0.28	0.04
Avail Cap(c_a), veh/h	1589	1650	947	5581	1128	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.7	9.7	17.4	5.3	13.4	12.8
Incr Delay (d2), s/veh	1.3	1.3	0.5	0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.8	0.3	0.8	0.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	10.9	17.9	5.6	13.6	12.8
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	798			970	114	
Approach Delay, s/veh	11.0			6.1	13.5	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		11.8	6.8	20.8		27.6
Change Period (Y+Rc), s		4.0	4.0	5.7		* 5.7
Max Green Setting (Gmax), s		25.0	21.0	35.3		* 62
Max Q Clear Time (g_c+I1), s		3.9	2.8	8.9		8.2
Green Ext Time (p_c), s		0.2	0.0	6.2		9.7

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	145	532	59	324	135	262	875	21	94	693	24
Future Volume (veh/h)	48	145	532	59	324	135	262	875	21	94	693	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	161	0	66	360	0	291	972	0	104	770	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	414		132	456		360	1451		392	1923	
Arrive On Green	0.06	0.12	0.00	0.07	0.13	0.00	0.10	0.41	0.00	0.22	0.54	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	53	161	0	66	360	0	291	972	0	104	770	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.5	5.0	0.0	4.3	11.8	0.0	9.9	26.7	0.0	5.8	15.2	0.0
Cycle Q Clear(g_c), s	3.5	5.0	0.0	4.3	11.8	0.0	9.9	26.7	0.0	5.8	15.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	414		132	456		360	1451		392	1923	
V/C Ratio(X)	0.48	0.39		0.50	0.79		0.81	0.67		0.27	0.40	
Avail Cap(c_a), veh/h	238	572		238	583		893	1451		392	1923	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.4	49.1	0.0	53.4	50.7	0.0	52.6	28.9	0.0	38.7	16.1	0.0
Incr Delay (d2), s/veh	1.2	1.0	0.0	1.1	7.1	0.0	1.7	2.5	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.2	0.0	1.9	5.6	0.0	4.2	11.0	0.0	2.4	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	50.1	0.0	54.5	57.8	0.0	54.2	31.4	0.0	38.9	16.3	0.0
LnGrp LOS	E	D		D	E		D	C		D	B	
Approach Vol, veh/h		214	A		426	A		1263	A		874	A
Approach Delay, s/veh		51.4			57.3			36.7			19.0	
Approach LOS		D			E			D			B	

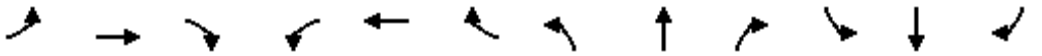
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.4	55.0	12.9	19.7	16.5	70.9	11.5	21.1
Change Period (Y+Rc), s	6.0	* 6	4.0	5.7	4.0	6.0	4.0	* 5.7
Max Green Setting (Gmax), s	16.0	* 49	16.0	19.3	31.0	34.0	16.0	* 20
Max Q Clear Time (g_c+I1), s	7.8	28.7	6.3	7.0	11.9	17.2	5.5	13.8
Green Ext Time (p_c), s	0.1	6.8	0.1	0.7	0.6	4.8	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

Notes

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

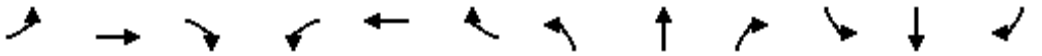
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	429	0	5	388	146	0	0	0	315	0	177
Future Volume (veh/h)	162	429	0	5	388	146	0	0	0	315	0	177
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1841	1841	0	1841	1841	1841				1841	0	1841
Adj Flow Rate, veh/h	180	477	0	6	431	48				350	0	97
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	4	4	0	4	4	4				4	0	4
Cap, veh/h	235	1625	0	0	787	347				462	0	620
Arrive On Green	0.13	0.46	0.00	0.00	0.23	0.23				0.26	0.00	0.26
Sat Flow, veh/h	1753	3589	0	0	3497	1543				1753	0	1560
Grp Volume(v), veh/h	180	477	0	0	431	48				350	0	97
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1543				1753	0	1560
Q Serve(g_s), s	3.8	3.2	0.0	0.0	4.1	0.9				7.0	0.0	1.5
Cycle Q Clear(g_c), s	3.8	3.2	0.0	0.0	4.1	0.9				7.0	0.0	1.5
Prop In Lane	1.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	235	1625	0	0	787	347				462	0	620
V/C Ratio(X)	0.77	0.29	0.00	0.00	0.55	0.14				0.76	0.00	0.16
Avail Cap(c_a), veh/h	694	2770	0	0	2770	1222				1389	0	1445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	6.3	0.0	0.0	13.0	11.7				12.8	0.0	7.3
Incr Delay (d2), s/veh	2.0	0.1	0.0	0.0	0.6	0.2				1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.6	0.0	0.0	1.2	0.2				2.3	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	6.4	0.0	0.0	13.6	11.9				13.8	0.0	7.4
LnGrp LOS	B	A	A	A	B	B				B	A	A
Approach Vol, veh/h		657			479						447	
Approach Delay, s/veh		9.5			13.4						12.4	
Approach LOS		A			B						B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	0.0	23.3		14.6	9.1	14.2
Change Period (Y+Rc), s	4.0	5.7		4.6	4.0	5.7
Max Green Setting (Gmax), s	24.0	30.0		30.0	15.0	30.0
Max Q Clear Time (g_c+I1), s	0.0	5.2		9.0	5.8	6.1
Green Ext Time (p_c), s	0.0	2.0		1.1	0.2	2.0

Intersection Summary		
HCM 6th Ctrl Delay		11.5
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	682	8	3	500	179	8	1	14	146	6	53
Future Volume (veh/h)	41	682	8	3	500	179	8	1	14	146	6	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1885	1826	1826	1885	1885	1885	1791	1791	1732
Adj Flow Rate, veh/h	46	758	8	3	556	62	9	1	0	162	7	59
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	1	5	5	1	1	1	1	1	5
Cap, veh/h	54	1386	15	4	1268	558	19	20	0	280	12	246
Arrive On Green	0.03	0.39	0.39	0.00	0.37	0.37	0.01	0.01	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1739	3517	37	1795	3469	1526	1795	1885	0	1638	71	1442
Grp Volume(v), veh/h	46	374	392	3	556	62	9	1	0	169	0	59
Grp Sat Flow(s),veh/h/ln	1739	1735	1819	1795	1735	1526	1795	1885	0	1709	0	1442
Q Serve(g_s), s	1.1	7.0	7.0	0.1	5.1	1.1	0.2	0.0	0.0	3.8	0.0	1.5
Cycle Q Clear(g_c), s	1.1	7.0	7.0	0.1	5.1	1.1	0.2	0.0	0.0	3.8	0.0	1.5
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.00	0.96		1.00
Lane Grp Cap(c), veh/h	54	684	717	4	1268	558	19	20	0	292	0	246
V/C Ratio(X)	0.85	0.55	0.55	0.68	0.44	0.11	0.48	0.05	0.00	0.58	0.00	0.24
Avail Cap(c_a), veh/h	622	1241	1301	642	2482	1092	642	674	0	1386	0	1169
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	9.8	9.8	20.9	10.1	8.8	20.6	20.5	0.0	16.0	0.0	15.0
Incr Delay (d2), s/veh	12.9	0.7	0.7	51.3	0.2	0.1	6.8	0.4	0.0	1.8	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.8	1.9	0.1	1.3	0.3	0.1	0.0	0.0	1.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	10.5	10.5	72.2	10.3	8.9	27.5	20.9	0.0	17.8	0.0	15.5
LnGrp LOS	C	B	B	E	B	A	C	C	A	B	A	B
Approach Vol, veh/h		812			621			10			228	
Approach Delay, s/veh		11.8			10.5			26.8			17.2	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	22.2		4.4	5.3	21.0		11.2				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	15.0	30.0		15.0	15.0	30.0		34.0				
Max Q Clear Time (g_c+I1), s	2.1	9.0		2.2	3.1	7.1		5.8				
Green Ext Time (p_c), s	0.0	7.5		0.0	0.0	6.1		1.9				

Intersection Summary			
HCM 6th Ctrl Delay		12.1	
HCM 6th LOS		B	

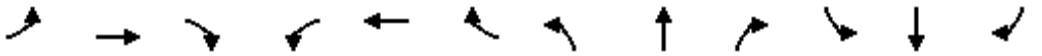
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	687	189	200	554	136	195
Future Volume (veh/h)	687	189	200	554	136	195
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	763	100	222	616	151	205
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	829	563	416	2014	222	567
Arrive On Green	0.23	0.23	0.23	0.57	0.12	0.12
Sat Flow, veh/h	3647	1568	1781	3647	1781	1585
Grp Volume(v), veh/h	763	100	222	616	151	205
Grp Sat Flow(s),veh/h/ln	1777	1568	1781	1777	1781	1585
Q Serve(g_s), s	12.6	2.6	6.5	5.5	4.9	0.0
Cycle Q Clear(g_c), s	12.6	2.6	6.5	5.5	4.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	829	563	416	2014	222	567
V/C Ratio(X)	0.92	0.18	0.53	0.31	0.68	0.36
Avail Cap(c_a), veh/h	829	563	475	2014	475	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	22.5	13.2	20.1	6.8	25.1	14.2
Incr Delay (d2), s/veh	15.3	0.1	0.4	0.4	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	1.0	2.4	1.4	2.0	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.8	13.4	20.5	7.2	26.5	14.3
LnGrp LOS	D	B	C	A	C	B
Approach Vol, veh/h	863			838	356	
Approach Delay, s/veh	35.0			10.7	19.5	
Approach LOS	C			B	B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.0	20.0		11.5		40.0
Change Period (Y+Rc), s	6.0	* 6		4.0		6.0
Max Green Setting (Gmax), s	16.0	* 14		16.0		34.0
Max Q Clear Time (g_c+I1), s	8.5	14.6		6.9		7.5
Green Ext Time (p_c), s	0.2	0.0		0.6		2.3

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Notes

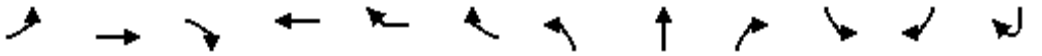
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑				↱			↱
Traffic Volume (vph)	0	692	266	460	401	0	0	0	941	0	0	353
Future Volume (vph)	0	692	266	460	401	0	0	0	941	0	0	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7	4.0	4.0				4.0			4.0
Lane Util. Factor		0.91	1.00	0.97	0.95				1.00			1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00				1.00			1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00				1.00			1.00
Frt		1.00	0.85	1.00	1.00				0.86			0.86
Flt Protected		1.00	1.00	0.95	1.00				1.00			1.00
Satd. Flow (prot)		5085	1554	3433	3539				1611			1611
Flt Permitted		1.00	1.00	0.95	1.00				1.00			1.00
Satd. Flow (perm)		5085	1554	3433	3539				1611			1611
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	769	296	511	446	0	0	0	1046	0	0	392
RTOR Reduction (vph)	0	0	90	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	769	206	511	446	0	0	0	1046	0	0	392
Confl. Peds. (#/hr)			5									
Turn Type		NA	Perm	Prot	NA				Free			Free
Protected Phases		2		1	6							
Permitted Phases			2						Free			Free
Actuated Green, G (s)		36.8	36.8	13.5	60.0				60.0			60.0
Effective Green, g (s)		36.8	36.8	13.5	60.0				60.0			60.0
Actuated g/C Ratio		0.61	0.61	0.22	1.00				1.00			1.00
Clearance Time (s)		5.7	5.7	4.0	4.0							
Vehicle Extension (s)		3.4	3.4	2.0	3.0							
Lane Grp Cap (vph)		3118	953	772	3539				1611			1611
v/s Ratio Prot		0.15		0.15	0.13							
v/s Ratio Perm			0.13						c0.65			0.24
v/c Ratio		0.25	0.22	0.66	0.13				0.65			0.24
Uniform Delay, d1		5.3	5.2	21.2	0.0				0.0			0.0
Progression Factor		2.25	4.94	1.00	1.00				1.00			1.00
Incremental Delay, d2		0.2	0.4	1.7	0.0				2.0			0.4
Delay (s)		12.0	26.0	22.8	0.0				2.0			0.4
Level of Service		B	C	C	A				A			A
Approach Delay (s)		15.9			12.2			2.0			0.4	
Approach LOS		B			B			A			A	

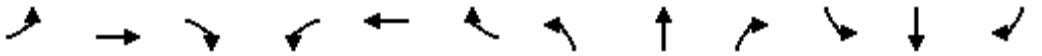
Intersection Summary			
HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBT	WBR	WBR2	NBL2	NBT	NBR	SBL	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	146	1278	209	392	438	68	169	539	657	144	300	53
Future Volume (vph)	146	1278	209	392	438	68	169	539	657	144	300	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	4.0	5.7	5.7	5.7	4.0	5.3	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.86	0.86	1.00	1.00	0.95	1.00	0.97	1.00	
Frpb, ped/bikes	1.00	1.00	0.98	0.99	0.98	1.00	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	0.95	0.85	0.85	1.00	1.00	0.85	1.00	0.85	
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1548	4519	1338	1583	1770	3539	1562	3433	1583	
Flt Permitted	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539	1548	4519	1338	1583	1770	3539	1562	3433	1583	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	162	1420	232	436	487	76	188	599	730	160	333	59
RTOR Reduction (vph)	0	0	0	0	0	44	0	0	0	0	37	0
Lane Group Flow (vph)	162	1420	232	680	243	32	188	599	730	160	355	0
Confl. Peds. (#/hr)			5		5				5		5	
Turn Type	Prot	NA	Free	NA	Perm	Perm	Prot	NA	Free	Prot	pt+ov	
Protected Phases	5	2		6			3	8		7	4 5	
Permitted Phases			Free		6	6			Free			
Actuated Green, G (s)	10.4	68.9	130.0	54.5	54.5	54.5	18.5	34.9	130.0	11.2	43.3	
Effective Green, g (s)	10.4	68.9	130.0	54.5	54.5	54.5	18.5	34.9	130.0	11.2	43.3	
Actuated g/C Ratio	0.08	0.53	1.00	0.42	0.42	0.42	0.14	0.27	1.00	0.09	0.33	
Clearance Time (s)	4.0	5.7		5.7	5.7	5.7	4.0	5.3		4.0		
Vehicle Extension (s)	2.0	3.4		3.4	3.4	3.4	4.0	4.0		2.0		
Lane Grp Cap (vph)	274	1875	1548	1894	560	663	251	950	1562	295	527	
v/s Ratio Prot	0.05	c0.40		0.15			c0.11	0.17		0.05	c0.22	
v/s Ratio Perm			0.15		0.18	0.02			0.47			
v/c Ratio	0.59	0.76	0.15	0.36	0.43	0.05	0.75	0.63	0.47	0.54	0.67	
Uniform Delay, d1	57.7	24.0	0.0	25.8	26.8	22.4	53.5	41.9	0.0	56.9	37.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.3	2.9	0.2	0.1	0.6	0.0	12.3	1.5	1.0	1.1	2.7	
Delay (s)	60.0	26.9	0.2	25.9	27.4	22.4	65.8	43.4	1.0	58.0	39.9	
Level of Service	E	C	A	C	C	C	E	D	A	E	D	
Approach Delay (s)		26.4		26.0				25.8				
Approach LOS		C		C				C				

Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	1430	344	50	670	59	94	151	54	84	228	177
Future Volume (veh/h)	223	1430	344	50	670	59	94	151	54	84	228	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	248	1589	0	56	744	0	104	168	0	93	253	197
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	2218		219	2536		406	573		275	745	229
Arrive On Green	0.09	0.43	0.00	0.06	0.39	0.00	0.08	0.16	0.00	0.08	0.15	0.15
Sat Flow, veh/h	3456	5106	1585	3456	6434	1585	5023	3554	1585	3456	5106	1569
Grp Volume(v), veh/h	248	1589	0	56	744	0	104	168	0	93	253	197
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1674	1777	1585	1728	1702	1569
Q Serve(g_s), s	8.4	30.7	0.0	1.9	9.5	0.0	2.3	5.0	0.0	3.1	5.3	14.7
Cycle Q Clear(g_c), s	8.4	30.7	0.0	1.9	9.5	0.0	2.3	5.0	0.0	3.1	5.3	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	2218		219	2536		406	573		275	745	229
V/C Ratio(X)	0.80	0.72		0.26	0.29		0.26	0.29		0.34	0.34	0.86
Avail Cap(c_a), veh/h	461	2218		461	2536		670	583		461	821	252
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	27.9	0.0	53.5	24.9	0.0	51.8	44.3	0.0	52.2	46.1	50.1
Incr Delay (d2), s/veh	2.4	0.8	0.0	0.2	0.3	0.0	0.1	0.4	0.0	0.3	0.3	23.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	12.1	0.0	0.8	3.6	0.0	1.0	2.2	0.0	1.3	2.3	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	28.7	0.0	53.7	25.2	0.0	51.9	44.7	0.0	52.5	46.4	73.9
LnGrp LOS	E	C		D	C		D	D		D	D	E
Approach Vol, veh/h		1837	A		800	A		272	A		543	
Approach Delay, s/veh		32.4			27.2			47.4			57.4	
Approach LOS		C			C			D			E	

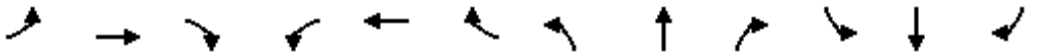
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	24.6	11.6	57.8	15.0	23.2	16.4	53.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.7	5.3	* 5.7	5.7	* 5.7
Max Green Setting (Gmax), s	16.0	19.7	16.0	49.3	16.0	* 19	16.0	* 47
Max Q Clear Time (g_c+I1), s	5.1	7.0	3.9	32.7	4.3	16.7	10.4	11.5
Green Ext Time (p_c), s	0.1	0.7	0.1	9.1	0.2	0.6	0.3	4.7

Intersection Summary	
HCM 6th Ctrl Delay	36.3
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1184	193	33	570	19	146	154	4	37	181	58
Future Volume (veh/h)	80	1184	193	33	570	19	146	154	4	37	181	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	1316	0	37	633	0	162	171	0	41	201	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	1885		477	3000		191	552		53	277	
Arrive On Green	0.06	0.37	0.00	0.27	0.59	0.00	0.11	0.16	0.00	0.03	0.08	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	89	1316	0	37	633	0	162	171	0	41	201	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.9	26.3	0.0	1.9	7.0	0.0	10.7	5.1	0.0	2.7	6.6	0.0
Cycle Q Clear(g_c), s	5.9	26.3	0.0	1.9	7.0	0.0	10.7	5.1	0.0	2.7	6.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	1885		477	3000		191	552		53	277	
V/C Ratio(X)	0.79	0.70		0.08	0.21		0.85	0.31		0.78	0.73	
Avail Cap(c_a), veh/h	312	1885		477	3000		312	572		312	563	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.4	32.2	0.0	32.9	11.7	0.0	52.6	45.0	0.0	57.8	54.1	0.0
Incr Delay (d2), s/veh	4.6	2.2	0.0	0.0	0.1	0.0	5.7	0.5	0.0	8.7	4.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	10.7	0.0	0.8	2.5	0.0	5.0	2.2	0.0	1.3	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	34.3	0.0	32.9	11.7	0.0	58.4	45.5	0.0	66.5	59.0	0.0
LnGrp LOS	E	C		C	B		E	D		E	E	
Approach Vol, veh/h		1405	A		670	A		333	A		242	A
Approach Delay, s/veh		36.0			12.9			51.8			60.3	
Approach LOS		D			B			D			E	

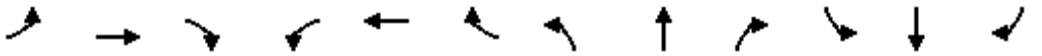
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	24.6	37.8	50.0	16.8	15.4	11.6	76.2
Change Period (Y+Rc), s	4.0	* 6	5.7	* 5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	21.0	* 19	16.0	* 44	21.0	19.0	21.0	39.3
Max Q Clear Time (g_c+I1), s	4.7	7.1	3.9	28.3	12.7	8.6	7.9	9.0
Green Ext Time (p_c), s	0.0	0.8	0.0	8.9	0.2	0.7	0.1	5.2

Intersection Summary	
HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	64	81	65	73	48	91	533	44	120	873	20
Future Volume (veh/h)	35	64	81	65	73	48	91	533	44	120	873	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	71	0	72	81	0	101	592	0	133	970	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	122		93	207		126	1885		160	2055	
Arrive On Green	0.03	0.03	0.00	0.05	0.06	0.00	0.07	0.37	0.00	0.09	0.40	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	39	71	0	72	81	0	101	592	0	133	970	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.6	2.4	0.0	4.8	2.6	0.0	6.7	9.9	0.0	8.8	16.8	0.0
Cycle Q Clear(g_c), s	2.6	2.4	0.0	4.8	2.6	0.0	6.7	9.9	0.0	8.8	16.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	50	122		93	207		126	1885		160	2055	
V/C Ratio(X)	0.78	0.58		0.78	0.39		0.80	0.31		0.83	0.47	
Avail Cap(c_a), veh/h	252	492		312	610		327	1885		267	2055	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.9	57.1	0.0	56.2	54.5	0.0	54.9	27.0	0.0	53.7	26.5	0.0
Incr Delay (d2), s/veh	9.3	5.3	0.0	5.1	1.7	0.0	4.3	0.4	0.0	4.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.1	0.0	2.2	1.2	0.0	3.1	4.0	0.0	4.0	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	62.4	0.0	61.3	56.1	0.0	59.2	27.4	0.0	57.8	26.7	0.0
LnGrp LOS	E	E		E	E		E	C		E	C	
Approach Vol, veh/h		110	A		153	A		693	A		1103	A
Approach Delay, s/veh		64.1			58.6			32.1			30.5	
Approach LOS		E			E			C			C	

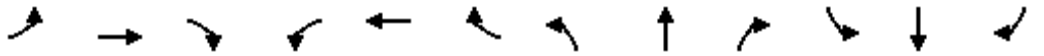
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	10.5	12.5	54.0	7.4	13.4	16.5	50.0
Change Period (Y+Rc), s	4.0	6.4	4.0	5.7	4.0	6.4	5.7	* 5.7
Max Green Setting (Gmax), s	21.0	16.6	22.0	40.3	17.0	20.6	18.0	* 44
Max Q Clear Time (g_c+I1), s	6.8	4.4	8.7	18.8	4.6	4.6	10.8	11.9
Green Ext Time (p_c), s	0.1	0.2	0.1	7.6	0.0	0.3	0.1	4.8

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	1061	432	44	908	333	317	354	24	351	309	87
Future Volume (veh/h)	210	1061	432	44	908	333	317	354	24	351	309	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	233	1179	254	49	1009	0	352	393	1	390	343	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	2087	648	86	1702		440	474	212	454	429	
Arrive On Green	0.17	0.82	0.82	0.02	0.33	0.00	0.13	0.13	0.13	0.13	0.12	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	233	1179	254	49	1009	0	352	393	1	390	343	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	7.8	9.4	2.0	1.7	19.7	0.0	11.9	12.9	0.1	13.3	11.3	0.0
Cycle Q Clear(g_c), s	7.8	9.4	2.0	1.7	19.7	0.0	11.9	12.9	0.1	13.3	11.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	2087	648	86	1702		440	474	212	454	429	
V/C Ratio(X)	0.81	0.56	0.39	0.57	0.59		0.80	0.83	0.00	0.86	0.80	
Avail Cap(c_a), veh/h	518	2087	648	461	1702		662	563	251	662	563	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.0	7.3	1.0	57.9	33.2	0.0	50.9	50.7	45.1	51.0	51.3	0.0
Incr Delay (d2), s/veh	1.7	0.4	0.5	2.2	1.5	0.0	2.2	9.4	0.0	5.4	7.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.2	1.4	0.7	8.1	0.0	5.2	6.3	0.0	6.0	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	7.7	1.6	60.0	34.8	0.0	53.1	60.1	45.1	56.5	58.3	0.0
LnGrp LOS	D	A	A	E	C		D	E	D	E	E	
Approach Vol, veh/h		1666			1058	A		746			733	A
Approach Delay, s/veh		12.8			35.9			56.8			57.3	
Approach LOS		B			D			E			E	

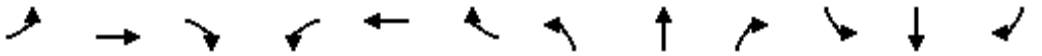
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	55.0	21.3	20.5	16.0	46.0	19.8	22.0
Change Period (Y+Rc), s	4.0	6.0	6.0	* 6	6.0	* 6	4.0	6.0
Max Green Setting (Gmax), s	16.0	42.0	23.0	* 19	18.0	* 40	23.0	19.0
Max Q Clear Time (g_c+I1), s	3.7	11.4	13.9	13.3	9.8	21.7	15.3	14.9
Green Ext Time (p_c), s	0.0	16.0	0.5	1.2	0.3	8.9	0.5	1.1

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Notes

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

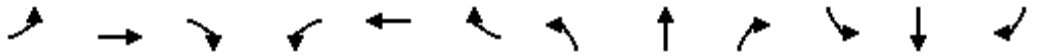
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	381	4	6	705	13	7	0	2	25	5	77
Future Volume (veh/h)	28	381	4	6	705	13	7	0	2	25	5	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	423	4	7	783	13	8	0	0	28	6	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	1546	15	23	1397	23	38	40	0	133	28	142
Arrive On Green	0.05	0.43	0.43	0.01	0.39	0.39	0.02	0.00	0.00	0.09	0.09	0.09
Sat Flow, veh/h	1781	3607	34	1781	3577	59	1781	1870	0	1479	317	1585
Grp Volume(v), veh/h	31	208	219	7	389	407	8	0	0	34	0	6
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1860	1781	1870	0	1796	0	1585
Q Serve(g_s), s	0.7	3.0	3.0	0.2	6.8	6.8	0.2	0.0	0.0	0.7	0.0	0.1
Cycle Q Clear(g_c), s	0.7	3.0	3.0	0.2	6.8	6.8	0.2	0.0	0.0	0.7	0.0	0.1
Prop In Lane	1.00		0.02	1.00		0.03	1.00		0.00	0.82		1.00
Lane Grp Cap(c), veh/h	91	761	799	23	694	726	38	40	0	161	0	142
V/C Ratio(X)	0.34	0.27	0.27	0.30	0.56	0.56	0.21	0.00	0.00	0.21	0.00	0.04
Avail Cap(c_a), veh/h	900	1571	1649	900	1571	1645	900	945	0	908	0	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	7.3	7.3	19.4	9.4	9.4	19.0	0.0	0.0	16.7	0.0	16.5
Incr Delay (d2), s/veh	0.8	0.3	0.3	2.6	1.2	1.2	1.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	0.9	0.1	2.1	2.2	0.1	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	7.7	7.6	22.0	10.6	10.6	20.1	0.0	0.0	16.9	0.0	16.5
LnGrp LOS	B	A	A	C	B	B	C	A	A	B	A	B
Approach Vol, veh/h		458			803			8			40	
Approach Delay, s/veh		8.4			10.7			20.1			16.9	
Approach LOS		A			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	22.7		4.8	6.0	21.2		7.6				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	20.0	35.0		20.0	20.0	35.0		20.0				
Max Q Clear Time (g_c+I1), s	2.2	5.0		2.2	2.7	8.8		2.7				
Green Ext Time (p_c), s	0.0	3.3		0.0	0.0	6.7		0.0				

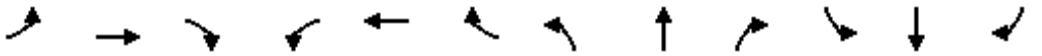
Intersection Summary			
HCM 6th Ctrl Delay		10.1	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	229	29	23	326	69	44	4	16	26	21	16
Future Volume (veh/h)	55	229	29	23	326	69	44	4	16	26	21	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	254	23	26	362	31	49	4	4	29	23	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	968	87	56	893	398	196	16	16	111	88	173
Arrive On Green	0.07	0.29	0.29	0.03	0.25	0.25	0.13	0.13	0.13	0.11	0.11	0.00
Sat Flow, veh/h	1781	3298	296	1781	3554	1585	1523	124	124	1015	805	1585
Grp Volume(v), veh/h	61	136	141	26	362	31	57	0	0	52	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	1585	1772	0	0	1820	0	1585
Q Serve(g_s), s	1.3	2.4	2.4	0.6	3.4	0.6	1.2	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	1.3	2.4	2.4	0.6	3.4	0.6	1.2	0.0	0.0	1.1	0.0	0.0
Prop In Lane	1.00		0.16	1.00		1.00	0.86		0.07	0.56		1.00
Lane Grp Cap(c), veh/h	131	522	534	56	893	398	228	0	0	199	0	173
V/C Ratio(X)	0.47	0.26	0.26	0.47	0.41	0.08	0.25	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	924	1593	1629	484	2308	1029	481	0	0	944	0	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.0	10.9	11.0	19.3	12.6	11.6	15.9	0.0	0.0	16.5	0.0	0.0
Incr Delay (d2), s/veh	1.0	1.2	1.2	2.2	1.3	0.4	0.2	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.9	0.9	0.2	1.2	0.2	0.4	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	12.1	12.1	21.5	14.0	11.9	16.1	0.0	0.0	16.8	0.0	0.0
LnGrp LOS	B	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		338			419			57			52	
Approach Delay, s/veh		13.4			14.3			16.1			16.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.2	5.3	17.6		8.4	7.0	15.9				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		11.0	11.0	36.3		21.0	21.0	26.3				
Max Q Clear Time (g_c+I1), s		3.2	2.6	4.4		3.1	3.3	5.4				
Green Ext Time (p_c), s		0.0	0.0	3.5		0.1	0.1	4.7				

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	187	64	29	201	239	63	916	27	190	768	145
Future Volume (veh/h)	96	187	64	29	201	239	63	916	27	190	768	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	208	0	32	223	0	70	1018	0	211	853	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	242		97	389		121	1271		240	1460	
Arrive On Green	0.07	0.13	0.00	0.05	0.11	0.00	0.07	0.36	0.00	0.13	0.41	0.00
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	107	208	0	32	223	0	70	1018	0	211	853	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.1	13.1	0.0	2.1	7.2	0.0	4.6	30.9	0.0	13.9	22.3	0.0
Cycle Q Clear(g_c), s	7.1	13.1	0.0	2.1	7.2	0.0	4.6	30.9	0.0	13.9	22.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	242		97	389		121	1271		240	1460	
V/C Ratio(X)	0.81	0.86		0.33	0.57		0.58	0.80		0.88	0.58	
Avail Cap(c_a), veh/h	238	301		238	572		238	1271		386	1460	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.7	51.2	0.0	54.6	50.8	0.0	54.3	34.7	0.0	50.9	27.4	0.0
Incr Delay (d2), s/veh	4.4	21.1	0.0	0.7	2.3	0.0	1.6	4.1	0.0	7.8	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	7.4	0.0	0.9	3.2	0.0	2.0	13.1	0.0	6.5	9.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	72.3	0.0	55.3	53.1	0.0	55.9	38.8	0.0	58.7	29.1	0.0
LnGrp LOS	E	E		E	D		E	D		E	C	
Approach Vol, veh/h		315	A		255	A		1088	A		1064	A
Approach Delay, s/veh		67.8			53.3			39.9			35.0	
Approach LOS		E			D			D			C	

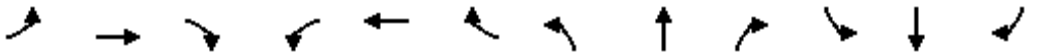
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.2	48.6	10.6	21.2	13.8	55.0	12.9	18.8
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	5.7	* 5.7	4.0	5.7
Max Green Setting (Gmax), s	26.0	39.3	16.0	19.3	16.0	* 49	16.0	19.3
Max Q Clear Time (g_c+I1), s	15.9	32.9	4.1	15.1	6.6	24.3	9.1	9.2
Green Ext Time (p_c), s	0.3	3.7	0.0	0.4	0.1	7.2	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

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

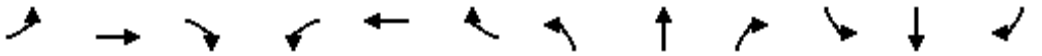
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	242	0	0	233	131	2	2	0	212	0	5
Future Volume (veh/h)	5	242	0	0	233	131	2	2	0	212	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	269	0	0	259	88	2	2	0	236	0	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	1057	0	0	557	761	4	4	0	325	0	289
Arrive On Green	0.00	0.30	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.18	0.00	0.18
Sat Flow, veh/h	0	3647	0	0	1870	1585	912	912	0	1781	0	1585
Grp Volume(v), veh/h	0	269	0	0	259	88	4	0	0	236	0	2
Grp Sat Flow(s),veh/h/ln	0	1777	0	0	1870	1585	1825	0	0	1781	0	1585
Q Serve(g_s), s	0.0	1.4	0.0	0.0	2.8	0.8	0.1	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.4	0.0	0.0	2.8	0.8	0.1	0.0	0.0	3.1	0.0	0.0
Prop In Lane	0.00		0.00	0.00		1.00	0.50		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	1057	0	0	557	761	8	0	0	325	0	289
V/C Ratio(X)	0.00	0.25	0.00	0.00	0.47	0.12	0.50	0.00	0.00	0.73	0.00	0.01
Avail Cap(c_a), veh/h	0	8523	0	0	2318	2253	1021	0	0	2207	0	1964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.7	0.0	0.0	7.2	3.6	12.4	0.0	0.0	9.6	0.0	8.4
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.6	0.1	16.8	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.0	0.6	0.2	0.1	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.8	0.0	0.0	7.8	3.7	29.2	0.0	0.0	10.8	0.0	8.4
LnGrp LOS	A	A	A	A	A	A	C	A	A	B	A	A
Approach Vol, veh/h		269			347			4			238	
Approach Delay, s/veh		6.8			6.7			29.2			10.8	
Approach LOS		A			A			C			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		12.3		4.1	0.0	12.3		8.6				
Change Period (Y+Rc), s		4.9		4.0	4.0	4.9		4.0				
Max Green Setting (Gmax), s		60.0		14.0	22.0	31.0		31.0				
Max Q Clear Time (g_c+I1), s		3.4		2.1	0.0	4.8		5.1				
Green Ext Time (p_c), s		1.4		0.0	0.0	2.6		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	454	10	3	369	0	14	0	14	92	3	11
Future Volume (veh/h)	0	454	10	3	369	0	14	0	14	92	3	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	504	0	3	410	0	16	0	0	102	3	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	1167		12	1598	0	59	0	0	262	198	66
Arrive On Green	0.00	0.33	0.00	0.01	0.45	0.00	0.03	0.00	0.00	0.15	0.15	0.15
Sat Flow, veh/h	0	3647	1585	1781	3647	0	1781	0	0	1781	1342	447
Grp Volume(v), veh/h	0	504	0	3	410	0	16	0	0	102	0	4
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1777	0	1781	0	0	1781	0	1790
Q Serve(g_s), s	0.0	3.9	0.0	0.1	2.5	0.0	0.3	0.0	0.0	1.8	0.0	0.1
Cycle Q Clear(g_c), s	0.0	3.9	0.0	0.1	2.5	0.0	0.3	0.0	0.0	1.8	0.0	0.1
Prop In Lane	0.00		1.00	1.00		0.00	1.00		0.00	1.00		0.25
Lane Grp Cap(c), veh/h	0	1167		12	1598	0	59	0	0	262	0	264
V/C Ratio(X)	0.00	0.43		0.26	0.26	0.00	0.27	0.00	0.00	0.39	0.00	0.02
Avail Cap(c_a), veh/h	0	4690		1022	4690	0	1073	0	0	1022	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.2	0.0	17.2	6.0	0.0	16.4	0.0	0.0	13.4	0.0	12.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	4.2	0.1	0.0	0.9	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.0	0.0	0.5	0.0	0.1	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.4	0.0	21.4	6.1	0.0	17.4	0.0	0.0	13.8	0.0	12.7
LnGrp LOS	A	A		C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		504	A		413			16			106	
Approach Delay, s/veh		9.4			6.2			17.4			13.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	4.2	16.3		5.1		20.6		9.1				
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9		4.0				
Max Green Setting (Gmax), s	20.0	46.0		21.0		46.0		20.0				
Max Q Clear Time (g_c+I1), s	2.1	5.9		2.3		4.5		3.8				
Green Ext Time (p_c), s	0.0	5.6		0.0		4.3		0.1				

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

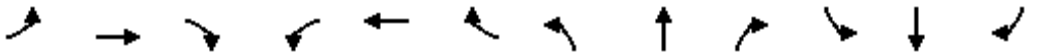
Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	561	14	102	141	33	172
Future Volume (veh/h)	561	14	102	141	33	172
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	623	14	113	157	37	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1431	32	144	2250	60	53
Arrive On Green	0.40	0.40	0.08	0.63	0.03	0.03
Sat Flow, veh/h	3647	80	1781	3647	1781	1585
Grp Volume(v), veh/h	311	326	113	157	37	11
Grp Sat Flow(s),veh/h/ln	1777	1856	1781	1777	1781	1585
Q Serve(g_s), s	3.4	3.4	1.7	0.5	0.5	0.2
Cycle Q Clear(g_c), s	3.4	3.4	1.7	0.5	0.5	0.2
Prop In Lane		0.04	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	716	747	144	2250	60	53
V/C Ratio(X)	0.44	0.44	0.79	0.07	0.62	0.21
Avail Cap(c_a), veh/h	1663	1738	1001	5323	1001	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.8	5.8	12.1	1.9	12.7	12.6
Incr Delay (d2), s/veh	0.4	0.4	3.6	0.0	3.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.6	0.0	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.2	6.2	15.6	1.9	16.5	13.3
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	637			270	48	
Approach Delay, s/veh	6.2			7.6	15.8	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	6.2	15.7		4.9		21.8
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9
Max Green Setting (Gmax), s	15.0	25.0		15.0		40.0
Max Q Clear Time (g_c+I1), s	3.7	5.4		2.5		2.5
Green Ext Time (p_c), s	0.1	5.4		0.0		1.7

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



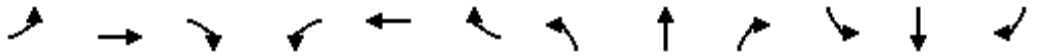
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	671	4	19	621	53	3	2	8	268	4	38
Future Volume (veh/h)	29	671	4	19	621	53	3	2	8	268	4	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	746	4	21	690	55	3	2	0	301	0	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	2524	14	25	2294	183	6	4	0	389	0	173
Arrive On Green	0.02	0.70	0.70	0.01	0.69	0.69	0.01	0.01	0.00	0.11	0.00	0.11
Sat Flow, veh/h	1781	3624	19	1781	3334	266	1090	726	0	3563	0	1585
Grp Volume(v), veh/h	32	366	384	21	368	377	5	0	0	301	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	1781	1777	1823	1816	0	0	1781	0	1585
Q Serve(g_s), s	1.8	7.9	7.9	1.2	8.1	8.1	0.3	0.0	0.0	8.2	0.0	0.1
Cycle Q Clear(g_c), s	1.8	7.9	7.9	1.2	8.1	8.1	0.3	0.0	0.0	8.2	0.0	0.1
Prop In Lane	1.00		0.01	1.00		0.15	0.60		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	1238	1300	25	1223	1254	9	0	0	389	0	173
V/C Ratio(X)	0.80	0.30	0.30	0.84	0.30	0.30	0.53	0.00	0.00	0.77	0.00	0.01
Avail Cap(c_a), veh/h	214	1238	1300	214	1223	1254	218	0	0	691	0	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.7	5.8	5.8	49.2	6.1	6.1	49.6	0.0	0.0	43.3	0.0	39.7
Incr Delay (d2), s/veh	12.6	0.6	0.6	21.4	0.1	0.1	16.1	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.6	2.7	0.7	2.7	2.7	0.2	0.0	0.0	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	6.4	6.4	70.6	6.3	6.3	65.7	0.0	0.0	45.8	0.0	39.7
LnGrp LOS	E	A	A	E	A	A	E	A	A	D	A	D
Approach Vol, veh/h		782			766			5			303	
Approach Delay, s/veh		8.6			8.0			65.7			45.8	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	74.6		4.5	6.2	73.7		15.5				
Change Period (Y+Rc), s	4.0	4.9		4.0	4.0	4.9		4.6				
Max Green Setting (Gmax), s	12.0	39.1		12.0	12.0	39.1		19.4				
Max Q Clear Time (g_c+I1), s	3.2	9.9		2.3	3.8	10.1		10.2				
Green Ext Time (p_c), s	0.0	14.0		0.0	0.0	14.2		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		14.6	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.



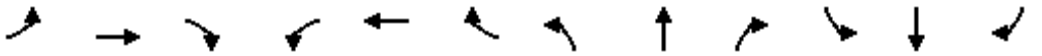
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	854	9	40	634	243	11	7	20	393	7	122
Future Volume (veh/h)	132	854	9	40	634	243	11	7	20	393	7	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	949	10	44	704	110	12	8	0	443	0	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	2083	22	56	1978	882	30	32	27	523	0	233
Arrive On Green	0.03	0.21	0.21	0.03	0.56	0.56	0.02	0.02	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1781	3325	35	1781	3554	1585	1781	1870	1585	3563	0	1585
Grp Volume(v), veh/h	147	427	532	44	704	110	12	8	0	443	0	14
Grp Sat Flow(s),veh/h/ln	1781	1496	1864	1781	1777	1585	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	8.2	25.0	25.0	2.5	11.0	3.3	0.7	0.4	0.0	12.1	0.0	0.8
Cycle Q Clear(g_c), s	8.2	25.0	25.0	2.5	11.0	3.3	0.7	0.4	0.0	12.1	0.0	0.8
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	180	937	1168	56	1978	882	30	32	27	523	0	233
V/C Ratio(X)	0.81	0.46	0.46	0.78	0.36	0.12	0.40	0.25	0.00	0.85	0.00	0.06
Avail Cap(c_a), veh/h	321	937	1168	321	1978	882	214	224	190	680	0	303
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	0.00	0.98	0.00	0.98
Uniform Delay (d), s/veh	47.4	24.7	24.7	48.1	12.3	10.6	48.6	48.5	0.0	41.6	0.0	36.7
Incr Delay (d2), s/veh	3.2	1.5	1.2	8.5	0.1	0.1	3.1	1.5	0.0	6.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	10.2	12.7	1.2	3.9	1.1	0.3	0.2	0.0	5.8	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	26.2	25.9	56.6	12.4	10.6	51.7	50.0	0.0	48.2	0.0	36.8
LnGrp LOS	D	C	C	E	B	B	D	D	A	D	A	D
Approach Vol, veh/h		1106			858			20			457	
Approach Delay, s/veh		29.3			14.4			51.0			47.9	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	67.5		5.7	14.1	60.6		19.6				
Change Period (Y+Rc), s	4.0	4.9		4.0	4.0	4.9		4.9				
Max Green Setting (Gmax), s	18.0	33.1		12.0	18.0	33.1		19.1				
Max Q Clear Time (g_c+I1), s	4.5	27.0		2.7	10.2	13.0		14.1				
Green Ext Time (p_c), s	0.0	3.0		0.0	0.1	5.6		0.6				

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	780	130	0	817	647	0	0	0	220	521	143
Future Volume (veh/h)	0	780	130	0	817	647	0	0	0	220	521	143
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	1870	1870
Adj Flow Rate, veh/h	0	867	0	0	1151	0				244	579	159
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	0	2	2				2	2	2
Cap, veh/h	0	2100		0	2211					547	574	487
Arrive On Green	0.00	1.00	0.00	0.00	0.59	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3741	0	0	3741	1585				1781	1870	1585
Grp Volume(v), veh/h	0	867	0	0	1151	0				244	579	159
Grp Sat Flow(s),veh/h/ln	0	1777	0	0	1870	1585				1781	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	18.2	0.0				11.0	30.7	7.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	18.2	0.0				11.0	30.7	7.7
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2100		0	2211					547	574	487
V/C Ratio(X)	0.00	0.41		0.00	0.52					0.45	1.01	0.33
Avail Cap(c_a), veh/h	0	2100		0	2211					547	574	487
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.90	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	12.1	0.0				27.8	34.7	26.7
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.3	0.0				0.2	39.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	6.8	0.0				4.7	19.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.6	0.0	0.0	12.3	0.0				28.0	74.3	26.8
LnGrp LOS	A	A		A	B					C	F	C
Approach Vol, veh/h		867	A		1151	A					982	
Approach Delay, s/veh		0.6			12.3						55.1	
Approach LOS		A			B						E	

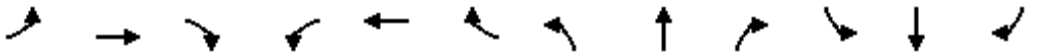
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		64.0		36.0		64.0						
Change Period (Y+Rc), s		4.9		5.3		4.9						
Max Green Setting (Gmax), s		59.1		30.7		59.1						
Max Q Clear Time (g_c+I1), s		2.0		32.7		20.2						
Green Ext Time (p_c), s		7.0		0.0		9.9						

Intersection Summary	
HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

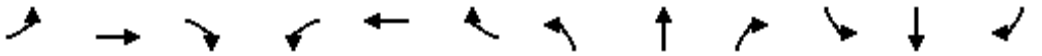
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	872	0	0	1164	153	0	0	1247	0	0	300
Future Volume (vph)	128	872	0	0	1164	153	0	0	1247	0	0	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.9			4.9	4.9			4.0			4.0
Lane Util. Factor	1.00	0.95			0.86	0.86			1.00			0.88
Frt	1.00	1.00			1.00	0.85			0.86			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	3539			4797	1362			1611			2787
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	3539			4797	1362			1611			2787
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	142	969	0	0	1293	170	0	0	1386	0	0	333
RTOR Reduction (vph)	0	0	0	0	2	47	0	0	0	0	0	83
Lane Group Flow (vph)	142	969	0	0	1308	106	0	0	1386	0	0	250
Turn Type	Prot	NA			NA	Perm			Free			Over
Protected Phases	5	2			6							5
Permitted Phases						6			Free			
Actuated Green, G (s)	9.6	60.0			41.5	41.5			60.0			9.6
Effective Green, g (s)	9.6	60.0			41.5	41.5			60.0			9.6
Actuated g/C Ratio	0.16	1.00			0.69	0.69			1.00			0.16
Clearance Time (s)	4.0	4.9			4.9	4.9						4.0
Vehicle Extension (s)	2.0	3.9			3.8	3.8						2.0
Lane Grp Cap (vph)	283	3539			3317	942			1611			445
v/s Ratio Prot	0.08	0.27			0.27							0.09
v/s Ratio Perm						0.08			c0.86			
v/c Ratio	0.50	0.27			0.39	0.11			0.86			0.56
Uniform Delay, d1	23.0	0.0			3.9	3.1			0.0			23.3
Progression Factor	1.00	1.00			1.36	3.63			1.00			1.00
Incremental Delay, d2	0.5	0.1			0.3	0.2			6.3			1.0
Delay (s)	23.5	0.1			5.7	11.5			6.3			24.2
Level of Service	C	A			A	B			A			C
Approach Delay (s)		3.1			6.3			6.3			24.2	
Approach LOS		A			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.9
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



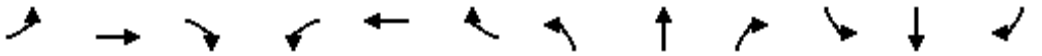
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	343	1590	186	106	1024	42	173	301	83	45	225	120
Future Volume (veh/h)	343	1590	186	106	1024	42	173	301	83	45	225	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	381	1767	119	118	1138	19	192	334	69	50	250	55
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	2132	775	846	2765	856	251	411	84	107	376	369
Arrive On Green	0.13	0.42	0.42	0.24	0.54	0.54	0.07	0.14	0.14	0.03	0.11	0.11
Sat Flow, veh/h	3456	5106	1579	3456	5106	1581	3456	2934	598	3456	3554	1563
Grp Volume(v), veh/h	381	1767	119	118	1138	19	192	201	202	50	250	55
Grp Sat Flow(s),veh/h/ln	1728	1702	1579	1728	1702	1581	1728	1777	1755	1728	1777	1563
Q Serve(g_s), s	13.0	37.0	1.5	3.2	15.8	0.5	6.5	13.1	13.5	1.7	8.1	3.4
Cycle Q Clear(g_c), s	13.0	37.0	1.5	3.2	15.8	0.5	6.5	13.1	13.5	1.7	8.1	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	443	2132	775	846	2765	856	251	249	246	107	376	369
V/C Ratio(X)	0.86	0.83	0.15	0.14	0.41	0.02	0.76	0.81	0.82	0.47	0.66	0.15
Avail Cap(c_a), veh/h	605	2132	775	846	2765	856	461	298	294	461	583	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	31.1	6.8	35.4	16.2	7.1	54.6	50.0	50.1	57.2	51.6	36.5
Incr Delay (d2), s/veh	5.5	3.0	0.3	0.0	0.2	0.0	1.8	15.0	17.0	1.2	4.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	15.3	0.9	1.4	6.1	0.2	2.9	6.8	7.0	0.8	3.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	34.1	7.1	35.5	16.4	7.1	56.5	65.0	67.1	58.4	56.0	36.9
LnGrp LOS	E	C	A	D	B	A	E	E	E	E	E	D
Approach Vol, veh/h		2267			1275			595			355	
Approach Delay, s/veh		36.5			18.0			63.0			53.4	
Approach LOS		D			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.3	55.0	12.7	18.0	19.4	69.9	9.0	21.7
Change Period (Y+Rc), s	4.9	* 4.9	4.0	5.3	4.0	4.9	5.3	* 4.9
Max Green Setting (Gmax), s	16.0	* 50	16.0	19.7	21.0	45.1	16.0	* 20
Max Q Clear Time (g_c+I1), s	5.2	39.0	8.5	10.1	15.0	17.8	3.7	15.5
Green Ext Time (p_c), s	0.1	9.9	0.2	2.0	0.4	14.4	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	1609	27	24	1083	25	18	10	38	35	11	36
Future Volume (veh/h)	71	1609	27	24	1083	25	18	10	38	35	11	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	1788	29	27	1203	17	20	11	0	26	31	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	1729	28	771	3667	1134	44	24	60	84	88	75
Arrive On Green	0.11	0.67	0.67	0.58	0.96	0.96	0.04	0.04	0.00	0.05	0.05	0.00
Sat Flow, veh/h	1781	5175	84	1781	5106	1580	1169	643	1585	1781	1870	1585
Grp Volume(v), veh/h	79	1176	641	27	1203	17	31	0	0	26	31	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1855	1781	1702	1580	1812	0	1585	1781	1870	1585
Q Serve(g_s), s	5.2	40.1	40.1	0.8	1.8	0.1	2.0	0.0	0.0	1.7	1.9	0.0
Cycle Q Clear(g_c), s	5.2	40.1	40.1	0.8	1.8	0.1	2.0	0.0	0.0	1.7	1.9	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.65		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	1138	620	771	3667	1134	68	0	60	84	88	75
V/C Ratio(X)	0.79	1.03	1.03	0.04	0.33	0.01	0.46	0.00	0.00	0.31	0.35	0.00
Avail Cap(c_a), veh/h	312	1138	620	771	3667	1134	242	0	211	460	483	409
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.93	0.93	0.93	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.6	19.9	19.9	14.6	0.8	0.8	56.5	0.0	0.0	55.3	55.4	0.0
Incr Delay (d2), s/veh	3.8	32.0	40.1	0.0	0.1	0.0	3.5	0.0	0.0	0.8	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	13.3	15.9	0.3	0.5	0.0	1.0	0.0	0.0	0.8	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	51.9	60.0	14.6	0.9	0.8	60.0	0.0	0.0	56.0	56.3	0.0
LnGrp LOS	E	F	F	B	A	A	E	A	A	E	E	A
Approach Vol, veh/h		1896			1247			31			57	
Approach Delay, s/veh		54.8			1.2			60.0			56.2	
Approach LOS		D			A			E			E	

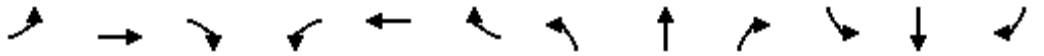
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	56.8	45.0		8.5	10.7	91.1		9.7				
Change Period (Y+Rc), s	4.9	* 4.9		4.0	4.0	4.9		4.0				
Max Green Setting (Gmax), s	16.0	* 40		16.0	21.0	35.1		31.0				
Max Q Clear Time (g_c+I1), s	2.8	42.1		4.0	7.2	3.8		3.9				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	19.9		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		34.2
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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



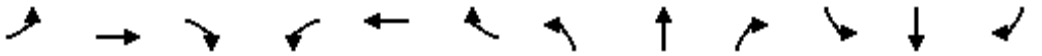
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1573	33	5	1080	24	89	21	20	26	4	5
Future Volume (veh/h)	13	1573	33	5	1080	24	89	21	20	26	4	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	1748	36	6	1200	26	64	72	5	32	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	1677	35	17	1674	36	105	102	7	316	166	0
Arrive On Green	0.02	0.65	0.65	0.01	0.33	0.33	0.06	0.06	0.06	0.09	0.00	0.00
Sat Flow, veh/h	1781	5145	106	1781	5139	111	1781	1729	120	3563	1870	0
Grp Volume(v), veh/h	14	1156	628	6	795	431	64	0	77	32	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1847	1781	1702	1846	1781	0	1849	1781	1870	0
Q Serve(g_s), s	0.9	39.1	39.1	0.4	24.6	24.7	4.2	0.0	4.9	1.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	39.1	39.1	0.4	24.6	24.7	4.2	0.0	4.9	1.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.06	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	17	1109	602	17	1109	602	105	0	109	316	166	0
V/C Ratio(X)	0.84	1.04	1.04	0.36	0.72	0.72	0.61	0.00	0.70	0.10	0.00	0.00
Avail Cap(c_a), veh/h	238	1109	602	238	1109	602	238	0	247	932	489	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.96	0.96	0.96	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	58.8	20.9	20.9	59.1	35.6	35.6	55.1	0.0	55.4	50.3	0.0	0.0
Incr Delay (d2), s/veh	28.3	36.7	45.6	4.6	3.8	6.9	4.1	0.0	6.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	14.2	16.9	0.2	10.6	12.0	2.0	0.0	2.5	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.1	57.6	66.5	63.7	39.4	42.5	59.2	0.0	61.4	50.3	0.0	0.0
LnGrp LOS	F	F	F	E	D	D	E	A	E	D	A	A
Approach Vol, veh/h		1798			1232			141			32	
Approach Delay, s/veh		60.9			40.6			60.4			50.3	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	44.0		11.1	5.1	44.0		15.2				
Change Period (Y+Rc), s	4.0	4.9		4.0	4.0	4.9		4.6				
Max Green Setting (Gmax), s	16.0	39.1		16.0	16.0	39.1		31.4				
Max Q Clear Time (g_c+I1), s	2.4	41.1		6.9	2.9	26.7		3.0				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	9.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		53.0	
HCM 6th LOS		D	

Notes

User approved volume balancing among the lanes for turning movement.



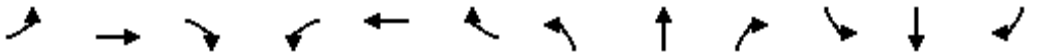
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1514	31	13	1095	8	9	4	8	16	2	17
Future Volume (veh/h)	44	1514	31	13	1095	8	9	4	8	16	2	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	1682	33	14	1217	9	10	4	0	18	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	2367	46	651	4166	31	13	27	0	22	37	0
Arrive On Green	0.04	0.46	0.46	0.37	0.80	0.80	0.01	0.01	0.00	0.01	0.02	0.00
Sat Flow, veh/h	1781	5154	101	1781	5229	39	1781	1870	0	1781	1870	0
Grp Volume(v), veh/h	49	1111	604	14	792	434	10	4	0	18	2	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1852	1781	1702	1863	1781	1870	0	1781	1870	0
Q Serve(g_s), s	3.3	31.4	31.4	0.6	7.4	7.4	0.7	0.3	0.0	1.2	0.1	0.0
Cycle Q Clear(g_c), s	3.3	31.4	31.4	0.6	7.4	7.4	0.7	0.3	0.0	1.2	0.1	0.0
Prop In Lane	1.00		0.05	1.00		0.02	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	63	1563	850	651	2712	1485	13	27	0	22	37	0
V/C Ratio(X)	0.77	0.71	0.71	0.02	0.29	0.29	0.79	0.15	0.00	0.83	0.05	0.00
Avail Cap(c_a), veh/h	312	1563	850	651	2712	1485	238	249	0	238	249	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.89	0.89	0.89	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.4	26.0	26.1	24.3	3.2	3.2	59.5	58.4	0.0	59.2	57.7	0.0
Incr Delay (d2), s/veh	6.1	2.3	4.2	0.0	0.2	0.3	68.0	2.4	0.0	53.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	12.8	14.4	0.3	2.0	2.2	0.5	0.1	0.0	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	28.4	30.2	24.3	3.4	3.5	127.5	60.8	0.0	112.1	58.3	0.0
LnGrp LOS	E	C	C	C	A	A	F	E	A	F	E	A
Approach Vol, veh/h		1764			1240			14			20	
Approach Delay, s/veh		30.0			3.7			108.4			106.7	
Approach LOS		C			A			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	48.8	60.0	4.9	6.4	8.3	100.5	5.5	5.8
Change Period (Y+Rc), s	4.9	* 4.9	4.0	4.0	4.0	4.9	4.0	4.0
Max Green Setting (Gmax), s	16.0	* 55	16.0	16.0	21.0	50.1	16.0	16.0
Max Q Clear Time (g_c+I1), s	2.6	33.4	2.7	2.1	5.3	9.4	3.2	2.3
Green Ext Time (p_c), s	0.0	19.1	0.0	0.0	0.0	24.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

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



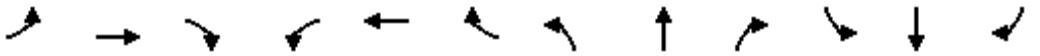
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	1221	89	99	976	87	172	512	245	65	281	26
Future Volume (veh/h)	181	1221	89	99	976	87	172	512	245	65	281	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	201	1357	0	110	1084	0	191	569	29	72	312	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1207	1494		1107	1345		342	644	285	119	426	188
Arrive On Green	0.70	0.58	0.00	0.64	0.53	0.00	0.10	0.18	0.18	0.03	0.12	0.12
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1572	3456	3554	1565
Grp Volume(v), veh/h	201	1357	0	110	1084	0	191	569	29	72	312	1
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1572	1728	1777	1565
Q Serve(g_s), s	2.4	28.3	0.0	1.5	20.9	0.0	6.3	18.7	1.8	2.5	10.2	0.1
Cycle Q Clear(g_c), s	2.4	28.3	0.0	1.5	20.9	0.0	6.3	18.7	1.8	2.5	10.2	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1207	1494		1107	1345		342	644	285	119	426	188
V/C Ratio(X)	0.17	0.91		0.10	0.81		0.56	0.88	0.10	0.61	0.73	0.01
Avail Cap(c_a), veh/h	1207	1494		1107	1494		576	690	305	576	702	309
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.00	0.86	0.86	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	23.5	0.0	14.9	25.9	0.0	51.6	47.9	41.0	57.1	50.9	46.5
Incr Delay (d2), s/veh	0.0	9.0	0.0	0.0	3.7	0.0	0.5	12.3	0.1	1.8	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.6	0.0	0.6	6.1	0.0	2.7	9.2	0.7	1.1	4.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.1	32.4	0.0	14.9	29.5	0.0	52.1	60.2	41.1	59.0	53.5	46.5
LnGrp LOS	B	C		B	C		D	E	D	E	D	D
Approach Vol, veh/h		1558	A		1194	A		789			385	
Approach Delay, s/veh		29.8			28.2			57.6			54.5	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.4	40.0	16.9	20.7	45.9	36.5	9.1	28.4
Change Period (Y+Rc), s	4.0	4.9	5.0	6.3	4.0	4.9	5.0	6.7
Max Green Setting (Gmax), s	21.0	35.1	20.0	23.7	21.0	35.1	20.0	23.3
Max Q Clear Time (g_c+I1), s	3.5	30.3	8.3	12.2	4.4	22.9	4.5	20.7
Green Ext Time (p_c), s	0.1	4.3	0.2	1.4	0.3	8.7	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

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



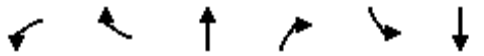
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	950	165	245	1470	150	333	695	136	185	746	56
Future Volume (veh/h)	158	950	165	245	1470	150	333	695	136	185	746	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	176	1056	50	272	1633	0	370	772	0	206	829	54
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	1659	510	585	2227		435	1234		288	975	63
Arrive On Green	0.07	0.32	0.32	0.17	0.44	0.00	0.13	0.24	0.00	0.08	0.20	0.20
Sat Flow, veh/h	3456	5106	1570	3456	5106	1585	3456	5106	1585	3456	4894	318
Grp Volume(v), veh/h	176	1056	50	272	1633	0	370	772	0	206	576	307
Grp Sat Flow(s),veh/h/ln	1728	1702	1570	1728	1702	1585	1728	1702	1585	1728	1702	1807
Q Serve(g_s), s	6.0	21.1	1.8	8.5	31.8	0.0	12.6	16.2	0.0	7.0	19.6	19.7
Cycle Q Clear(g_c), s	6.0	21.1	1.8	8.5	31.8	0.0	12.6	16.2	0.0	7.0	19.6	19.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	258	1659	510	585	2227		435	1234		288	678	360
V/C Ratio(X)	0.68	0.64	0.10	0.47	0.73		0.85	0.63		0.72	0.85	0.85
Avail Cap(c_a), veh/h	461	1659	510	585	2227		605	1234		605	689	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	34.5	13.5	45.0	28.1	0.0	51.4	40.6	0.0	53.6	46.3	46.4
Incr Delay (d2), s/veh	1.2	1.9	0.4	0.2	1.3	0.0	6.2	1.2	0.0	1.3	10.3	18.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	8.7	1.0	3.6	12.5	0.0	5.6	6.6	0.0	3.0	8.8	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	36.3	13.8	45.2	29.4	0.0	57.5	41.8	0.0	54.9	56.6	64.6
LnGrp LOS	E	D	B	D	C		E	D		D	E	E
Approach Vol, veh/h		1282			1905	A		1142	A		1089	
Approach Delay, s/veh		38.1			31.6			46.9			58.5	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.3	45.0	19.1	29.6	13.0	58.3	14.0	34.7
Change Period (Y+Rc), s	6.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	14.0	39.0	21.0	24.3	16.0	39.0	21.0	24.3
Max Q Clear Time (g_c+I1), s	10.5	23.1	14.6	21.7	8.0	33.8	9.0	18.2
Green Ext Time (p_c), s	0.2	12.6	0.5	2.1	0.2	4.9	0.3	4.4

Intersection Summary	
HCM 6th Ctrl Delay	41.8
HCM 6th LOS	D

Notes

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	235	1005	260	224	1400	472
Future Volume (veh/h)	235	1005	260	224	1400	472
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	261	0	289	10	1556	524
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	333		381	170	2254	1514
Arrive On Green	0.10	0.00	0.11	0.11	0.65	0.81
Sat Flow, veh/h	3456	2790	3647	1585	3456	1870
Grp Volume(v), veh/h	261	0	289	10	1556	524
Grp Sat Flow(s),veh/h/ln	1728	1395	1777	1585	1728	1870
Q Serve(g_s), s	8.9	0.0	9.5	0.7	34.2	8.9
Cycle Q Clear(g_c), s	8.9	0.0	9.5	0.7	34.2	8.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	333		381	170	2254	1514
V/C Ratio(X)	0.78		0.76	0.06	0.69	0.35
Avail Cap(c_a), veh/h	711		731	326	2254	1514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	0.0	52.1	48.1	13.2	3.0
Incr Delay (d2), s/veh	3.4	0.0	3.1	0.1	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	4.3	0.3	12.0	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.4	0.0	55.2	48.3	14.1	3.2
LnGrp LOS	E		E	D	B	A
Approach Vol, veh/h	261	A	299			2080
Approach Delay, s/veh	56.4		55.0			11.3
Approach LOS	E		D			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	84.3	18.9			103.1	16.9
Change Period (Y+Rc), s	6.0	* 6			6.0	5.3
Max Green Setting (Gmax), s	54.0	* 25			84.0	24.7
Max Q Clear Time (g_c+I1), s	36.2	11.5			10.9	10.9
Green Ext Time (p_c), s	6.7	1.4			3.5	0.7

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

Notes

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

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

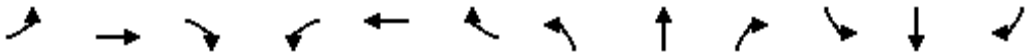
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	1424	31	135	1017	84	64	95	123	52	110	167
Future Volume (veh/h)	141	1424	31	135	1017	84	64	95	123	52	110	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	1582	33	150	1130	51	71	106	3	58	122	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	1593	33	867	2299	1025	91	169	143	75	152	129
Arrive On Green	0.06	0.45	0.45	0.25	0.65	0.65	0.05	0.09	0.09	0.04	0.08	0.08
Sat Flow, veh/h	3456	3560	74	3456	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	157	788	827	150	1130	51	71	106	3	58	122	2
Grp Sat Flow(s),veh/h/ln	1728	1777	1857	1728	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.4	52.9	53.2	4.1	19.8	1.4	4.7	6.6	0.1	3.9	7.7	0.1
Cycle Q Clear(g_c), s	5.4	52.9	53.2	4.1	19.8	1.4	4.7	6.6	0.1	3.9	7.7	0.1
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	795	831	867	2299	1025	91	169	143	75	152	129
V/C Ratio(X)	0.73	0.99	0.99	0.17	0.49	0.05	0.78	0.63	0.02	0.77	0.80	0.02
Avail Cap(c_a), veh/h	461	795	831	867	2299	1025	238	240	203	238	223	189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	32.9	33.0	35.2	11.0	7.7	56.3	52.6	19.3	56.9	54.2	50.7
Incr Delay (d2), s/veh	1.1	23.0	23.1	0.0	0.2	0.0	5.3	6.1	0.1	6.2	13.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	26.4	27.8	1.7	7.0	0.5	2.3	3.4	0.1	1.9	4.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	55.9	56.2	35.2	11.2	7.8	61.6	58.7	19.4	63.1	68.1	50.7
LnGrp LOS	E	E	E	D	B	A	E	E	B	E	E	D
Approach Vol, veh/h		1772			1331			180			182	
Approach Delay, s/veh		56.1			13.8			59.2			66.3	
Approach LOS		E			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	16.6	35.4	59.0	10.1	15.5	11.5	82.9
Change Period (Y+Rc), s	4.0	* 5.7	5.3	* 5.3	4.0	5.7	4.0	5.3
Max Green Setting (Gmax), s	16.0	* 15	17.0	* 54	16.0	14.3	16.0	54.7
Max Q Clear Time (g_c+I1), s	5.9	8.6	6.1	55.2	6.7	9.7	7.4	21.8
Green Ext Time (p_c), s	0.0	0.3	0.2	0.0	0.0	0.2	0.2	13.3

Intersection Summary	
HCM 6th Ctrl Delay	40.5
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1651	0	3	1247	7	4	0	28	47	2	14
Future Volume (veh/h)	2	1651	0	3	1247	7	4	0	28	47	2	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	1834	0	3	1386	8	4	0	0	52	2	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	2885	0	4	2944	17	144	0	0	119	2	7
Arrive On Green	0.00	1.00	0.00	0.00	0.81	0.81	0.05	0.00	0.00	0.05	0.05	0.05
Sat Flow, veh/h	1781	3647	0	1781	3623	21	1673	0	0	1265	49	146
Grp Volume(v), veh/h	2	1834	0	3	680	714	4	0	0	60	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1867	1673	0	0	1460	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.2	13.9	13.9	0.0	0.0	0.0	4.6	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.2	13.9	13.9	0.3	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.01	1.00		0.00	0.87		0.10
Lane Grp Cap(c), veh/h	3	2885	0	4	1444	1517	144	0	0	129	0	0
V/C Ratio(X)	0.70	0.64	0.00	0.71	0.47	0.47	0.03	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	238	2885	0	238	1444	1517	226	0	0	213	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	59.8	0.0	0.0	59.8	3.4	3.4	54.3	0.0	0.0	56.4	0.0	0.0
Incr Delay (d2), s/veh	74.6	1.1	0.0	57.5	0.3	0.3	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.0	0.2	3.3	3.5	0.1	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	134.4	1.1	0.0	117.3	3.7	3.7	54.3	0.0	0.0	57.4	0.0	0.0
LnGrp LOS	F	A	A	F	A	A	D	A	A	E	A	A
Approach Vol, veh/h		1836			1397			4			60	
Approach Delay, s/veh		1.2			4.0			54.3			57.4	
Approach LOS		A			A			D			E	

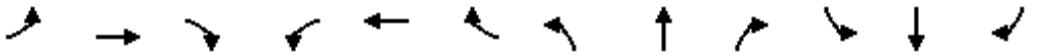
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.0	4.3	102.7		13.0	4.2	102.8				
Change Period (Y+Rc), s		7.0	4.0	5.3		7.0	4.0	5.3				
Max Green Setting (Gmax), s		13.0	16.0	74.7		13.0	16.0	74.7				
Max Q Clear Time (g_c+I1), s		2.3	2.2	2.0		6.9	2.1	15.9				
Green Ext Time (p_c), s		0.0	0.0	26.5		0.1	0.0	20.2				

Intersection Summary	
HCM 6th Ctrl Delay	3.5
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1739	8	162	1259	0	245
Future Volume (vph)	1739	8	162	1259	0	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3		6.0	5.3		6.0
Lane Util. Factor	0.91		0.97	0.95		1.00
Frt	1.00		1.00	1.00		0.86
Flt Protected	1.00		0.95	1.00		1.00
Satd. Flow (prot)	5082		3433	3539		1611
Flt Permitted	1.00		0.95	1.00		1.00
Satd. Flow (perm)	5082		3433	3539		1611
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1932	9	180	1399	0	272
RTOR Reduction (vph)	1	0	0	0	0	6
Lane Group Flow (vph)	1940	0	180	1399	0	266
Turn Type	NA		Prot	NA		Over
Protected Phases	4		3	8		3
Permitted Phases						
Actuated Green, G (s)	34.2		12.5	60.0		12.5
Effective Green, g (s)	34.2		12.5	60.0		12.5
Actuated g/C Ratio	0.57		0.21	1.00		0.21
Clearance Time (s)	7.3		6.0	5.3		6.0
Vehicle Extension (s)	3.5		2.0	3.5		2.0
Lane Grp Cap (vph)	2896		715	3539		335
v/s Ratio Prot	c0.38		0.05	0.40		c0.16
v/s Ratio Perm						
v/c Ratio	0.67		0.25	0.40		0.79
Uniform Delay, d1	9.0		19.8	0.0		22.5
Progression Factor	1.47		1.10	1.00		1.00
Incremental Delay, d2	1.0		0.0	0.2		11.4
Delay (s)	14.3		21.9	0.2		33.9
Level of Service	B		C	A		C
Approach Delay (s)	14.3			2.7	33.9	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	741	1067	430	653	70	726	345	104	156	346	71
Future Volume (veh/h)	176	741	1067	430	653	70	726	345	104	156	346	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	823	0	478	726	70	807	383	25	173	384	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	894		539	1045	101	868	1050	468	232	514	159
Arrive On Green	0.02	0.08	0.00	0.16	0.32	0.32	0.25	0.30	0.30	0.07	0.10	0.10
Sat Flow, veh/h	3456	3554	2790	3456	3275	316	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	196	823	0	478	394	402	807	383	25	173	384	2
Grp Sat Flow(s),veh/h/ln	1728	1777	1395	1728	1777	1814	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	6.8	27.6	0.0	16.3	23.3	23.3	27.4	10.2	1.4	5.9	8.8	0.1
Cycle Q Clear(g_c), s	6.8	27.6	0.0	16.3	23.3	23.3	27.4	10.2	1.4	5.9	8.8	0.1
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	894		539	567	579	868	1050	468	232	514	159
V/C Ratio(X)	0.76	0.92		0.89	0.69	0.69	0.93	0.36	0.05	0.74	0.75	0.01
Avail Cap(c_a), veh/h	403	894		662	567	579	950	1050	468	490	668	207
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	53.8	0.0	49.6	35.7	35.7	43.9	33.4	30.3	55.0	52.5	48.6
Incr Delay (d2), s/veh	1.2	10.8	0.0	10.5	6.9	6.8	13.8	0.3	0.1	1.8	4.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	14.5	0.0	7.7	10.9	11.1	13.1	4.4	0.5	2.6	3.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	64.6	0.0	60.1	42.6	42.5	57.7	33.7	30.3	56.7	56.5	48.6
LnGrp LOS	E	E		E	D	D	E	C	C	E	E	D
Approach Vol, veh/h		1019	A		1274			1215			559	
Approach Delay, s/veh		63.5			49.1			49.6			56.6	
Approach LOS		E			D			D			E	

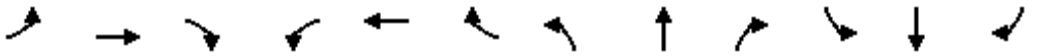
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	40.7	22.7	35.5	35.4	17.4	14.2	44.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	5.3	* 5.3	5.3	* 5.7
Max Green Setting (Gmax), s	17.0	31.7	23.0	29.7	33.0	* 16	14.0	* 38
Max Q Clear Time (g_c+I1), s	7.9	12.2	18.3	29.6	29.4	10.8	8.8	25.3
Green Ext Time (p_c), s	0.2	3.1	0.5	0.1	0.8	1.3	0.2	4.5

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	873	47	88	1154	4	10	0	261	9	2	7
Future Volume (veh/h)	5	873	47	88	1154	4	10	0	261	9	2	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2106	2106	2106	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	970	51	98	1282	4	11	0	52	10	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	1637	86	130	1787	6	73	0	181	16	3	17
Arrive On Green	0.00	0.42	0.42	0.07	0.49	0.49	0.04	0.00	0.04	0.01	0.01	0.00
Sat Flow, veh/h	2006	3867	203	1781	3634	11	1781	0	1585	1496	299	1585
Grp Volume(v), veh/h	6	502	519	98	627	659	11	0	52	12	0	0
Grp Sat Flow(s),veh/h/ln	2006	2001	2069	1781	1777	1868	1781	0	1585	1796	0	1585
Q Serve(g_s), s	0.4	23.2	23.2	6.5	33.2	33.3	0.7	0.0	3.6	0.8	0.0	0.0
Cycle Q Clear(g_c), s	0.4	23.2	23.2	6.5	33.2	33.3	0.7	0.0	3.6	0.8	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.01	1.00		1.00	0.83		1.00
Lane Grp Cap(c), veh/h	9	847	876	130	874	919	73	0	181	20	0	17
V/C Ratio(X)	0.66	0.59	0.59	0.76	0.72	0.72	0.15	0.00	0.29	0.61	0.00	0.00
Avail Cap(c_a), veh/h	251	847	876	386	874	919	223	0	314	199	0	176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	59.6	26.6	26.6	54.6	24.0	24.0	55.5	0.0	48.7	59.1	0.0	0.0
Incr Delay (d2), s/veh	26.3	1.3	1.2	3.0	4.5	4.3	0.3	0.0	0.3	10.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	10.9	11.3	3.0	14.3	15.0	0.3	0.0	1.4	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.0	27.9	27.9	57.6	28.5	28.2	55.8	0.0	49.0	69.8	0.0	0.0
LnGrp LOS	F	C	C	E	C	C	E	A	D	E	A	A
Approach Vol, veh/h		1027			1384			63			12	
Approach Delay, s/veh		28.2			30.4			50.2			69.8	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	56.5		7.0	4.5	64.7		9.0				
Change Period (Y+Rc), s	4.0	5.7		5.7	4.0	* 5.7		4.0				
Max Green Setting (Gmax), s	26.0	46.3		13.3	15.0	* 59		15.0				
Max Q Clear Time (g_c+I1), s	8.5	25.2		2.8	2.4	35.3		5.6				
Green Ext Time (p_c), s	0.6	17.8		0.0	0.0	23.4		0.0				

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

Notes

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

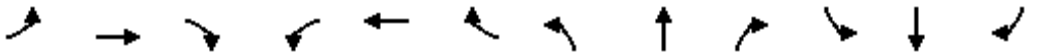
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1145	12	16	1206	0	37	0	54	0	5	0
Future Volume (veh/h)	0	1145	12	16	1206	0	37	0	54	0	5	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	0	1870	0	1870	0
Adj Flow Rate, veh/h	0	1272	13	18	1340	0	41	0	60	0	6	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	2	2	0	2	0	2	0	2	0
Cap, veh/h	0	1813	19	22	1950	0	53	0	0	0	8	0
Arrive On Green	0.00	0.50	0.50	0.01	0.55	0.00	0.03	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	3697	37	1781	3647	0	1781	41		0	1870	0
Grp Volume(v), veh/h	0	627	658	18	1340	0	41	73.3		0	6	0
Grp Sat Flow(s),veh/h/ln	0	1777	1864	1781	1777	0	1781	E		0	1870	0
Q Serve(g_s), s	0.0	32.3	32.3	1.2	32.5	0.0	2.7			0.0	0.4	0.0
Cycle Q Clear(g_c), s	0.0	32.3	32.3	1.2	32.5	0.0	2.7			0.0	0.4	0.0
Prop In Lane	0.00		0.02	1.00		0.00	1.00			0.00		0.00
Lane Grp Cap(c), veh/h	0	894	938	22	1950	0	53			0	8	0
V/C Ratio(X)	0.00	0.70	0.70	0.84	0.69	0.00	0.77			0.00	0.71	0.00
Avail Cap(c_a), veh/h	0	894	938	240	1950	0	314			0	299	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	0.90	0.90	1.00	1.00	0.00	1.00			0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	22.7	22.7	58.7	19.5	0.0	57.3			0.0	59.2	0.0
Incr Delay (d2), s/veh	0.0	2.5	2.4	25.4	2.0	0.0	16.0			0.0	32.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.3	13.9	0.7	13.0	0.0	1.5			0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.3	25.1	84.1	21.4	0.0	73.3			0.0	92.1	0.0
LnGrp LOS	A	C	C	F	C	A	E			A	F	A
Approach Vol, veh/h		1285			1358						6	
Approach Delay, s/veh		25.2			22.3						92.1	
Approach LOS		C			C						F	

Timer - Assigned Phs	1	2	3	4		6
Phs Duration (G+Y+Rc), s	5.4	65.6	7.5	4.5		71.0
Change Period (Y+Rc), s	4.0	5.7	4.0	4.0		5.7
Max Green Setting (Gmax), s	16.0	45.3	21.0	19.0		65.3
Max Q Clear Time (g_c+I1), s	3.2	34.3	4.7	2.4		34.5
Green Ext Time (p_c), s	0.0	6.6	0.1	0.0		13.7

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	737	239	123	870	73	265	926	45	187	741	134
Future Volume (veh/h)	195	737	239	123	870	73	265	926	45	187	741	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	217	819	0	137	967	75	294	1029	10	208	823	38
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	921		333	965	75	358	957	418	320	968	423
Arrive On Green	0.08	0.26	0.00	0.10	0.29	0.29	0.03	0.09	0.09	0.09	0.27	0.27
Sat Flow, veh/h	3456	3554	1585	3456	3336	259	3456	3554	1553	3456	3554	1553
Grp Volume(v), veh/h	217	819	0	137	515	527	294	1029	10	208	823	38
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1818	1728	1777	1553	1728	1777	1553
Q Serve(g_s), s	7.4	26.6	0.0	4.5	34.7	34.7	10.1	32.3	0.7	7.0	26.3	2.2
Cycle Q Clear(g_c), s	7.4	26.6	0.0	4.5	34.7	34.7	10.1	32.3	0.7	7.0	26.3	2.2
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	921		333	514	526	358	957	418	320	968	423
V/C Ratio(X)	0.78	0.89		0.41	1.00	1.00	0.82	1.08	0.02	0.65	0.85	0.09
Avail Cap(c_a), veh/h	461	957		518	514	526	461	957	418	518	1028	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	42.8	0.0	51.0	42.7	42.7	56.8	54.7	40.3	52.6	41.3	32.6
Incr Delay (d2), s/veh	1.8	10.2	0.0	0.3	40.3	39.9	5.2	47.8	0.1	0.8	6.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	12.7	0.0	1.9	20.5	20.9	4.9	21.7	0.3	3.0	12.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	53.0	0.0	51.3	82.9	82.5	62.1	102.5	40.4	53.4	48.3	32.7
LnGrp LOS	E	D		D	F	F	E	F	D	D	D	C
Approach Vol, veh/h		1036	A		1179			1333			1069	
Approach Delay, s/veh		53.6			79.1			93.1			48.7	
Approach LOS		D			E			F			D	

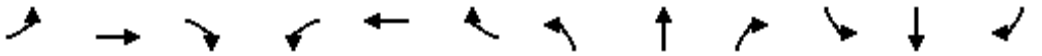
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	36.8	16.4	38.0	13.7	40.0	16.4	38.0
Change Period (Y+Rc), s	5.3	* 5.7	4.0	5.3	4.0	5.3	5.3	* 5.7
Max Green Setting (Gmax), s	18.0	* 32	16.0	34.7	16.0	34.7	18.0	* 32
Max Q Clear Time (g_c+I1), s	6.5	28.6	12.1	28.3	9.4	36.7	9.0	34.3
Green Ext Time (p_c), s	0.2	2.5	0.3	4.4	0.3	0.0	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	70.4
HCM 6th LOS	E

Notes

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

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



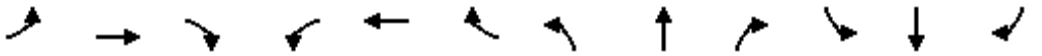
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1067	10	12	1068	16	27	12	62	22	11	35
Future Volume (veh/h)	24	1067	10	12	1068	16	27	12	62	22	11	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	1186	11	13	1187	18	30	13	69	24	12	39
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	1840	17	16	1753	27	87	38	107	46	23	60
Arrive On Green	0.02	0.51	0.51	0.01	0.49	0.49	0.07	0.07	0.07	0.04	0.04	0.04
Sat Flow, veh/h	1781	3608	33	1781	3583	54	1261	546	1550	1207	603	1585
Grp Volume(v), veh/h	27	584	613	13	589	616	43	0	69	36	0	39
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1860	1807	0	1550	1810	0	1585
Q Serve(g_s), s	1.8	28.8	28.8	0.9	30.4	30.4	2.7	0.0	5.2	2.3	0.0	2.9
Cycle Q Clear(g_c), s	1.8	28.8	28.8	0.9	30.4	30.4	2.7	0.0	5.2	2.3	0.0	2.9
Prop In Lane	1.00		0.02	1.00		0.03	0.70		1.00	0.67		1.00
Lane Grp Cap(c), veh/h	34	906	951	16	869	910	124	0	107	68	0	60
V/C Ratio(X)	0.80	0.64	0.64	0.83	0.68	0.68	0.35	0.00	0.65	0.53	0.00	0.65
Avail Cap(c_a), veh/h	238	988	1036	119	869	910	301	0	258	121	0	106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.6	21.4	21.5	59.4	23.4	23.4	53.3	0.0	54.5	56.7	0.0	56.9
Incr Delay (d2), s/veh	14.8	1.9	1.8	31.8	4.2	4.0	0.6	0.0	2.4	2.3	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	11.8	12.3	0.5	13.1	13.6	1.3	0.0	2.1	1.1	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	23.3	23.2	91.2	27.6	27.5	53.9	0.0	56.9	59.0	0.0	61.3
LnGrp LOS	E	C	C	F	C	C	D	A	E	E	A	E
Approach Vol, veh/h		1224			1218			112			75	
Approach Delay, s/veh		24.4			28.2			55.8			60.2	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	66.5		8.5	7.6	64.0		12.2				
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.0				
Max Green Setting (Gmax), s	8.0	66.7		8.0	16.0	* 59		20.0				
Max Q Clear Time (g_c+I1), s	2.9	30.8		4.9	3.8	32.4		7.2				
Green Ext Time (p_c), s	0.0	13.7		0.0	0.0	12.4		0.2				

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

Notes

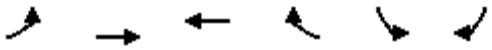
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1043	0	26	855	13	81	2	32	64	0	77
Future Volume (veh/h)	35	1043	0	26	855	13	81	2	32	64	0	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1159	0	29	950	13	90	2	23	71	0	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	2218	0	34	2215	30	207	14	27	320	0	200
Arrive On Green	0.03	0.62	0.00	0.02	0.62	0.62	0.13	0.13	0.13	0.13	0.00	0.13
Sat Flow, veh/h	1781	3647	0	1781	3589	49	758	110	217	1546	0	1585
Grp Volume(v), veh/h	39	1159	0	29	470	493	115	0	0	71	0	13
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1862	1085	0	0	1546	0	1585
Q Serve(g_s), s	1.3	10.5	0.0	0.9	8.0	8.0	3.9	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	1.3	10.5	0.0	0.9	8.0	8.0	6.3	0.0	0.0	2.4	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.03	0.78		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	47	2218	0	34	1097	1149	248	0	0	320	0	200
V/C Ratio(X)	0.83	0.52	0.00	0.84	0.43	0.43	0.46	0.00	0.00	0.22	0.00	0.06
Avail Cap(c_a), veh/h	339	3978	0	339	1989	2084	1013	0	0	1056	0	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	6.1	0.0	28.3	5.8	5.8	25.5	0.0	0.0	23.1	0.0	22.2
Incr Delay (d2), s/veh	12.8	0.2	0.0	17.9	0.3	0.3	1.0	0.0	0.0	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.4	0.0	0.5	1.9	2.0	1.5	0.0	0.0	0.9	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	6.3	0.0	46.2	6.1	6.1	26.5	0.0	0.0	23.4	0.0	22.3
LnGrp LOS	D	A	A	D	A	A	C	A	A	C	A	C
Approach Vol, veh/h		1198			992			115			84	
Approach Delay, s/veh		7.4			7.2			26.5			23.2	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	41.0		11.3	5.1	41.4		11.3				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	11.0	64.7		38.0	11.0	64.7		38.0				
Max Q Clear Time (g_c+I1), s	3.3	10.0		8.3	2.9	12.5		4.4				
Green Ext Time (p_c), s	0.0	17.1		0.3	0.0	23.6		0.2				

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



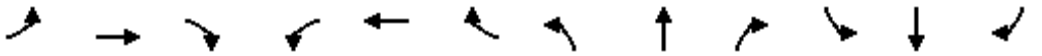
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	494	439	732	235	115	341
Future Volume (veh/h)	494	439	732	235	115	341
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	578	447	813	232	128	361
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1109	582	900	257	650	792
Arrive On Green	0.31	0.31	0.33	0.33	0.19	0.19
Sat Flow, veh/h	3563	1870	2822	778	3456	1585
Grp Volume(v), veh/h	578	447	529	516	128	361
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1730	1728	1585
Q Serve(g_s), s	10.4	16.9	22.2	22.2	2.4	11.5
Cycle Q Clear(g_c), s	10.4	16.9	22.2	22.2	2.4	11.5
Prop In Lane	1.00			0.45	1.00	1.00
Lane Grp Cap(c), veh/h	1109	582	586	571	650	792
V/C Ratio(X)	0.52	0.77	0.90	0.90	0.20	0.46
Avail Cap(c_a), veh/h	1372	720	684	666	1330	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	24.3	24.9	24.9	26.7	12.6
Incr Delay (d2), s/veh	0.6	4.9	12.9	13.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	7.6	10.5	10.3	0.9	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.7	29.2	37.8	38.1	26.7	12.8
LnGrp LOS	C	C	D	D	C	B
Approach Vol, veh/h		1025	1045		489	
Approach Delay, s/veh		25.5	38.0		16.4	
Approach LOS		C	D		B	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	29.7				29.6	18.7
Change Period (Y+Rc), s	4.0				5.3	4.0
Max Green Setting (Gmax), s	30.0				30.0	30.0
Max Q Clear Time (g_c+I1), s	24.2				18.9	13.5
Green Ext Time (p_c), s	1.5				5.4	1.2

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	429	33	17	857	15	75	15	14	11	8	0
Future Volume (veh/h)	43	429	33	17	857	15	75	15	14	11	8	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	477	21	19	952	16	83	17	9	12	9	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	919	778	51	1636	27	307	50	18	244	140	225
Arrive On Green	0.06	0.49	0.49	0.03	0.46	0.46	0.14	0.14	0.14	0.14	0.14	0.00
Sat Flow, veh/h	1781	1870	1585	1781	3576	60	1028	356	125	705	985	1585
Grp Volume(v), veh/h	48	477	21	19	473	495	109	0	0	21	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1860	1509	0	0	1690	0	1585
Q Serve(g_s), s	1.0	6.8	0.3	0.4	7.7	7.7	2.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	6.8	0.3	0.4	7.7	7.7	2.6	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.76		0.08	0.57		1.00
Lane Grp Cap(c), veh/h	111	919	778	51	813	851	375	0	0	384	0	225
V/C Ratio(X)	0.43	0.52	0.03	0.37	0.58	0.58	0.29	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	907	2143	1816	907	2036	2131	918	0	0	956	0	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.7	6.8	5.2	18.7	7.9	7.9	15.5	0.0	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.7	0.0	1.7	1.1	1.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.6	0.1	0.2	1.9	2.0	0.8	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	7.6	5.2	20.4	8.9	8.9	15.7	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		546			987			109			21	
Approach Delay, s/veh		8.4			9.1			15.7			14.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	24.6		9.6	6.4	23.3		9.6				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	20.0	45.0		20.0	20.0	45.0		20.0				
Max Q Clear Time (g_c+I1), s	2.4	8.8		4.6	3.0	9.7		2.4				
Green Ext Time (p_c), s	0.0	3.9		0.2	0.1	8.2		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		9.4	
HCM 6th LOS		A	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	235	376	491	337	313	174
Future Volume (veh/h)	235	376	491	337	313	174
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	261	356	546	271	348	193
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	382	701	671	908	406	1209
Arrive On Green	0.21	0.21	0.36	0.36	0.23	0.65
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	261	356	546	271	348	193
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	9.0	10.8	17.7	5.9	12.5	2.7
Cycle Q Clear(g_c), s	9.0	10.8	17.7	5.9	12.5	2.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	382	701	671	908	406	1209
V/C Ratio(X)	0.68	0.51	0.81	0.30	0.86	0.16
Avail Cap(c_a), veh/h	800	1073	840	1051	800	1680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	13.4	19.4	7.3	24.7	4.7
Incr Delay (d2), s/veh	0.8	0.2	5.9	0.3	2.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	3.5	8.0	3.0	5.2	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.0	13.6	25.3	7.6	26.8	4.8
LnGrp LOS	C	B	C	A	C	A
Approach Vol, veh/h	617		817			541
Approach Delay, s/veh	18.4		19.4			18.9
Approach LOS	B		B			B

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		48.5			19.2	29.3	18.3
Change Period (Y+Rc), s		5.3			4.0	5.3	4.0
Max Green Setting (Gmax), s		60.0			30.0	30.0	30.0
Max Q Clear Time (g_c+I1), s		4.7			14.5	19.7	12.8
Green Ext Time (p_c), s		1.4			0.7	4.3	1.5

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

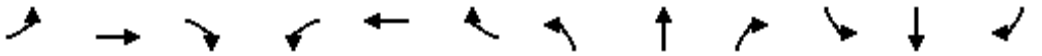
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	380	5	4	404	5	0
Future Volume (veh/h)	380	5	4	404	5	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	422	4	4	449	6	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1829	816	10	2278	26	23
Arrive On Green	0.51	0.51	0.01	0.64	0.01	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	422	4	4	449	6	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	2.2	0.0	0.1	1.7	0.1	0.0
Cycle Q Clear(g_c), s	2.2	0.0	0.1	1.7	0.1	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1829	816	10	2278	26	23
V/C Ratio(X)	0.23	0.00	0.41	0.20	0.23	0.00
Avail Cap(c_a), veh/h	5369	2395	1076	5369	1076	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.4	3.9	16.4	2.4	16.1	0.0
Incr Delay (d2), s/veh	0.1	0.0	10.0	0.1	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.5	3.9	26.4	2.5	17.8	0.0
LnGrp LOS	A	A	C	A	B	A
Approach Vol, veh/h	426			453	6	
Approach Delay, s/veh	4.5			2.7	17.8	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	4.2	22.7				26.9	6.2
Change Period (Y+Rc), s	4.0	5.7				* 5.7	5.7
Max Green Setting (Gmax), s	20.0	50.0				* 50	20.0
Max Q Clear Time (g_c+I1), s	2.1	4.2				3.7	2.1
Green Ext Time (p_c), s	0.0	12.9				13.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A

Notes

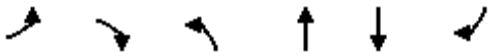
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	244	0	0	256	2	0	0	0	2	0	35
Future Volume (veh/h)	29	244	0	0	256	2	0	0	0	2	0	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	32	271	0	0	284	1	0	0	0	2	0	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	1657	739	342	920	410	0	8	0	8	13	11
Arrive On Green	0.04	0.52	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.00	0.00	0.01
Sat Flow, veh/h	1603	3198	1427	997	3198	1427	0	-66459	0	1603	1683	1427
Grp Volume(v), veh/h	32	271	0	0	284	1	0	0	0	2	0	3
Grp Sat Flow(s),veh/h/ln	1603	1599	1427	997	1599	1427	0	1683	0	1603	1683	1427
Q Serve(g_s), s	0.4	0.9	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.9	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	1657	739	342	920	410	0	8	0	8	13	11
V/C Ratio(X)	0.49	0.16	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.25	0.00	0.28
Avail Cap(c_a), veh/h	1521	6070	2708	1948	6070	2708	0	879	0	1521	1597	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	2.7	0.0	0.0	5.9	5.3	0.0	0.0	0.0	10.4	0.0	10.4
Incr Delay (d2), s/veh	2.1	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	6.0	0.0	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	2.8	0.0	0.0	6.2	5.4	0.0	0.0	0.0	16.4	0.0	15.7
LnGrp LOS	B	A	A	A	A	A	A	A	A	B	A	B
Approach Vol, veh/h		303			285			0			5	
Approach Delay, s/veh		3.7			6.2			0.0			16.0	
Approach LOS		A			A						B	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		16.9		4.2	4.9	12.1	4.1	0.1				
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0	4.0	4.0				
Max Green Setting (Gmax), s		40.0		20.0	20.0	40.0	20.0	11.0				
Max Q Clear Time (g_c+I1), s		2.9		2.0	2.4	3.5	2.0	0.0				
Green Ext Time (p_c), s		2.5		0.0	0.0	2.6	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			5.0									
HCM 6th LOS			A									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	107	140	58	491	515	46
Future Volume (veh/h)	107	140	58	491	515	46
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	25	64	546	572	21
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	341	304	117	1878	1246	556
Arrive On Green	0.19	0.19	0.07	0.53	0.35	0.35
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	119	25	64	546	572	21
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	2.1	0.5	1.2	3.1	4.4	0.3
Cycle Q Clear(g_c), s	2.1	0.5	1.2	3.1	4.4	0.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	341	304	117	1878	1246	556
V/C Ratio(X)	0.35	0.08	0.55	0.29	0.46	0.04
Avail Cap(c_a), veh/h	997	887	997	5969	3980	1775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	11.9	16.2	4.7	9.0	7.6
Incr Delay (d2), s/veh	0.2	0.0	1.5	0.2	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.5	0.6	1.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.7	11.9	17.6	4.9	9.5	7.7
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	144			610	593	
Approach Delay, s/veh	12.6			6.2	9.4	
Approach LOS	B			A	A	

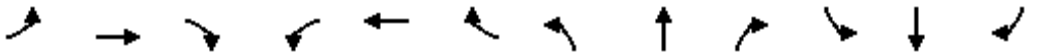
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		24.9		10.8	6.4	18.5
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		60.0		20.0	20.0	40.0
Max Q Clear Time (g_c+I1), s		5.1		4.1	3.2	6.4
Green Ext Time (p_c), s		5.9		0.2	0.1	6.1

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	21	111	53	0	18	74	225	25	6	572	54
Future Volume (veh/h)	65	21	111	53	0	18	74	225	25	6	572	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	23	4	59	0	0	82	250	14	7	636	24
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	244	207	156	0	139	189	1365	609	26	1041	464
Arrive On Green	0.13	0.13	0.13	0.09	0.00	0.00	0.11	0.38	0.38	0.01	0.29	0.29
Sat Flow, veh/h	1781	1870	1585	1781	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	72	23	4	59	0	0	82	250	14	7	636	24
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.9	0.6	0.1	1.6	0.0	0.0	2.3	2.5	0.3	0.2	8.1	0.6
Cycle Q Clear(g_c), s	1.9	0.6	0.1	1.6	0.0	0.0	2.3	2.5	0.3	0.2	8.1	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	233	244	207	156	0	139	189	1365	609	26	1041	464
V/C Ratio(X)	0.31	0.09	0.02	0.38	0.00	0.00	0.43	0.18	0.02	0.27	0.61	0.05
Avail Cap(c_a), veh/h	675	709	601	675	0	601	675	2020	901	675	2020	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	20.2	20.0	22.7	0.0	0.0	22.1	10.8	10.1	25.7	16.1	13.4
Incr Delay (d2), s/veh	0.8	0.2	0.0	0.6	0.0	0.0	0.6	0.1	0.0	2.0	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.2	0.0	0.7	0.0	0.0	0.8	0.7	0.1	0.1	2.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	20.4	20.0	23.3	0.0	0.0	22.7	10.9	10.1	27.7	17.2	13.5
LnGrp LOS	C	C	C	C	A	A	C	B	B	C	B	B
Approach Vol, veh/h		99			59			346			667	
Approach Delay, s/veh		21.2			23.3			13.7			17.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	26.3		9.9	9.6	21.5		11.8				
Change Period (Y+Rc), s	4.0	6.0		5.3	4.0	6.0		4.9				
Max Green Setting (Gmax), s	20.0	30.0		20.0	20.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	2.2	4.5		3.6	4.3	10.1		3.9				
Green Ext Time (p_c), s	0.0	2.1		0.1	0.1	5.3		0.3				

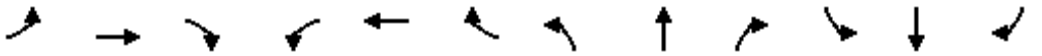
Intersection Summary												
HCM 6th Ctrl Delay			16.8									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	2	59	21	7	27	46	273	7	9	279	85
Future Volume (veh/h)	74	2	59	21	7	27	46	273	7	9	279	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	2	5	23	8	0	51	303	4	10	310	48
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	6	220	87	30	103	95	678	575	19	598	507
Arrive On Green	0.14	0.14	0.14	0.07	0.07	0.00	0.05	0.36	0.36	0.01	0.32	0.32
Sat Flow, veh/h	1741	42	1585	1338	465	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	84	0	5	31	0	0	51	303	4	10	310	48
Grp Sat Flow(s),veh/h/ln	1783	0	1585	1803	0	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.8	0.0	0.1	0.7	0.0	0.0	1.2	5.2	0.1	0.2	5.7	0.9
Cycle Q Clear(g_c), s	1.8	0.0	0.1	0.7	0.0	0.0	1.2	5.2	0.1	0.2	5.7	0.9
Prop In Lane	0.98		1.00	0.74		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	0	220	117	0	103	95	678	575	19	598	507
V/C Ratio(X)	0.34	0.00	0.02	0.26	0.00	0.00	0.54	0.45	0.01	0.54	0.52	0.09
Avail Cap(c_a), veh/h	853	0	758	862	0	758	852	2683	2274	852	2683	2274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	15.6	18.6	0.0	0.0	19.3	10.1	8.5	20.6	11.6	10.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	0.0	0.0	1.7	0.6	0.0	8.5	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.3	0.0	0.0	0.4	1.5	0.0	0.1	1.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	0.0	15.6	19.0	0.0	0.0	21.0	10.8	8.5	29.1	12.5	10.1
LnGrp LOS	B	A	B	B	A	A	C	B	A	C	B	B
Approach Vol, veh/h		89			31			358			368	
Approach Delay, s/veh		16.5			19.0			12.2			12.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	20.9		6.7	6.2	19.1		9.8				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	20.0	60.0		20.0	20.0	60.0		20.0				
Max Q Clear Time (g_c+I1), s	2.2	7.2		2.7	3.2	7.7		3.8				
Green Ext Time (p_c), s	0.0	5.4		0.0	0.1	5.7		0.2				

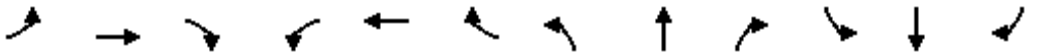
Intersection Summary												
HCM 6th Ctrl Delay			13.1									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	29	76	37	4	28	29	276	18	4	407	30
Future Volume (veh/h)	80	29	76	37	4	28	29	276	18	4	407	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	32	3	41	4	0	32	307	18	4	452	31
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	66	220	140	14	0	65	665	39	12	606	42
Arrive On Green	0.14	0.14	0.14	0.09	0.09	0.00	0.04	0.38	0.38	0.01	0.35	0.35
Sat Flow, veh/h	1327	477	1585	1630	159	0	1781	1749	103	1781	1730	119
Grp Volume(v), veh/h	121	0	3	45	0	0	32	0	325	4	0	483
Grp Sat Flow(s),veh/h/ln	1804	0	1585	1789	0	0	1781	0	1852	1781	0	1849
Q Serve(g_s), s	2.8	0.0	0.1	1.1	0.0	0.0	0.8	0.0	6.0	0.1	0.0	10.5
Cycle Q Clear(g_c), s	2.8	0.0	0.1	1.1	0.0	0.0	0.8	0.0	6.0	0.1	0.0	10.5
Prop In Lane	0.74		1.00	0.91		0.00	1.00		0.06	1.00		0.06
Lane Grp Cap(c), veh/h	251	0	220	153	0	0	65	0	704	12	0	647
V/C Ratio(X)	0.48	0.00	0.01	0.29	0.00	0.00	0.49	0.00	0.46	0.35	0.00	0.75
Avail Cap(c_a), veh/h	554	0	487	550	0	0	547	0	1232	547	0	1230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	0.0	16.9	19.5	0.0	0.0	21.5	0.0	10.6	22.5	0.0	13.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.4	0.0	0.0	2.1	0.0	0.6	6.4	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.4	0.0	0.0	0.3	0.0	2.1	0.1	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	0.0	16.9	19.9	0.0	0.0	23.7	0.0	11.2	29.0	0.0	15.1
LnGrp LOS	B	A	B	B	A	A	C	A	B	C	A	B
Approach Vol, veh/h		124			45			357			487	
Approach Delay, s/veh		18.6			19.9			12.3			15.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	23.0		10.3	5.7	21.6		7.9				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	14.0	30.3		14.0	14.0	30.3		14.0				
Max Q Clear Time (g_c+I1), s	2.1	8.0		4.8	2.8	12.5		3.1				
Green Ext Time (p_c), s	0.0	2.3		0.2	0.0	3.5		0.1				

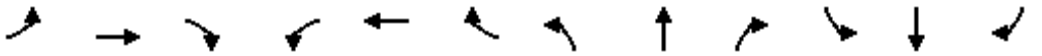
Intersection Summary												
HCM 6th Ctrl Delay			14.8									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	8	151	17	15	14	84	322	13	5	578	0
Future Volume (veh/h)	38	8	151	17	15	14	84	322	13	5	578	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	9	6	19	17	0	93	358	13	6	642	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	31	153	67	60	111	150	883	32	14	778	0
Arrive On Green	0.10	0.10	0.10	0.07	0.07	0.00	0.08	0.49	0.49	0.01	0.42	0.00
Sat Flow, veh/h	1479	317	1585	962	861	1585	1781	1794	65	1781	1870	0
Grp Volume(v), veh/h	51	0	6	36	0	0	93	0	371	6	642	0
Grp Sat Flow(s),veh/h/ln	1796	0	1585	1822	0	1585	1781	0	1859	1781	1870	0
Q Serve(g_s), s	1.4	0.0	0.2	1.0	0.0	0.0	2.7	0.0	6.7	0.2	16.2	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.2	1.0	0.0	0.0	2.7	0.0	6.7	0.2	16.2	0.0
Prop In Lane	0.82		1.00	0.53		1.00	1.00		0.04	1.00		0.00
Lane Grp Cap(c), veh/h	173	0	153	127	0	111	150	0	915	14	778	0
V/C Ratio(X)	0.29	0.00	0.04	0.28	0.00	0.00	0.62	0.00	0.41	0.42	0.83	0.00
Avail Cap(c_a), veh/h	677	0	597	687	0	597	671	0	1226	671	1234	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.3	0.0	21.7	23.4	0.0	0.0	23.5	0.0	8.5	26.2	13.8	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.1	1.2	0.0	0.0	1.5	0.0	0.4	7.2	3.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.4	0.0	0.0	1.1	0.0	2.2	0.1	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	0.0	21.9	24.6	0.0	0.0	25.0	0.0	8.9	33.4	17.1	0.0
LnGrp LOS	C	A	C	C	A	A	C	A	A	C	B	A
Approach Vol, veh/h		57			36			464			648	
Approach Delay, s/veh		23.1			24.6			12.2			17.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	27.8		9.1	4.4	31.8		7.7				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	20.0	35.0		20.0	20.0	35.0		20.0				
Max Q Clear Time (g_c+I1), s	4.7	18.2		3.4	2.2	8.7		3.0				
Green Ext Time (p_c), s	0.1	3.9		0.1	0.0	2.2		0.1				

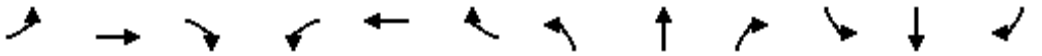
Intersection Summary			
HCM 6th Ctrl Delay		15.8	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	34	36	152	73	75	64	457	17	90	442	56
Future Volume (veh/h)	85	34	36	152	73	75	64	457	17	90	442	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	38	3	169	81	10	71	508	17	100	491	53
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	99	291	253	265	225	128	840	28	152	815	88
Arrive On Green	0.19	0.19	0.19	0.14	0.14	0.14	0.07	0.24	0.24	0.09	0.25	0.25
Sat Flow, veh/h	1286	520	1535	1781	1870	1585	1781	3503	117	1781	3222	346
Grp Volume(v), veh/h	132	0	3	169	81	10	71	257	268	100	270	274
Grp Sat Flow(s),veh/h/ln	1806	0	1535	1781	1870	1585	1781	1777	1843	1781	1777	1791
Q Serve(g_s), s	3.5	0.0	0.1	5.0	2.1	0.3	2.1	7.1	7.1	3.0	7.4	7.5
Cycle Q Clear(g_c), s	3.5	0.0	0.1	5.0	2.1	0.3	2.1	7.1	7.1	3.0	7.4	7.5
Prop In Lane	0.71		1.00	1.00		1.00	1.00		0.06	1.00		0.19
Lane Grp Cap(c), veh/h	343	0	291	253	265	225	128	426	442	152	449	453
V/C Ratio(X)	0.39	0.00	0.01	0.67	0.31	0.04	0.55	0.60	0.61	0.66	0.60	0.61
Avail Cap(c_a), veh/h	849	0	721	795	835	707	354	812	843	354	780	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	18.2	22.5	21.3	20.5	24.8	18.7	18.7	24.5	18.2	18.2
Incr Delay (d2), s/veh	0.5	0.0	0.0	2.3	0.5	0.1	1.4	1.8	1.8	1.8	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	2.1	0.9	0.1	0.8	2.6	2.7	1.2	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	18.2	24.8	21.8	20.6	26.2	20.5	20.5	26.4	19.9	20.0
LnGrp LOS	C	A	B	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		135			260			596			644	
Approach Delay, s/veh		20.1			23.7			21.2			20.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	19.0		13.2	8.0	19.7		14.5				
Change Period (Y+Rc), s	4.0	5.7		5.3	4.0	5.7		4.0				
Max Green Setting (Gmax), s	11.0	25.3		24.7	11.0	24.3		26.0				
Max Q Clear Time (g_c+I1), s	5.0	9.1		7.0	4.1	9.5		5.5				
Green Ext Time (p_c), s	0.1	2.5		0.7	0.0	2.5		0.3				

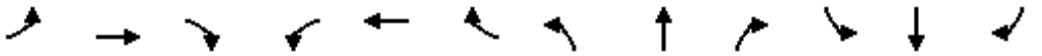
Intersection Summary			
HCM 6th Ctrl Delay		21.4	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	0	134	45	0	74	125	484	33	56	406	55
Future Volume (veh/h)	89	0	134	45	0	74	125	484	33	56	406	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	0	11	50	0	2	139	538	33	62	451	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	0	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	291	0	0	179	0	0	235	1188	73	117	1007	449
Arrive On Green	0.16	0.00	0.00	0.10	0.00	0.00	0.13	0.35	0.35	0.07	0.28	0.28
Sat Flow, veh/h	1781	99		1781	50		1781	3401	208	1781	3554	1585
Grp Volume(v), veh/h	99	12.3		50	13.8		139	281	290	62	451	14
Grp Sat Flow(s),veh/h/ln	1781	B		1781	B		1781	1777	1833	1781	1777	1585
Q Serve(g_s), s	1.6			0.8			2.4	4.0	4.0	1.1	3.4	0.2
Cycle Q Clear(g_c), s	1.6			0.8			2.4	4.0	4.0	1.1	3.4	0.2
Prop In Lane	1.00			1.00			1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	291			179			235	621	640	117	1007	449
V/C Ratio(X)	0.34			0.28			0.59	0.45	0.45	0.53	0.45	0.03
Avail Cap(c_a), veh/h	1095			1095			1095	1639	1690	1095	3277	1462
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0			13.5			13.3	8.2	8.2	14.7	9.6	8.4
Incr Delay (d2), s/veh	0.3			0.3			0.9	0.9	0.9	1.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5			0.3			0.8	1.1	1.2	0.4	1.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3			13.8			14.2	9.1	9.0	16.1	10.1	8.5
LnGrp LOS	B			B			B	A	A	B	B	A
Approach Vol, veh/h								710			527	
Approach Delay, s/veh								10.1			10.8	
Approach LOS								B			B	

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	6.1	17.1	9.3		8.3	14.9	7.3					
Change Period (Y+Rc), s	4.0	5.7	4.0		4.0	5.7	4.0					
Max Green Setting (Gmax), s	20.0	30.0	20.0		20.0	30.0	20.0					
Max Q Clear Time (g_c+I1), s	3.1	6.0	3.6		4.4	5.4	2.8					
Green Ext Time (p_c), s	0.1	4.4	0.1		0.2	3.8	0.1					

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	3	6	59	0	3	140	497	16	11	629	207
Future Volume (veh/h)	6	3	6	59	0	3	140	497	16	11	629	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	6	0	66	0	0	156	552	0	12	699	103
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	48		199	0		205	2297		39	1267	565
Arrive On Green	0.03	0.03	0.00	0.11	0.00	0.00	0.11	0.45	0.00	0.02	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	1781	0	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	5	6	0	66	0	0	156	552	0	12	699	103
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	0.1	0.1	0.0	1.6	0.0	0.0	3.9	3.1	0.0	0.3	7.2	2.1
Cycle Q Clear(g_c), s	0.1	0.1	0.0	1.6	0.0	0.0	3.9	3.1	0.0	0.3	7.2	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	48		199	0		205	2297		39	1267	565
V/C Ratio(X)	0.11	0.13		0.33	0.00		0.76	0.24		0.31	0.55	0.18
Avail Cap(c_a), veh/h	775	814		775	0		775	4442		775	3091	1379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	21.9	0.0	18.8	0.0	0.0	19.7	7.8	0.0	22.2	11.8	10.2
Incr Delay (d2), s/veh	0.8	0.9	0.0	1.0	0.0	0.0	2.2	0.1	0.0	4.5	0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.6	0.0	0.0	1.4	0.6	0.0	0.2	1.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	22.8	0.0	19.8	0.0	0.0	22.0	7.9	0.0	26.7	12.5	10.5
LnGrp LOS	C	C		B	A		C	A		C	B	B
Approach Vol, veh/h		11	A		66	A		708	A		814	
Approach Delay, s/veh		22.7			19.8			11.0			12.5	
Approach LOS		C			B			B			B	

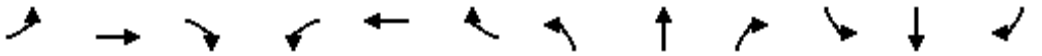
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	26.7		5.2	9.3	22.4		9.1				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	20.0	40.0		20.0	20.0	40.0		20.0				
Max Q Clear Time (g_c+I1), s	2.3	5.1		2.1	5.9	9.2		3.6				
Green Ext Time (p_c), s	0.0	4.8		0.0	0.2	7.2		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	12.2	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

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



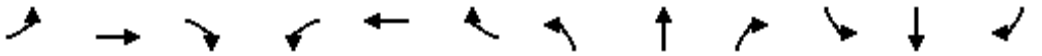
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	0	47	6	0	0	5	762	55	48	397	3
Future Volume (veh/h)	23	0	47	6	0	0	5	762	55	48	397	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	0	2	7	0	0	6	847	30	53	441	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	0	107	60	0	27	17	1393	621	81	2237	15
Arrive On Green	0.07	0.00	0.07	0.02	0.00	0.00	0.01	0.39	0.39	0.05	0.43	0.43
Sat Flow, veh/h	1781	0	1585	3563	0	1585	1781	3554	1585	1781	5232	36
Grp Volume(v), veh/h	26	0	2	7	0	0	6	847	30	53	287	157
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1702	1864
Q Serve(g_s), s	0.5	0.0	0.0	0.1	0.0	0.0	0.1	7.2	0.4	1.1	2.0	2.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.1	0.0	0.0	0.1	7.2	0.4	1.1	2.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	120	0	107	60	0	27	17	1393	621	81	1455	797
V/C Ratio(X)	0.22	0.00	0.02	0.12	0.00	0.00	0.35	0.61	0.05	0.66	0.20	0.20
Avail Cap(c_a), veh/h	710	0	632	1894	0	843	710	2834	1264	710	2714	1486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	16.4	18.2	0.0	0.0	18.5	9.1	7.1	17.7	6.7	6.7
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	4.4	0.6	0.0	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.1	1.4	0.1	0.4	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.0	16.4	18.5	0.0	0.0	22.9	9.7	7.1	21.1	6.8	6.9
LnGrp LOS	B	A	B	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		28			7			883			497	
Approach Delay, s/veh		16.9			18.5			9.7			8.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	20.7		6.5	4.4	22.1		4.6				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	15.0	30.0		15.0	15.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	3.1	9.2		2.5	2.1	4.0		2.1				
Green Ext Time (p_c), s	0.0	5.6		0.0	0.0	2.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Notes

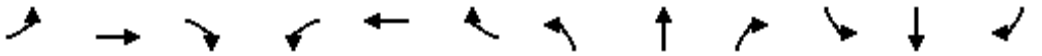
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	7	95	84	8	49	80	949	19	6	844	22
Future Volume (veh/h)	94	7	95	84	8	49	80	949	19	6	844	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	8	8	93	9	2	89	1054	20	7	938	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	14	163	124	12	120	115	2154	41	10	1841	43
Arrive On Green	0.11	0.11	0.11	0.08	0.08	0.08	0.06	0.42	0.42	0.01	0.36	0.36
Sat Flow, veh/h	1660	128	1540	1631	158	1585	1781	5158	98	1781	5131	120
Grp Volume(v), veh/h	112	0	8	102	0	2	89	695	379	7	622	338
Grp Sat Flow(s),veh/h/ln	1787	0	1540	1789	0	1585	1781	1702	1851	1781	1702	1847
Q Serve(g_s), s	2.9	0.0	0.2	2.7	0.0	0.1	2.4	7.3	7.3	0.2	7.0	7.0
Cycle Q Clear(g_c), s	2.9	0.0	0.2	2.7	0.0	0.1	2.4	7.3	7.3	0.2	7.0	7.0
Prop In Lane	0.93		1.00	0.91		1.00	1.00		0.05	1.00		0.07
Lane Grp Cap(c), veh/h	189	0	163	135	0	120	115	1422	773	10	1222	663
V/C Ratio(X)	0.59	0.00	0.05	0.75	0.00	0.02	0.78	0.49	0.49	0.71	0.51	0.51
Avail Cap(c_a), veh/h	732	0	631	732	0	649	547	2090	1137	510	2090	1134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	19.6	22.1	0.0	20.9	22.5	10.4	10.4	24.2	12.3	12.3
Incr Delay (d2), s/veh	1.1	0.0	0.0	3.2	0.0	0.0	4.2	0.6	1.1	28.8	0.7	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.1	1.2	0.0	0.0	0.9	1.8	2.1	0.1	1.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	0.0	19.7	25.3	0.0	20.9	26.7	11.0	11.5	53.0	13.0	13.7
LnGrp LOS	C	A	B	C	A	C	C	B	B	D	B	B
Approach Vol, veh/h		120			104			1163			967	
Approach Delay, s/veh		21.8			25.2			12.4			13.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	23.5		7.7	4.3	26.4		10.5				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		5.3				
Max Green Setting (Gmax), s	15.0	30.0		20.0	14.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	4.4	9.0		4.7	2.2	9.3		4.9				
Green Ext Time (p_c), s	0.1	8.5		0.2	0.0	9.5		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		13.9	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	294	118	147	106	124	43	817	96	119	750	99
Future Volume (veh/h)	180	294	118	147	106	124	43	817	96	119	750	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	200	327	10	163	118	7	48	908	0	132	833	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	430	187	192	355	153	83	2642		160	2862	
Arrive On Green	0.13	0.12	0.12	0.11	0.10	0.10	0.05	0.52	0.00	0.09	0.56	0.00
Sat Flow, veh/h	1781	3554	1546	1781	3554	1537	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	200	327	10	163	118	7	48	908	0	132	833	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1546	1781	1777	1537	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	13.2	10.7	0.7	10.8	3.7	0.5	3.2	12.5	0.0	8.7	10.3	0.0
Cycle Q Clear(g_c), s	13.2	10.7	0.7	10.8	3.7	0.5	3.2	12.5	0.0	8.7	10.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	430	187	192	355	153	83	2642		160	2862	
V/C Ratio(X)	0.87	0.76	0.05	0.85	0.33	0.05	0.58	0.34		0.83	0.29	
Avail Cap(c_a), veh/h	401	572	249	386	542	234	267	2642		297	2862	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.3	51.1	46.7	52.6	50.3	48.8	56.1	17.0	0.0	53.7	13.8	0.0
Incr Delay (d2), s/veh	4.0	4.8	0.1	4.0	0.7	0.2	2.4	0.1	0.0	4.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	4.9	0.3	4.9	1.6	0.2	1.4	4.6	0.0	4.0	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	55.9	46.8	56.5	51.0	49.0	58.4	17.1	0.0	57.8	14.1	0.0
LnGrp LOS	E	E	D	E	D	D	E	B		E	B	
Approach Vol, veh/h		537			288			956	A		965	A
Approach Delay, s/veh		55.5			54.1			19.2			20.1	
Approach LOS		E			D			B			C	

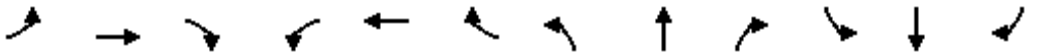
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	73.3	19.5	17.7	14.7	68.1	16.9	20.2
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	* 6	4.0	5.7
Max Green Setting (Gmax), s	18.0	37.0	27.0	18.3	20.0	* 35	26.0	19.3
Max Q Clear Time (g_c+I1), s	5.2	12.3	15.2	5.7	10.7	14.5	12.8	12.7
Green Ext Time (p_c), s	0.0	6.1	0.3	0.4	0.1	7.2	0.2	0.9

Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Notes

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

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



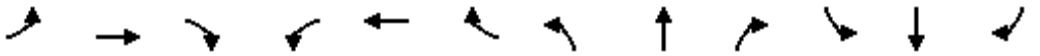
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1	33	32	1	19	18	941	0	5	1026	8
Future Volume (veh/h)	32	1	33	32	1	19	18	941	0	5	1026	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	1	0	36	1	0	20	1046	0	6	1140	9
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	1	0	104	1	0	995	3037	1354	8	1496	12
Arrive On Green	0.03	0.03	0.00	0.03	0.03	0.00	0.56	0.85	0.00	0.00	0.29	0.29
Sat Flow, veh/h	1655	46	0	1655	46	0	1781	3554	1585	1781	5226	41
Grp Volume(v), veh/h	37	0	0	37	0	0	20	1046	0	6	743	406
Grp Sat Flow(s),veh/h/ln	1701	0	0	1701	0	0	1781	1777	1585	1781	1702	1863
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.6	7.3	0.0	0.4	23.9	23.9
Cycle Q Clear(g_c), s	2.5	0.0	0.0	2.5	0.0	0.0	0.6	7.3	0.0	0.4	23.9	23.9
Prop In Lane	0.97		0.00	0.97		0.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	105	0	0	105	0	0	995	3037	1354	8	974	533
V/C Ratio(X)	0.35	0.00	0.00	0.35	0.00	0.00	0.02	0.34	0.00	0.74	0.76	0.76
Avail Cap(c_a), veh/h	316	0	0	316	0	0	995	3037	1354	238	1966	1076
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	0.0	0.0	58.0	0.0	0.0	11.8	1.8	0.0	59.7	39.1	39.1
Incr Delay (d2), s/veh	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.3	0.0	38.8	1.7	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.2	0.0	0.0	0.2	1.0	0.0	0.3	9.8	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	0.0	0.0	60.0	0.0	0.0	11.8	2.1	0.0	98.4	40.8	42.1
LnGrp LOS	E	A	A	E	A	A	B	A	A	F	D	D
Approach Vol, veh/h		37			37			1066			1155	
Approach Delay, s/veh		60.0			60.0			2.3			41.5	
Approach LOS		E			E			A			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	108.2		7.2	72.7	40.0		7.2				
Change Period (Y+Rc), s	4.0	5.7		4.0	5.7	* 5.7		4.0				
Max Green Setting (Gmax), s	16.0	69.3		21.0	16.0	* 69		21.0				
Max Q Clear Time (g_c+I1), s	2.4	9.3		4.5	2.6	25.9		4.5				
Green Ext Time (p_c), s	0.0	8.5		0.1	0.0	8.4		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		23.9
HCM 6th LOS		C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	76	129	108	59	37	77	953	48	88	1428	22
Future Volume (veh/h)	76	76	129	108	59	37	77	953	48	88	1428	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	84	4	120	66	0	86	1059	0	98	1587	23
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	217	94	177	98		109	2259		123	2333	34
Arrive On Green	0.06	0.06	0.06	0.05	0.05	0.00	0.06	0.44	0.00	0.07	0.45	0.45
Sat Flow, veh/h	1781	3554	1546	3456	1870	1585	1781	5106	1585	1781	5185	75
Grp Volume(v), veh/h	84	84	4	120	66	0	86	1059	0	98	1042	568
Grp Sat Flow(s),veh/h/ln	1781	1777	1546	1728	1870	1585	1781	1702	1585	1781	1702	1857
Q Serve(g_s), s	5.6	2.7	0.3	4.1	4.2	0.0	5.7	17.5	0.0	6.5	29.1	29.1
Cycle Q Clear(g_c), s	5.6	2.7	0.3	4.1	4.2	0.0	5.7	17.5	0.0	6.5	29.1	29.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	107	217	94	177	98		109	2259		123	1532	835
V/C Ratio(X)	0.79	0.39	0.04	0.68	0.67		0.79	0.47		0.80	0.68	0.68
Avail Cap(c_a), veh/h	238	423	184	461	223		238	2298		238	1532	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	54.2	53.0	55.9	55.8	0.0	55.6	23.5	0.0	55.1	26.2	26.2
Incr Delay (d2), s/veh	4.8	1.5	0.2	1.7	10.2	0.0	4.7	0.2	0.0	4.5	2.5	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.3	0.1	1.8	2.2	0.0	2.7	6.8	0.0	3.0	11.8	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	55.7	53.3	57.6	66.0	0.0	60.3	23.7	0.0	59.5	28.6	30.6
LnGrp LOS	E	E	D	E	E		E	C		E	C	C
Approach Vol, veh/h		172			186	A		1145	A		1708	
Approach Delay, s/veh		57.9			60.6			26.5			31.0	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	12.0	12.3	59.1	10.2	13.0	11.3	60.0
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	16.0	14.3	16.0	54.0	16.0	14.3	16.0	54.0
Max Q Clear Time (g_c+I1), s	7.6	6.2	8.5	19.5	6.1	4.7	7.7	31.1
Green Ext Time (p_c), s	0.1	0.1	0.1	7.0	0.2	0.2	0.1	9.9

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	257	106	1074	206	88	1621
Future Volume (veh/h)	257	106	1074	206	88	1621
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	0	1193	180	98	1801
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	351		1825	814	128	2273
Arrive On Green	0.20	0.00	0.51	0.51	0.07	0.64
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	286	0	1193	180	98	1801
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	11.3	0.0	18.1	4.6	4.0	27.2
Cycle Q Clear(g_c), s	11.3	0.0	18.1	4.6	4.0	27.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	351		1825	814	128	2273
V/C Ratio(X)	0.81		0.65	0.22	0.77	0.79
Avail Cap(c_a), veh/h	1090		2900	1294	485	3867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	13.1	9.8	33.5	9.7
Incr Delay (d2), s/veh	4.6	0.0	0.5	0.2	3.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	5.8	1.3	1.7	7.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.8	0.0	13.6	10.0	37.1	10.4
LnGrp LOS	C		B	A	D	B
Approach Vol, veh/h	286	A	1373			1899
Approach Delay, s/veh	32.8		13.1			11.8
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.3	43.8			53.0	20.5
Change Period (Y+Rc), s	4.0	6.0			* 6	6.0
Max Green Setting (Gmax), s	20.0	60.0			* 80	45.0
Max Q Clear Time (g_c+I1), s	6.0	20.1			29.2	13.3
Green Ext Time (p_c), s	0.1	9.9			17.8	1.3

Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Notes

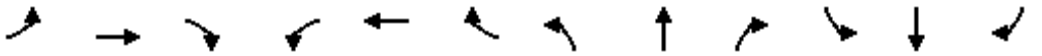
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	25	306	130	14	380
Future Volume (veh/h)	80	25	306	130	14	380
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	4	340	75	16	422
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	297	264	1056	471	45	876
Arrive On Green	0.17	0.17	0.30	0.30	0.03	0.47
Sat Flow, veh/h	1781	1585	3647	1585	1781	1870
Grp Volume(v), veh/h	89	4	340	75	16	422
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1870
Q Serve(g_s), s	1.2	0.1	2.0	1.0	0.2	4.2
Cycle Q Clear(g_c), s	1.2	0.1	2.0	1.0	0.2	4.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	297	264	1056	471	45	876
V/C Ratio(X)	0.30	0.02	0.32	0.16	0.36	0.48
Avail Cap(c_a), veh/h	1561	1389	5838	2604	1301	4507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	9.5	7.5	7.1	13.1	5.0
Incr Delay (d2), s/veh	0.6	0.0	0.3	0.3	1.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	0.2	0.1	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	9.6	7.8	7.4	14.9	5.8
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h	93		415			438
Approach Delay, s/veh	10.5		7.7			6.1
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.7	14.1			18.8	8.6
Change Period (Y+Rc), s	4.0	6.0			6.0	4.0
Max Green Setting (Gmax), s	20.0	45.0			66.0	24.0
Max Q Clear Time (g_c+I1), s	2.2	4.0			6.2	3.2
Green Ext Time (p_c), s	0.0	4.1			4.2	0.3

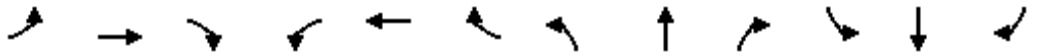
Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	5	13	66	0	155	4	571	30	145	522	26
Future Volume (veh/h)	6	5	13	66	0	155	4	571	30	145	522	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	6	2	73	0	25	4	634	29	161	580	15
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	124	30	344	0	216	13	1684	77	209	1116	942
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.01	0.49	0.49	0.12	0.60	0.60
Sat Flow, veh/h	526	893	218	1510	0	1562	1781	3460	158	1781	1870	1578
Grp Volume(v), veh/h	15	0	0	73	0	25	4	325	338	161	580	15
Grp Sat Flow(s),veh/h/ln	1637	0	0	1510	0	1562	1781	1777	1841	1781	1870	1578
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.7	0.1	6.1	6.1	4.7	9.7	0.2
Cycle Q Clear(g_c), s	0.4	0.0	0.0	2.0	0.0	0.7	0.1	6.1	6.1	4.7	9.7	0.2
Prop In Lane	0.47		0.13	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	326	0	0	344	0	216	13	865	896	209	1116	942
V/C Ratio(X)	0.05	0.00	0.00	0.21	0.00	0.12	0.30	0.38	0.38	0.77	0.52	0.02
Avail Cap(c_a), veh/h	696	0	0	678	0	586	669	2002	2074	669	2107	1778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	0.0	0.0	20.6	0.0	20.1	26.3	8.6	8.6	22.8	6.3	4.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.1	4.5	0.5	0.4	2.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.8	0.0	0.3	0.1	1.6	1.7	1.8	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	0.0	20.7	0.0	20.2	30.8	9.0	9.0	25.1	6.9	4.4
LnGrp LOS	B	A	A	C	A	C	C	A	A	C	A	A
Approach Vol, veh/h		15			98			667			756	
Approach Delay, s/veh		19.9			20.6			9.2			10.7	
Approach LOS		B			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	31.6		11.4	4.4	37.5		11.4				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	20.0	60.0		20.0	20.0	60.0		20.0				
Max Q Clear Time (g_c+I1), s	6.7	8.1		4.0	2.1	11.7		2.4				
Green Ext Time (p_c), s	0.2	17.7		0.2	0.0	16.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		10.8	
HCM 6th LOS		B	



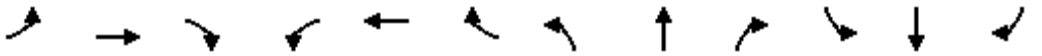
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1	58	18	1	13	30	538	48	17	578	22
Future Volume (veh/h)	65	1	58	18	1	13	30	538	48	17	578	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	1	0	20	1	0	33	598	33	19	642	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	1	85	31	2	29	788	2555	1138	22	946	32
Arrive On Green	0.05	0.05	0.00	0.02	0.02	0.00	0.44	0.72	0.72	0.01	0.27	0.27
Sat Flow, veh/h	1758	24	1585	1700	85	1585	1781	3554	1583	1781	3505	120
Grp Volume(v), veh/h	73	0	0	21	0	0	33	598	33	19	325	339
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1785	0	1585	1781	1777	1583	1781	1777	1848
Q Serve(g_s), s	3.6	0.0	0.0	1.1	0.0	0.0	0.9	5.1	0.5	1.0	14.7	14.7
Cycle Q Clear(g_c), s	3.6	0.0	0.0	1.1	0.0	0.0	0.9	5.1	0.5	1.0	14.7	14.7
Prop In Lane	0.99		1.00	0.95		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	96	0	85	32	0	29	788	2555	1138	22	480	499
V/C Ratio(X)	0.76	0.00	0.00	0.65	0.00	0.00	0.04	0.23	0.03	0.85	0.68	0.68
Avail Cap(c_a), veh/h	317	0	282	317	0	282	788	2555	1138	317	480	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	0.0	0.0	43.9	0.0	0.0	14.2	4.3	3.6	44.3	29.4	29.4
Incr Delay (d2), s/veh	4.6	0.0	0.0	7.8	0.0	0.0	0.0	0.1	0.0	25.8	7.5	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.5	0.0	0.0	0.3	1.1	0.1	0.6	6.7	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	0.0	0.0	51.7	0.0	0.0	14.3	4.4	3.7	70.1	36.9	36.6
LnGrp LOS	D	A	A	D	A	A	B	A	A	E	D	D
Approach Vol, veh/h		73			21			664			683	
Approach Delay, s/veh		46.7			51.7			4.8			37.7	
Approach LOS		D			D			A			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	45.5	30.0		5.6	5.1	70.4		8.8				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	16.0	* 24		16.0	16.0	24.3		16.0				
Max Q Clear Time (g_c+I1), s	2.9	16.7		3.1	3.0	7.1		5.6				
Green Ext Time (p_c), s	0.0	5.5		0.0	0.0	10.6		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		23.2
HCM 6th LOS		C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	0	494	3	3	1	153	404	0	2	556	115
Future Volume (veh/h)	208	0	494	3	3	1	153	404	0	2	556	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	231	0	0	3	3	0	170	449	0	2	618	68
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	0		25	26	0	250	2398	0	7	2194	978
Arrive On Green	0.11	0.00	0.00	0.01	0.01	0.00	0.07	0.67	0.00	0.00	0.62	0.62
Sat Flow, veh/h	3563	0	1585	1781	1870	0	3456	3647	0	1781	3554	1585
Grp Volume(v), veh/h	231	0	0	3	3	0	170	449	0	2	618	68
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1728	1777	0	1781	1777	1585
Q Serve(g_s), s	5.5	0.0	0.0	0.1	0.1	0.0	4.3	4.2	0.0	0.1	7.3	1.5
Cycle Q Clear(g_c), s	5.5	0.0	0.0	0.1	0.1	0.0	4.3	4.2	0.0	0.1	7.3	1.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	0		25	26	0	250	2398	0	7	2194	978
V/C Ratio(X)	0.59	0.00		0.12	0.12	0.00	0.68	0.19	0.00	0.30	0.28	0.07
Avail Cap(c_a), veh/h	633	0		238	249	0	653	2398	0	238	2194	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	0.0	43.8	43.8	0.0	40.7	5.4	0.0	44.7	8.0	6.9
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.8	0.7	0.0	1.2	0.2	0.0	8.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	0.1	0.1	0.0	1.9	1.4	0.0	0.1	2.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	0.0	0.0	44.6	44.5	0.0	41.9	5.6	0.0	53.5	8.1	6.9
LnGrp LOS	D	A		D	D	A	D	A	A	D	A	A
Approach Vol, veh/h		231	A		6			619			688	
Approach Delay, s/veh		38.6			44.6			15.6			8.1	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	66.4		5.3	9.5	61.3		14.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	3.0	* 5.7		4.0				
Max Green Setting (Gmax), s	12.0	32.3		12.0	17.0	* 29		16.0				
Max Q Clear Time (g_c+I1), s	2.1	6.2		2.1	6.3	9.3		7.5				
Green Ext Time (p_c), s	0.0	3.1		0.0	0.3	4.7		0.4				

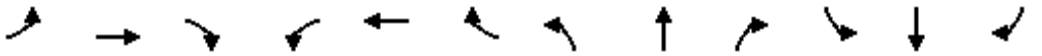
Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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

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



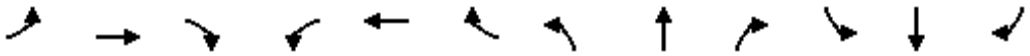
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	0	22	45	0	40	16	239	8	37	318	6
Future Volume (veh/h)	57	0	22	45	0	40	16	239	8	37	318	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	0	1	50	0	2	18	266	3	41	353	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	426	0	190	183	0	162	57	775	346	101	862	384
Arrive On Green	0.12	0.00	0.12	0.10	0.00	0.10	0.03	0.22	0.22	0.06	0.24	0.24
Sat Flow, veh/h	3563	0	1585	1781	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	63	0	1	50	0	2	18	266	3	41	353	3
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.5	0.0	0.0	0.9	0.0	0.0	0.3	2.2	0.1	0.8	2.9	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.9	0.0	0.0	0.3	2.2	0.1	0.8	2.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	0	190	183	0	162	57	775	346	101	862	384
V/C Ratio(X)	0.15	0.00	0.01	0.27	0.00	0.01	0.31	0.34	0.01	0.41	0.41	0.01
Avail Cap(c_a), veh/h	3523	0	1567	1036	0	922	1036	4134	1844	1036	4134	1844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	13.3	14.2	0.0	13.9	16.3	11.4	10.5	15.7	11.0	9.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	1.2	0.4	0.0	1.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.3	0.0	0.0	0.1	0.7	0.0	0.3	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	13.3	14.5	0.0	13.9	17.4	11.7	10.5	16.6	11.4	9.9
LnGrp LOS	B	A	B	B	A	B	B	B	B	B	B	A
Approach Vol, veh/h		64			52			287			397	
Approach Delay, s/veh		13.6			14.5			12.1			11.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	12.8		7.5	5.1	13.6		8.1				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	20.0	40.0		20.0	20.0	40.0		34.0				
Max Q Clear Time (g_c+I1), s	2.8	4.2		2.9	2.3	4.9		2.5				
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	3.5		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		12.3	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.



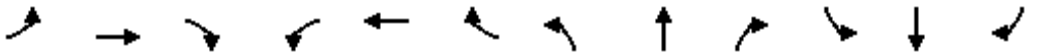
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	333	9	38	206	12	29	7	19	7	49	2
Future Volume (veh/h)	3	333	9	38	206	12	29	7	19	7	49	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	370	4	42	229	6	20	25	0	8	54	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	860	384	71	992	443	75	79	67	13	88	2
Arrive On Green	0.00	0.24	0.24	0.04	0.28	0.28	0.04	0.04	0.00	0.06	0.06	0.06
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	235	1589	29
Grp Volume(v), veh/h	3	370	4	42	229	6	20	25	0	63	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1853	0	0
Q Serve(g_s), s	0.0	2.5	0.1	0.7	1.4	0.1	0.3	0.4	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.5	0.1	0.7	1.4	0.1	0.3	0.4	0.0	0.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.13		0.02
Lane Grp Cap(c), veh/h	6	860	384	71	992	443	75	79	67	102	0	0
V/C Ratio(X)	0.48	0.43	0.01	0.59	0.23	0.01	0.27	0.32	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	938	3741	1669	1250	4365	1947	875	919	779	976	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.2	9.1	8.2	13.5	7.9	7.4	13.2	13.3	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	19.7	0.5	0.0	2.9	0.2	0.0	0.7	0.9	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	0.2	0.3	0.0	0.1	0.1	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	9.6	8.2	16.4	8.1	7.4	13.9	14.1	0.0	15.4	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	B	A	B	A	A
Approach Vol, veh/h		377			277			45			63	
Approach Delay, s/veh		9.8			9.3			14.0			15.4	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.6	5.1	12.6		5.2	4.1	13.7				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		15.0	20.0	30.0		14.0	15.0	35.0				
Max Q Clear Time (g_c+I1), s		2.9	2.7	4.5		2.4	2.0	3.4				
Green Ext Time (p_c), s		0.1	0.0	2.4		0.0	0.0	1.5				

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

Notes

User approved volume balancing among the lanes for turning movement.



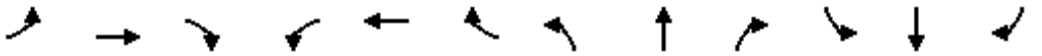
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	266	57	28	163	13	27	6	16	22	25	60
Future Volume (veh/h)	32	266	57	28	163	13	27	6	16	22	25	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	296	25	31	181	5	18	23	0	24	28	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	1023	456	40	1012	451	69	72	61	87	91	77
Arrive On Green	0.03	0.29	0.29	0.02	0.28	0.28	0.04	0.04	0.00	0.05	0.05	0.05
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	36	296	25	31	181	5	18	23	0	24	28	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.6	2.0	0.3	0.5	1.2	0.1	0.3	0.4	0.0	0.4	0.4	0.1
Cycle Q Clear(g_c), s	0.6	2.0	0.3	0.5	1.2	0.1	0.3	0.4	0.0	0.4	0.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	1023	456	40	1012	451	69	72	61	87	91	77
V/C Ratio(X)	0.78	0.29	0.05	0.77	0.18	0.01	0.26	0.32	0.00	0.28	0.31	0.04
Avail Cap(c_a), veh/h	879	3507	1564	1172	4092	1825	1172	1231	1043	879	923	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	8.4	7.8	14.8	8.2	7.8	14.2	14.2	0.0	13.9	14.0	13.8
Incr Delay (d2), s/veh	10.1	0.2	0.1	10.6	0.1	0.0	0.7	0.9	0.0	2.4	2.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	0.1	0.3	0.3	0.0	0.1	0.1	0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	8.6	7.9	25.4	8.3	7.8	14.9	15.2	0.0	16.3	16.6	14.1
LnGrp LOS	C	A	A	C	A	A	B	B	A	B	B	B
Approach Vol, veh/h		357			217			41			55	
Approach Delay, s/veh		10.2			10.7			15.1			16.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.2	4.7	14.5		6.1	4.8	14.4				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.6	4.0	5.7				
Max Green Setting (Gmax), s		20.0	20.0	30.0		15.0	15.0	35.0				
Max Q Clear Time (g_c+I1), s		2.4	2.5	4.0		2.4	2.6	3.2				
Green Ext Time (p_c), s		0.0	0.0	4.8		0.2	0.0	2.9				

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



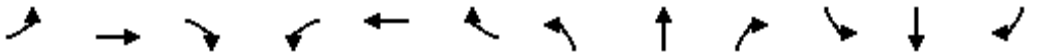
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	268	29	17	150	3	28	7	2	0	7	6
Future Volume (veh/h)	18	268	29	17	150	3	28	7	2	0	7	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	298	15	19	167	2	19	24	0	0	8	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	1134	506	26	1131	505	73	76	0	0	16	14
Arrive On Green	0.02	0.32	0.32	0.01	0.32	0.32	0.04	0.04	0.00	0.00	0.01	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	0	0	1870	1585
Grp Volume(v), veh/h	20	298	15	19	167	2	19	24	0	0	8	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	0	0	1870	1585
Q Serve(g_s), s	0.3	1.7	0.2	0.3	0.9	0.0	0.3	0.3	0.0	0.0	0.1	0.0
Cycle Q Clear(g_c), s	0.3	1.7	0.2	0.3	0.9	0.0	0.3	0.3	0.0	0.0	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	28	1134	506	26	1131	505	73	76	0	0	16	14
V/C Ratio(X)	0.73	0.26	0.03	0.72	0.15	0.00	0.26	0.32	0.00	0.00	0.50	0.00
Avail Cap(c_a), veh/h	970	3869	1726	970	3869	1726	1616	1697	0	0	1018	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	13.5	7.0	6.5	13.5	6.7	6.4	12.8	12.8	0.0	0.0	13.6	0.0
Incr Delay (d2), s/veh	12.6	0.2	0.0	13.1	0.1	0.0	2.3	2.8	0.0	0.0	8.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.0	0.2	0.2	0.0	0.1	0.2	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	7.2	6.5	26.6	6.8	6.4	15.1	15.7	0.0	0.0	22.1	0.0
LnGrp LOS	C	A	A	C	A	A	B	B	A	A	C	A
Approach Vol, veh/h		333			188			43			8	
Approach Delay, s/veh		8.3			8.8			15.4			22.1	
Approach LOS		A			A			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.2	4.4	13.8		5.1	4.4	13.8				
Change Period (Y+Rc), s		4.0	4.0	5.0		4.0	4.0	5.0				
Max Green Setting (Gmax), s		15.0	15.0	30.0		25.0	15.0	30.0				
Max Q Clear Time (g_c+I1), s		2.1	2.3	3.7		2.3	2.3	2.9				
Green Ext Time (p_c), s		0.0	0.0	5.1		0.1	0.0	3.0				

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	154	106	3	99	53	54	12	5	14	56	13
Future Volume (veh/h)	26	154	106	3	99	53	54	12	5	14	56	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	29	171	61	3	110	19	69	0	0	16	62	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	680	390	6	495	221	194	0	86	23	89	96
Arrive On Green	0.02	0.21	0.21	0.00	0.15	0.15	0.06	0.00	0.00	0.07	0.07	0.07
Sat Flow, veh/h	1603	3198	1427	1603	3198	1427	3206	0	1427	342	1324	1427
Grp Volume(v), veh/h	29	171	61	3	110	19	69	0	0	78	0	1
Grp Sat Flow(s),veh/h/ln	1603	1599	1427	1603	1599	1427	1603	0	1427	1666	0	1427
Q Serve(g_s), s	0.5	1.2	0.8	0.0	0.8	0.3	0.5	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	0.5	1.2	0.8	0.0	0.8	0.3	0.5	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.21		1.00
Lane Grp Cap(c), veh/h	35	680	390	6	495	221	194	0	86	112	0	96
V/C Ratio(X)	0.83	0.25	0.16	0.48	0.22	0.09	0.36	0.00	0.00	0.70	0.00	0.01
Avail Cap(c_a), veh/h	930	3710	1741	930	3710	1655	3100	0	1379	967	0	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	8.5	7.1	12.9	9.6	9.4	11.7	0.0	0.0	11.8	0.0	11.3
Incr Delay (d2), s/veh	16.5	0.3	0.3	20.1	0.4	0.3	1.3	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.2	0.0	0.2	0.1	0.2	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	8.8	7.4	33.0	9.9	9.6	13.0	0.0	0.0	14.7	0.0	11.3
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		261			132			69			79	
Approach Delay, s/veh		10.7			10.4			13.0			14.7	
Approach LOS		B			B			B			B	

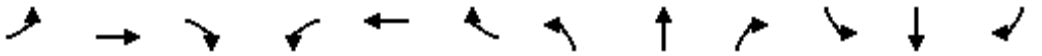
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.6	4.1	10.5		5.7	5.6	9.0				
Change Period (Y+Rc), s		4.0	4.0	5.0		4.0	5.0	* 5				
Max Green Setting (Gmax), s		25.0	15.0	30.0		15.0	15.0	* 30				
Max Q Clear Time (g_c+I1), s		2.5	2.0	3.2		3.2	2.5	2.8				
Green Ext Time (p_c), s		0.3	0.0	1.6		0.1	0.0	0.8				

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



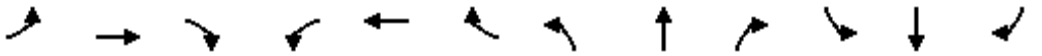
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	34	86	50	15	7	21	494	73	25	909	50
Future Volume (veh/h)	102	34	86	50	15	7	21	494	73	25	909	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1864	1864	1870	1870	1870	1776	1776	1776	2027	2027	2027
Adj Flow Rate, veh/h	113	38	10	56	17	0	23	549	39	28	1010	27
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	119	31	370	92	0	44	2350	728	59	2706	838
Arrive On Green	0.14	0.08	0.08	0.11	0.05	0.00	0.03	0.48	0.48	0.03	0.49	0.49
Sat Flow, veh/h	1776	1421	374	3456	1870	0	1692	4849	1502	1931	5535	1715
Grp Volume(v), veh/h	113	0	48	56	17	0	23	549	39	28	1010	27
Grp Sat Flow(s),veh/h/ln	1776	0	1795	1728	1870	0	1692	1616	1502	1931	1845	1715
Q Serve(g_s), s	3.8	0.0	1.7	1.0	0.6	0.0	0.9	4.3	0.9	0.9	7.5	0.2
Cycle Q Clear(g_c), s	3.8	0.0	1.7	1.0	0.6	0.0	0.9	4.3	0.9	0.9	7.5	0.2
Prop In Lane	1.00		0.21	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	0	151	370	92	0	44	2350	728	59	2706	838
V/C Ratio(X)	0.45	0.00	0.32	0.15	0.18	0.00	0.52	0.23	0.05	0.48	0.37	0.03
Avail Cap(c_a), veh/h	540	0	546	1052	569	0	515	2951	914	588	3369	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	28.3	26.6	30.0	0.0	31.6	9.8	9.0	31.3	10.5	1.3
Incr Delay (d2), s/veh	0.5	0.0	1.0	0.1	0.4	0.0	3.5	0.1	0.1	2.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.7	0.4	0.3	0.0	0.4	1.1	0.3	0.4	2.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	0.0	29.3	26.7	30.3	0.0	35.1	9.9	9.0	33.6	10.7	1.3
LnGrp LOS	C	A	C	C	C	A	D	A	A	C	B	A
Approach Vol, veh/h		161			73			611			1065	
Approach Delay, s/veh		27.2			27.5			10.8			11.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	37.8	11.0	10.8	5.7	38.1	14.6	7.2
Change Period (Y+Rc), s	4.0	6.0	4.0	5.3	4.0	6.0	5.3	* 4
Max Green Setting (Gmax), s	20.0	40.0	20.0	20.0	20.0	40.0	20.0	* 20
Max Q Clear Time (g_c+I1), s	2.9	6.3	3.0	3.7	2.9	9.5	5.8	2.6
Green Ext Time (p_c), s	0.0	14.0	0.1	0.2	0.0	22.6	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	87	75	167	75	10	46	561	55	31	1001	33
Future Volume (veh/h)	34	87	75	167	75	10	46	561	55	31	1001	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	97	0	186	83	7	51	623	35	34	1112	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	162	72	247	165	14	89	2490	1111	62	3538	1098
Arrive On Green	0.02	0.05	0.00	0.07	0.10	0.10	0.03	0.70	0.70	0.02	0.69	0.69
Sat Flow, veh/h	3456	3554	1585	3456	1701	143	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	38	97	0	186	0	90	51	623	35	34	1112	20
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	0	1845	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	1.3	3.2	0.0	6.3	0.0	5.6	1.8	7.6	0.8	1.2	10.3	0.5
Cycle Q Clear(g_c), s	1.3	3.2	0.0	6.3	0.0	5.6	1.8	7.6	0.8	1.2	10.3	0.5
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	162	72	247	0	179	89	2490	1111	62	3538	1098
V/C Ratio(X)	0.55	0.60	0.00	0.75	0.00	0.50	0.57	0.25	0.03	0.54	0.31	0.02
Avail Cap(c_a), veh/h	605	583	260	605	0	303	605	2490	1111	605	3538	1098
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	56.2	0.0	54.7	0.0	51.4	57.8	6.5	5.5	58.4	7.2	5.7
Incr Delay (d2), s/veh	2.5	4.6	0.0	1.8	0.0	2.9	2.1	0.2	0.1	2.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	0.0	2.8	0.0	2.7	0.8	2.6	0.3	0.5	3.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	60.8	0.0	56.4	0.0	54.3	59.8	6.8	5.5	61.2	7.3	5.7
LnGrp LOS	E	E	A	E	A	D	E	A	A	E	A	A
Approach Vol, veh/h		135			276			709			1166	
Approach Delay, s/veh		60.8			55.7			10.5			8.9	
Approach LOS		E			E			B			A	

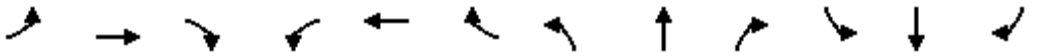
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	90.5	12.6	10.8	7.1	89.5	6.4	17.0
Change Period (Y+Rc), s	4.0	* 6.4	4.0	5.3	4.0	6.4	4.0	5.3
Max Green Setting (Gmax), s	21.0	* 40	21.0	19.7	21.0	38.6	21.0	19.7
Max Q Clear Time (g_c+I1), s	3.2	9.6	8.3	5.2	3.8	12.3	3.3	7.6
Green Ext Time (p_c), s	0.0	9.8	0.3	0.5	0.0	12.5	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

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

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



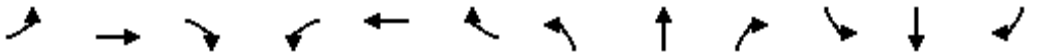
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	21	120	145	25	11	121	686	145	40	1209	28
Future Volume (veh/h)	18	21	120	145	25	11	121	686	145	40	1209	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	23	2	161	28	1	134	762	61	44	1343	18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	55	46	250	126	4	212	860	267	1817	3814	1184
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.17	0.17	0.17	0.53	0.75	0.75
Sat Flow, veh/h	1781	1870	1585	3563	1795	64	776	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	20	23	2	161	0	29	134	762	61	44	1343	18
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1859	388	1702	1585	1728	1702	1585
Q Serve(g_s), s	1.0	1.1	0.1	4.2	0.0	1.4	7.4	13.9	3.2	0.6	8.6	0.3
Cycle Q Clear(g_c), s	1.0	1.1	0.1	4.2	0.0	1.4	16.0	13.9	3.2	0.6	8.6	0.3
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	55	46	250	0	130	212	860	267	1817	3814	1184
V/C Ratio(X)	0.38	0.42	0.04	0.64	0.00	0.22	0.63	0.89	0.23	0.02	0.35	0.02
Avail Cap(c_a), veh/h	369	388	329	739	0	385	212	860	267	1817	3814	1184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.93	0.93	0.93
Uniform Delay (d), s/veh	45.3	45.3	44.8	43.0	0.0	41.7	45.8	38.6	34.2	10.8	4.1	3.1
Incr Delay (d2), s/veh	4.6	5.1	0.4	2.8	0.0	0.9	13.2	12.8	1.9	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.6	0.1	1.9	0.0	0.7	2.0	6.7	1.4	0.2	2.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	50.4	45.2	45.8	0.0	42.6	59.0	51.4	36.1	10.8	4.2	3.1
LnGrp LOS	D	D	D	D	A	D	E	D	D	B	A	A
Approach Vol, veh/h		45			190			957			1405	
Approach Delay, s/veh		49.9			45.3			51.5			4.4	
Approach LOS		D			D			D			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	54.0	21.0		8.1		75.0		12.0				
Change Period (Y+Rc), s	4.0	5.0		5.3		4.0		5.3				
Max Green Setting (Gmax), s	16.0	16.0		19.7		41.0		19.7				
Max Q Clear Time (g_c+I1), s	2.6	18.0		3.1		10.6		6.2				
Green Ext Time (p_c), s	0.1	0.0		0.1		16.7		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Notes

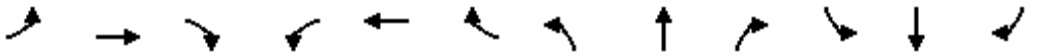
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	109	0	0	469	400	483	0	0	1439	43
Future Volume (vph)	0	0	109	0	0	469	400	483	0	0	1439	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0	4.0	5.3			5.3	
Lane Util. Factor			1.00			1.00	1.00	0.95			0.91	
Frt			0.86			0.86	1.00	1.00			1.00	
Flt Protected			1.00			1.00	0.95	1.00			1.00	
Satd. Flow (prot)			1611			1611	1770	3539			5063	
Flt Permitted			1.00			1.00	0.95	1.00			1.00	
Satd. Flow (perm)			1611			1611	1770	3539			5063	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	121	0	0	521	444	537	0	0	1599	48
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	0	121	0	0	521	444	537	0	0	1643	0
Turn Type			Free			Free	Prot	NA			NA	
Protected Phases							5	2			6	
Permitted Phases			Free			Free						
Actuated Green, G (s)			60.0			60.0	20.0	60.0			30.7	
Effective Green, g (s)			60.0			60.0	20.0	60.0			30.7	
Actuated g/C Ratio			1.00			1.00	0.33	1.00			0.51	
Clearance Time (s)							4.0	5.3			5.3	
Vehicle Extension (s)							3.0	3.0			3.0	
Lane Grp Cap (vph)			1611			1611	590	3539			2590	
v/s Ratio Prot							c0.25	0.15			c0.32	
v/s Ratio Perm			0.08			0.32						
v/c Ratio			0.08			0.32	0.75	0.15			0.63	
Uniform Delay, d1			0.0			0.0	17.8	0.0			10.6	
Progression Factor			1.00			1.00	0.95	1.00			1.00	
Incremental Delay, d2			0.1			0.5	5.0	0.1			1.2	
Delay (s)			0.1			0.5	21.9	0.1			11.8	
Level of Service			A			A	C	A			B	
Approach Delay (s)		0.1			0.5			10.0			11.8	
Approach LOS		A			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.3
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

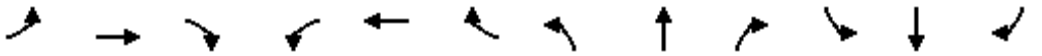
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	520	0	0	99	0	784	118	666	882	0
Future Volume (vph)	0	0	520	0	0	99	0	784	118	666	882	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.3			4.0		5.7	5.7	5.7	5.7	
Lane Util. Factor			0.88			1.00		0.91	1.00	0.97	0.91	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	3433	5085	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	3433	5085	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	578	0	0	110	0	871	131	740	980	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	58	0	0	0
Lane Group Flow (vph)	0	0	578	0	0	110	0	871	73	740	980	0
Turn Type			Perm			Free		NA	Perm	Prot	NA	
Protected Phases								2		1	6	
Permitted Phases			5			Free			2			
Actuated Green, G (s)			17.8			60.0		24.3	24.3	24.3	31.2	
Effective Green, g (s)			17.8			60.0		24.3	24.3	24.3	31.2	
Actuated g/C Ratio			0.30			1.00		0.41	0.41	0.41	0.52	
Clearance Time (s)			5.3					5.7	5.7	5.7	5.7	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			826			1611		2059	641	1390	2644	
v/s Ratio Prot								0.17		c0.22	c0.19	
v/s Ratio Perm			c0.21			0.07			0.05			
v/c Ratio			0.70			0.07		0.42	0.11	0.53	0.37	
Uniform Delay, d1			18.7			0.0		12.8	11.1	13.5	8.6	
Progression Factor			1.00			1.00		0.67	0.74	0.18	0.13	
Incremental Delay, d2			2.6			0.1		0.6	0.4	0.3	0.3	
Delay (s)			21.3			0.1		9.2	8.6	2.8	1.4	
Level of Service			C			A		A	A	A	A	
Approach Delay (s)		21.3			0.1			9.1			2.0	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

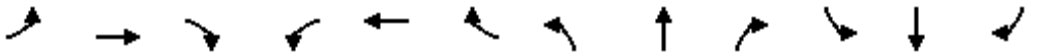
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	1	5	4	5	16	19	0	1	8	9
Future Volume (veh/h)	1	2	1	5	4	5	16	19	0	1	8	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	2	0	6	4	0	18	21	0	1	9	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	6	0	9	6	0	25	741	0	9	158	175
Arrive On Green	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.21	0.00	0.00	0.20	0.20
Sat Flow, veh/h	613	1226	0	1090	726	0	1781	3647	0	1781	809	899
Grp Volume(v), veh/h	3	0	0	10	0	0	18	21	0	1	0	19
Grp Sat Flow(s),veh/h/ln	1840	0	0	1816	0	0	1781	1777	0	1781	0	1709
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.2
Prop In Lane	0.33		0.00	0.60		0.00	1.00		0.00	1.00		0.53
Lane Grp Cap(c), veh/h	9	0	0	15	0	0	25	741	0	9	0	333
V/C Ratio(X)	0.33	0.00	0.00	0.68	0.00	0.00	0.71	0.03	0.00	0.12	0.00	0.06
Avail Cap(c_a), veh/h	897	0	0	1771	0	0	1737	6931	0	695	0	2916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.2	0.0	0.0	10.1	0.0	0.0	10.1	6.5	0.0	10.2	0.0	6.7
Incr Delay (d2), s/veh	7.9	0.0	0.0	18.5	0.0	0.0	12.6	0.0	0.0	2.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	0.0	28.6	0.0	0.0	22.7	6.5	0.0	12.4	0.0	6.8
LnGrp LOS	B	A	A	C	A	A	C	A	A	B	A	A
Approach Vol, veh/h		3			10			39			20	
Approach Delay, s/veh		18.1			28.6			14.0			7.1	
Approach LOS		B			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.0	8.3		4.2	4.3	8.0		4.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	40.0		20.0	20.0	35.0		10.0				
Max Q Clear Time (g_c+I1), s	2.0	2.1		2.1	2.2	2.2		2.0				
Green Ext Time (p_c), s	0.0	0.1		0.0	0.0	0.1		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		14.3	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	4	5	26	7	74	14	798	47	151	1119	28
Future Volume (veh/h)	21	4	5	26	7	74	14	798	47	151	1119	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	23	4	0	29	8	0	16	887	0	168	1243	23
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	5	5	5
Cap, veh/h	106	37		126	44		46	1986		229	2256	696
Arrive On Green	0.02	0.02	0.00	0.02	0.02	0.00	0.01	0.40	0.00	0.14	0.90	0.90
Sat Flow, veh/h	5344	1870	1585	5344	1870	1585	3374	4985	1547	3374	4985	1537
Grp Volume(v), veh/h	23	4	0	29	8	0	16	887	0	168	1243	23
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1687	1662	1547	1687	1662	1537
Q Serve(g_s), s	0.5	0.3	0.0	0.6	0.5	0.0	0.6	15.6	0.0	5.7	5.7	0.2
Cycle Q Clear(g_c), s	0.5	0.3	0.0	0.6	0.5	0.0	0.6	15.6	0.0	5.7	5.7	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	37		126	44		46	1986		229	2256	696
V/C Ratio(X)	0.22	0.11		0.23	0.18		0.34	0.45		0.73	0.55	0.03
Avail Cap(c_a), veh/h	713	249		672	235		450	2256		450	2256	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.93	0.93	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	57.8	0.0	57.5	57.4	0.0	58.6	26.4	0.0	50.8	3.4	3.1
Incr Delay (d2), s/veh	1.0	1.3	0.0	1.3	2.7	0.0	1.5	0.3	0.0	1.7	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.0	0.3	0.3	0.0	0.2	6.1	0.0	2.3	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	59.0	0.0	58.8	60.1	0.0	60.1	26.7	0.0	52.6	4.4	3.2
LnGrp LOS	E	E		E	E		E	C		D	A	A
Approach Vol, veh/h		27	A		37	A		903	A		1434	
Approach Delay, s/veh		58.9			59.1			27.3			10.0	
Approach LOS		E			E			C			A	

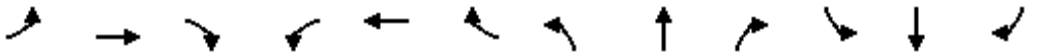
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	53.5		7.7	5.7	60.0		6.4				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.0				
Max Green Setting (Gmax), s	16.0	54.3		15.1	16.0	54.3		16.0				
Max Q Clear Time (g_c+I1), s	7.7	17.6		2.6	2.6	7.7		2.5				
Green Ext Time (p_c), s	0.4	22.7		0.1	0.0	36.3		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		17.8	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

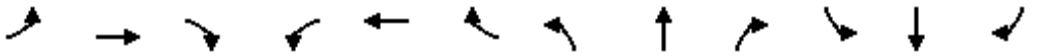
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	0	165	4	1	3	121	513	2	6	914	116
Future Volume (veh/h)	87	0	165	4	1	3	121	513	2	6	914	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	0	15	4	1	0	134	570	2	7	1016	53
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	0	231	17	4	19	176	1822	6	16	1465	653
Arrive On Green	0.15	0.00	0.15	0.01	0.01	0.00	0.10	0.50	0.50	0.01	0.41	0.41
Sat Flow, veh/h	1781	0	1585	1439	360	1585	1781	3632	13	1781	3554	1585
Grp Volume(v), veh/h	97	0	15	5	0	0	134	279	293	7	1016	53
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1798	0	1585	1781	1777	1868	1781	1777	1585
Q Serve(g_s), s	2.8	0.0	0.5	0.2	0.0	0.0	4.2	5.3	5.3	0.2	13.4	1.2
Cycle Q Clear(g_c), s	2.8	0.0	0.5	0.2	0.0	0.0	4.2	5.3	5.3	0.2	13.4	1.2
Prop In Lane	1.00		1.00	0.80		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	259	0	231	22	0	19	176	891	937	16	1465	653
V/C Ratio(X)	0.37	0.00	0.06	0.23	0.00	0.00	0.76	0.31	0.31	0.43	0.69	0.08
Avail Cap(c_a), veh/h	625	0	556	379	0	334	625	1091	1147	375	2182	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	21.0	27.9	0.0	0.0	25.0	8.4	8.4	28.1	13.8	10.2
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.0	0.0	0.0	2.6	0.3	0.3	6.4	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.2	0.1	0.0	0.0	1.8	1.7	1.8	0.1	4.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	21.0	29.9	0.0	0.0	27.6	8.7	8.7	34.5	14.7	10.3
LnGrp LOS	C	A	C	C	A	A	C	A	A	C	B	B
Approach Vol, veh/h		112			5			706			1076	
Approach Delay, s/veh		22.2			29.9			12.3			14.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	34.6		4.7	9.6	29.5		13.2				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.9				
Max Green Setting (Gmax), s	12.0	35.0		12.0	20.0	35.0		20.0				
Max Q Clear Time (g_c+I1), s	2.2	7.3		2.2	6.2	15.4		4.8				
Green Ext Time (p_c), s	0.0	3.9		0.0	0.2	8.1		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		14.2	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	4	238	2	4	3	172	479	1	2	850	238
Future Volume (veh/h)	150	4	238	2	4	3	172	479	1	2	850	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	170	0	60	2	4	0	191	532	1	2	944	184
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	0	302	3	6	8	319	2078	4	3	1706	761
Arrive On Green	0.10	0.00	0.10	0.00	0.00	0.00	0.09	0.57	0.57	0.00	0.48	0.48
Sat Flow, veh/h	3563	0	1585	613	1226	1585	3456	3639	7	1781	3554	1585
Grp Volume(v), veh/h	170	0	60	6	0	0	191	260	273	2	944	184
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1840	0	1585	1728	1777	1869	1781	1777	1585
Q Serve(g_s), s	2.4	0.0	1.7	0.2	0.0	0.0	2.9	4.0	4.0	0.1	10.1	3.7
Cycle Q Clear(g_c), s	2.4	0.0	1.7	0.2	0.0	0.0	2.9	4.0	4.0	0.1	10.1	3.7
Prop In Lane	1.00		1.00	0.33		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	350	0	302	9	0	8	319	1014	1067	3	1706	761
V/C Ratio(X)	0.49	0.00	0.20	0.68	0.00	0.00	0.60	0.26	0.26	0.61	0.55	0.24
Avail Cap(c_a), veh/h	1981	0	1028	512	0	441	1601	1383	1455	396	2964	1322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	18.4	26.8	0.0	0.0	23.5	5.8	5.8	26.9	9.9	8.2
Incr Delay (d2), s/veh	1.0	0.0	0.3	29.2	0.0	0.0	0.7	0.3	0.3	52.0	0.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.6	0.1	0.0	0.0	1.1	1.0	1.1	0.1	3.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	18.7	56.0	0.0	0.0	24.2	6.1	6.1	78.9	10.6	8.6
LnGrp LOS	C	A	B	E	A	A	C	A	A	E	B	A
Approach Vol, veh/h		230			6			724			1130	
Approach Delay, s/veh		22.7			56.0			10.9			10.4	
Approach LOS		C			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	36.3		4.3	9.0	31.4		9.3				
Change Period (Y+Rc), s	4.0	5.5		4.0	4.0	5.5		4.0				
Max Green Setting (Gmax), s	12.0	42.0		15.0	25.0	45.0		30.0				
Max Q Clear Time (g_c+I1), s	2.1	6.0		2.2	4.9	12.1		4.4				
Green Ext Time (p_c), s	0.0	5.2		0.0	0.4	13.8		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		12.0	
HCM 6th LOS		B	

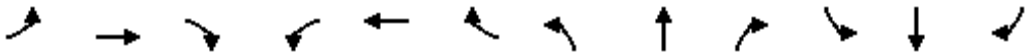
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	151	296	373	220	522	434
Future Volume (veh/h)	151	296	373	220	522	434
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	175	414	65	580	482
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	511	627	872	389	856	2137
Arrive On Green	0.15	0.15	0.25	0.25	0.25	0.60
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	168	175	414	65	580	482
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	1.6	2.8	3.7	1.2	5.6	2.3
Cycle Q Clear(g_c), s	1.6	2.8	3.7	1.2	5.6	2.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	511	627	872	389	856	2137
V/C Ratio(X)	0.33	0.28	0.47	0.17	0.68	0.23
Avail Cap(c_a), veh/h	2238	1419	3836	1711	2238	3836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	7.6	11.9	11.0	12.6	3.4
Incr Delay (d2), s/veh	0.1	0.1	0.6	0.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.9	1.2	0.4	1.7	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.3	7.7	12.5	11.3	12.9	3.5
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h	343		479			1062
Approach Delay, s/veh	10.9		12.3			8.6
Approach LOS	B		B			A

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				27.6		9.5	13.2	14.4
Change Period (Y+Rc), s				5.3		4.0	4.0	5.3
Max Green Setting (Gmax), s				40.0		24.0	24.0	40.0
Max Q Clear Time (g_c+I1), s				4.3		4.8	7.6	5.7
Green Ext Time (p_c), s				3.0		0.9	1.6	3.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	7	28	32	14	31	27	329	0	39	445	65
Future Volume (veh/h)	261	7	28	32	14	31	27	329	0	39	445	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	316	0	0	36	16	10	30	366	0	43	494	60
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	526	276	0	53	23	15	38	1031	0	52	950	115
Arrive On Green	0.15	0.00	0.00	0.05	0.05	0.05	0.02	0.29	0.00	0.03	0.30	0.30
Sat Flow, veh/h	3563	1870	0	1026	456	285	1781	3647	0	1781	3192	386
Grp Volume(v), veh/h	316	0	0	62	0	0	30	366	0	43	274	280
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1768	0	0	1781	1777	0	1781	1777	1801
Q Serve(g_s), s	3.0	0.0	0.0	1.2	0.0	0.0	0.6	2.9	0.0	0.9	4.6	4.6
Cycle Q Clear(g_c), s	3.0	0.0	0.0	1.2	0.0	0.0	0.6	2.9	0.0	0.9	4.6	4.6
Prop In Lane	1.00		0.00	0.58		0.16	1.00		0.00	1.00		0.21
Lane Grp Cap(c), veh/h	526	276	0	91	0	0	38	1031	0	52	529	536
V/C Ratio(X)	0.60	0.00	0.00	0.68	0.00	0.00	0.78	0.35	0.00	0.83	0.52	0.52
Avail Cap(c_a), veh/h	2479	1302	0	591	0	0	694	4155	0	694	2077	2106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	0.0	0.0	16.8	0.0	0.0	17.5	10.1	0.0	17.3	10.5	10.5
Incr Delay (d2), s/veh	0.4	0.0	0.0	3.3	0.0	0.0	11.9	0.3	0.0	11.7	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.5	0.0	0.0	0.3	0.9	0.0	0.5	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	0.0	0.0	20.1	0.0	0.0	29.3	10.4	0.0	29.0	11.3	11.3
LnGrp LOS	B	A	A	C	A	A	C	B	A	C	B	B
Approach Vol, veh/h		316			62			396			597	
Approach Delay, s/veh		14.7			20.1			11.8			12.6	
Approach LOS		B			C			B			B	

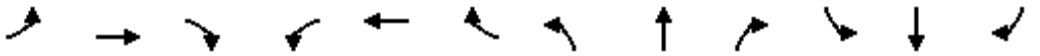
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	15.7		5.8	4.8	16.0		9.3				
Change Period (Y+Rc), s	4.0	* 5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	14.0	* 42		12.0	14.0	42.0		25.0				
Max Q Clear Time (g_c+I1), s	2.9	4.9		3.2	2.6	6.6		5.0				
Green Ext Time (p_c), s	0.0	4.0		0.1	0.0	4.1		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	7	19	32	2	7	25	351	7	12	456	25
Future Volume (veh/h)	46	7	19	32	2	7	25	351	7	12	456	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	8	0	36	2	0	28	390	7	13	507	25
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	12	81	61	3	57	37	1283	23	18	1202	59
Arrive On Green	0.05	0.05	0.00	0.04	0.04	0.00	0.02	0.36	0.36	0.01	0.35	0.35
Sat Flow, veh/h	1550	243	1585	1692	94	1585	1781	3572	64	1781	3447	170
Grp Volume(v), veh/h	59	0	0	38	0	0	28	194	203	13	261	271
Grp Sat Flow(s),veh/h/ln	1793	0	1585	1786	0	1585	1781	1777	1859	1781	1777	1840
Q Serve(g_s), s	1.0	0.0	0.0	0.7	0.0	0.0	0.5	2.4	2.4	0.2	3.5	3.5
Cycle Q Clear(g_c), s	1.0	0.0	0.0	0.7	0.0	0.0	0.5	2.4	2.4	0.2	3.5	3.5
Prop In Lane	0.86		1.00	0.95		1.00	1.00		0.03	1.00		0.09
Lane Grp Cap(c), veh/h	92	0	81	64	0	57	37	638	668	18	619	641
V/C Ratio(X)	0.64	0.00	0.00	0.59	0.00	0.00	0.76	0.30	0.30	0.71	0.42	0.42
Avail Cap(c_a), veh/h	1499	0	1325	1033	0	917	916	2056	2151	916	2056	2129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	0.0	14.8	0.0	0.0	15.2	7.2	7.2	15.3	7.7	7.7
Incr Delay (d2), s/veh	2.8	0.0	0.0	3.2	0.0	0.0	11.1	0.4	0.4	17.3	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.3	0.0	0.0	0.3	0.6	0.7	0.2	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	0.0	18.0	0.0	0.0	26.3	7.6	7.6	32.6	8.4	8.4
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		59			38			425			545	
Approach Delay, s/veh		17.2			18.0			8.8			9.0	
Approach LOS		B			B			A			A	

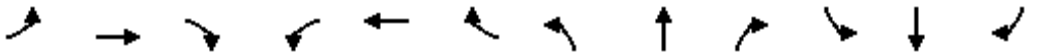
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	16.1		5.1	4.6	15.7		5.6				
Change Period (Y+Rc), s	4.0	4.9		4.0	4.0	4.9		4.0				
Max Green Setting (Gmax), s	16.0	36.0		18.0	16.0	36.0		26.0				
Max Q Clear Time (g_c+I1), s	2.2	4.4		2.7	2.5	5.5		3.0				
Green Ext Time (p_c), s	0.0	3.8		0.1	0.0	5.3		0.2				

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	7	352	16	52	469
Future Volume (veh/h)	4	7	352	16	52	469
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	391	10	58	521
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	38	17	2197	682	138	3311
Arrive On Green	0.01	0.00	0.43	0.43	0.08	0.65
Sat Flow, veh/h	3456	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	4	0	391	10	58	521
Grp Sat Flow(s),veh/h/ln	1728	1585	1702	1585	1781	1702
Q Serve(g_s), s	0.0	0.0	1.3	0.1	0.9	1.1
Cycle Q Clear(g_c), s	0.0	0.0	1.3	0.1	0.9	1.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	38	17	2197	682	138	3311
V/C Ratio(X)	0.11	0.00	0.18	0.01	0.42	0.16
Avail Cap(c_a), veh/h	2428	1113	7174	2227	1251	7174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	5.0	4.6	12.5	2.0
Incr Delay (d2), s/veh	0.5	0.0	0.1	0.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.4	0.0	5.1	4.7	13.3	2.0
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h	4		401			579
Approach Delay, s/veh	14.4		5.1			3.1
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.2	18.0			24.2	4.3
Change Period (Y+Rc), s	4.0	5.7			5.7	4.0
Max Green Setting (Gmax), s	20.0	40.0			40.0	20.0
Max Q Clear Time (g_c+I1), s	2.9	3.3			3.1	2.0
Green Ext Time (p_c), s	0.1	8.9			12.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	4.0
HCM 6th LOS	A



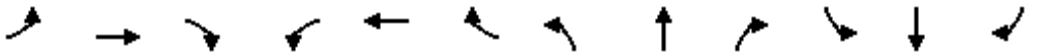
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	87	12	276	262	74	29	4	12	87	4	12
Future Volume (veh/h)	34	87	12	276	262	74	29	4	12	87	4	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	97	3	307	291	33	32	4	0	100	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	884	27	380	1635	508	128	16	127	561	0	250
Arrive On Green	0.07	0.17	0.17	0.21	0.32	0.32	0.08	0.08	0.00	0.16	0.00	0.16
Sat Flow, veh/h	1781	5090	156	1781	5106	1585	1592	199	1585	3563	0	1585
Grp Volume(v), veh/h	38	65	35	307	291	33	36	0	0	100	0	1
Grp Sat Flow(s),veh/h/ln	1781	1702	1842	1781	1702	1585	1791	0	1585	1781	0	1585
Q Serve(g_s), s	0.9	0.7	0.7	7.5	1.9	0.7	0.9	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.7	0.7	7.5	1.9	0.7	0.9	0.0	0.0	1.1	0.0	0.0
Prop In Lane	1.00		0.08	1.00		1.00	0.89		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	119	591	320	380	1635	508	143	0	127	561	0	250
V/C Ratio(X)	0.32	0.11	0.11	0.81	0.18	0.07	0.25	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	773	2216	1199	773	3324	1032	777	0	688	1546	0	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	16.0	16.0	17.2	11.3	10.9	19.9	0.0	0.0	16.8	0.0	16.4
Incr Delay (d2), s/veh	0.6	0.2	0.3	1.6	0.1	0.1	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.3	2.7	0.6	0.2	0.3	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	16.2	16.4	18.8	11.4	11.0	20.2	0.0	0.0	16.9	0.0	16.4
LnGrp LOS	C	B	B	B	B	B	C	A	A	B	A	B
Approach Vol, veh/h		138			631			36			101	
Approach Delay, s/veh		17.6			15.0			20.2			16.9	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.8	13.3		11.3	7.1	20.1		7.7				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	20.0	30.0		20.0	20.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	9.5	2.7		3.1	2.9	3.9		2.9				
Green Ext Time (p_c), s	0.5	0.7		0.2	0.0	2.9		0.0				

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

Notes

User approved volume balancing among the lanes for turning movement.



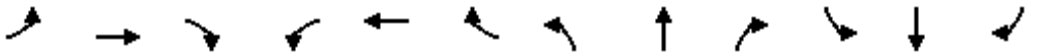
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	424	221	35	204	59	167	292	42	44	230	51
Future Volume (veh/h)	72	424	221	35	204	59	167	292	42	44	230	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	2145	2145	2145
Adj Flow Rate, veh/h	80	471	53	39	227	12	186	324	36	49	256	9
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	921	411	119	780	348	259	747	82	160	671	299
Arrive On Green	0.11	0.26	0.26	0.07	0.22	0.22	0.15	0.23	0.23	0.08	0.16	0.16
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3227	356	2043	4076	1818
Grp Volume(v), veh/h	80	471	53	39	227	12	186	177	183	49	256	9
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1806	2043	2038	1818
Q Serve(g_s), s	2.1	5.8	1.3	1.1	2.7	0.3	5.1	4.4	4.4	1.2	2.9	0.2
Cycle Q Clear(g_c), s	2.1	5.8	1.3	1.1	2.7	0.3	5.1	4.4	4.4	1.2	2.9	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	189	921	411	119	780	348	259	411	418	160	671	299
V/C Ratio(X)	0.42	0.51	0.13	0.33	0.29	0.03	0.72	0.43	0.44	0.31	0.38	0.03
Avail Cap(c_a), veh/h	488	1391	621	523	1391	621	1151	1739	1768	800	2553	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	16.2	14.5	22.8	16.6	15.7	20.8	16.8	16.8	22.2	19.0	17.9
Incr Delay (d2), s/veh	0.6	0.9	0.3	0.6	0.3	0.1	1.4	1.1	1.1	0.4	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.2	0.4	0.4	1.0	0.1	1.9	1.6	1.7	0.5	1.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	17.1	14.8	23.3	16.9	15.7	22.2	17.9	17.9	22.6	19.6	18.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		604			278			546			314	
Approach Delay, s/veh		17.5			17.8			19.4			20.0	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	18.5	11.4	13.7	9.4	16.5	8.0	17.1
Change Period (Y+Rc), s	4.0	* 5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	15.0	* 20	33.0	32.0	14.0	20.0	20.0	50.0
Max Q Clear Time (g_c+I1), s	3.1	7.8	7.1	4.9	4.1	4.7	3.2	6.4
Green Ext Time (p_c), s	0.0	5.5	0.4	3.5	0.1	2.5	0.1	5.4

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

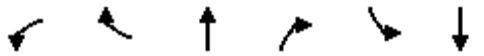
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	21	1	60	25	507	36	93	313	7
Future Volume (veh/h)	3	0	2	21	1	60	25	507	36	93	313	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1988	1988	1988	1870	1945	1870	2145	2231	2145
Adj Flow Rate, veh/h	3	0	0	23	1	10	28	563	36	103	348	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	13	0	12	117	5	247	71	1560	100	168	2057	882
Arrive On Green	0.01	0.00	0.00	0.06	0.06	0.06	0.04	0.44	0.44	0.08	0.49	0.49
Sat Flow, veh/h	1781	0	1585	1818	79	1682	1781	3525	225	2043	4239	1818
Grp Volume(v), veh/h	3	0	0	24	0	10	28	295	304	103	348	4
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1897	0	1682	1781	1848	1902	2043	2120	1818
Q Serve(g_s), s	0.1	0.0	0.0	0.5	0.0	0.2	0.7	4.5	4.6	2.1	2.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.5	0.0	0.2	0.7	4.5	4.6	2.1	2.0	0.0
Prop In Lane	1.00		1.00	0.96		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	13	0	12	122	0	247	71	818	842	168	2057	882
V/C Ratio(X)	0.23	0.00	0.00	0.20	0.00	0.04	0.40	0.36	0.36	0.61	0.17	0.00
Avail Cap(c_a), veh/h	830	0	739	884	0	923	830	1895	1951	952	4347	1864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	0.0	19.0	0.0	15.7	20.1	7.9	7.9	19.0	6.2	5.7
Incr Delay (d2), s/veh	3.2	0.0	0.0	0.3	0.0	0.0	1.3	0.6	0.6	1.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.0	0.1	0.3	1.3	1.3	0.9	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	0.0	0.0	19.3	0.0	15.7	21.4	8.5	8.5	20.4	6.3	5.7
LnGrp LOS	C	A	A	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		3			34			627			455	
Approach Delay, s/veh		24.4			18.3			9.1			9.5	
Approach LOS		C			B			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.3	5.7	26.1		6.8	7.5	24.3				
Change Period (Y+Rc), s		4.0	4.0	5.3		4.0	4.0	5.3				
Max Green Setting (Gmax), s		20.0	20.0	44.0		20.0	20.0	44.0				
Max Q Clear Time (g_c+I1), s		2.1	2.7	4.0		2.5	4.1	6.6				
Green Ext Time (p_c), s		0.0	0.0	7.2		0.0	0.2	12.3				

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



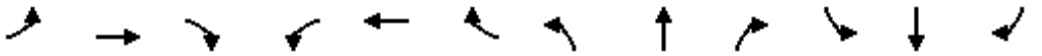
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	19	505	9	34	345
Future Volume (veh/h)	9	19	505	9	34	345
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	0	561	9	38	383
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	38	34	1279	21	117	2115
Arrive On Green	0.02	0.00	0.36	0.36	0.07	0.60
Sat Flow, veh/h	1781	1585	3673	57	1781	3647
Grp Volume(v), veh/h	10	0	278	292	38	383
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1860	1781	1777
Q Serve(g_s), s	0.1	0.0	2.8	2.8	0.5	1.1
Cycle Q Clear(g_c), s	0.1	0.0	2.8	2.8	0.5	1.1
Prop In Lane	1.00	1.00		0.03	1.00	
Lane Grp Cap(c), veh/h	38	34	635	665	117	2115
V/C Ratio(X)	0.26	0.00	0.44	0.44	0.33	0.18
Avail Cap(c_a), veh/h	1918	1707	3291	3445	1688	9948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	0.0	5.7	5.7	10.4	2.1
Incr Delay (d2), s/veh	1.3	0.0	0.7	0.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	0.4	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.5	0.0	6.3	6.3	11.0	2.2
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h	10		570			421
Approach Delay, s/veh	12.5		6.3			3.0
Approach LOS	B		A			A

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	18.7	4.5	5.5	13.2
Change Period (Y+Rc), s	4.9	4.0	4.0	* 4.9
Max Green Setting (Gmax), s	65.0	25.0	22.0	* 43
Max Q Clear Time (g_c+I1), s	3.1	2.1	2.5	4.8
Green Ext Time (p_c), s	1.6	0.0	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A

Notes

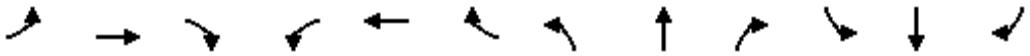
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	14	0	21	0	1239	26	12	1175	0
Future Volume (veh/h)	0	0	0	14	0	21	0	1239	26	12	1175	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	16	0	0	0	1377	28	13	1306	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	5	4	0	0	0	0	2664	54	18	3081	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.75	0.01	0.87	0.00
Sat Flow, veh/h	0	1870	1585		0		0	3655	72	1781	3647	0
Grp Volume(v), veh/h	0	0	0		0.0		0	686	719	13	1306	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585				0	1777	1857	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	5.8	5.9	0.3	2.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	5.8	5.9	0.3	2.8	0.0
Prop In Lane	0.00		1.00				0.00		0.04	1.00		0.00
Lane Grp Cap(c), veh/h	0	5	4				0	1329	1389	18	3081	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.52	0.52	0.72	0.42	0.00
Avail Cap(c_a), veh/h	0	1219	1033				0	1931	2018	774	3862	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	1.9	1.9	18.2	0.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	0.9	0.8	17.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	0.3	0.3	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	2.8	2.7	36.1	0.7	0.0
LnGrp LOS	A	A	A				A	A	A	D	A	A
Approach Vol, veh/h		0						1405			1319	
Approach Delay, s/veh		0.0						2.7			1.1	
Approach LOS								A			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	4.4	32.4				36.8		0.0				
Change Period (Y+Rc), s	4.0	4.9				4.9		4.0				
Max Green Setting (Gmax), s	16.0	40.0				40.0		24.0				
Max Q Clear Time (g_c+I1), s	2.3	7.9				4.8		0.0				
Green Ext Time (p_c), s	0.0	19.7				18.3		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		1.9	
HCM 6th LOS		A	



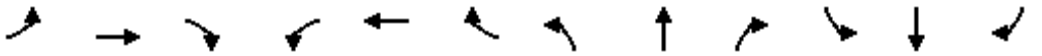
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	20	33	41	8	64	16	1202	35	45	1082	16
Future Volume (veh/h)	31	20	33	41	8	64	16	1202	35	45	1082	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	22	0	46	9	0	18	1336	38	50	1202	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	143	0	160	169	0	53	1836	52	111	1985	28
Arrive On Green	0.08	0.08	0.00	0.09	0.09	0.00	0.03	0.52	0.52	0.06	0.55	0.55
Sat Flow, veh/h	1781	1870	0	1781	1870	0	1781	3528	100	1781	3587	51
Grp Volume(v), veh/h	34	22	0	46	9	0	18	672	702	50	595	624
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	1870	0	1781	1777	1851	1781	1777	1861
Q Serve(g_s), s	1.2	0.8	0.0	1.7	0.3	0.0	0.7	20.1	20.2	1.9	15.5	15.5
Cycle Q Clear(g_c), s	1.2	0.8	0.0	1.7	0.3	0.0	0.7	20.1	20.2	1.9	15.5	15.5
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	136	143	0	160	169	0	53	925	963	111	983	1030
V/C Ratio(X)	0.25	0.15	0.00	0.29	0.05	0.00	0.34	0.73	0.73	0.45	0.61	0.61
Avail Cap(c_a), veh/h	413	434	0	413	434	0	413	1468	1529	413	1468	1537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	29.8	0.0	29.3	28.7	0.0	32.8	12.8	12.8	31.2	10.4	10.4
Incr Delay (d2), s/veh	0.8	0.4	0.0	0.8	0.1	0.0	1.4	1.8	1.7	1.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.4	0.0	0.7	0.1	0.0	0.3	6.6	6.9	0.8	4.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	30.2	0.0	30.2	28.8	0.0	34.2	14.5	14.5	32.2	11.2	11.2
LnGrp LOS	C	C	A	C	C	A	C	B	B	C	B	B
Approach Vol, veh/h		56			55			1392			1269	
Approach Delay, s/veh		30.6			29.9			14.8			12.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	43.5		9.3	8.3	41.2		10.2				
Change Period (Y+Rc), s	4.0	* 5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	16.0	* 57		16.0	16.0	57.0		16.0				
Max Q Clear Time (g_c+I1), s	2.7	17.5		3.2	3.9	22.2		3.7				
Green Ext Time (p_c), s	0.0	9.8		0.1	0.0	13.7		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		14.1
HCM 6th LOS		B

Notes

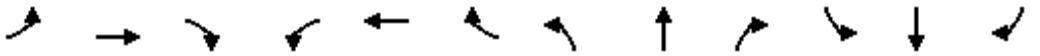
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	23	5	60	19	52	7	1283	13	17	1022	47
Future Volume (veh/h)	45	23	5	60	19	52	7	1283	13	17	1022	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1945	1870	1870	1841	1841	1870	1841	1870
Adj Flow Rate, veh/h	50	26	0	67	21	1	8	1426	13	19	1136	26
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	4	2
Cap, veh/h	66	34	84	90	28	99	11	2043	19	24	2037	922
Arrive On Green	0.05	0.05	0.00	0.06	0.06	0.06	0.01	0.58	0.58	0.01	0.58	0.58
Sat Flow, veh/h	1239	644	1585	1427	447	1571	1781	3551	32	1781	3497	1582
Grp Volume(v), veh/h	76	0	0	88	0	1	8	702	737	19	1136	26
Grp Sat Flow(s),veh/h/ln	1883	0	1585	1874	0	1571	1781	1749	1835	1781	1749	1582
Q Serve(g_s), s	2.4	0.0	0.0	2.8	0.0	0.0	0.3	17.1	17.1	0.6	12.0	0.4
Cycle Q Clear(g_c), s	2.4	0.0	0.0	2.8	0.0	0.0	0.3	17.1	17.1	0.6	12.0	0.4
Prop In Lane	0.66		1.00	0.76		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	100	0	84	118	0	99	11	1006	1055	24	2037	922
V/C Ratio(X)	0.76	0.00	0.00	0.74	0.00	0.01	0.72	0.70	0.70	0.79	0.56	0.03
Avail Cap(c_a), veh/h	251	0	211	250	0	209	238	1006	1055	238	2037	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.80	0.80	0.80	0.78	0.78	0.78
Uniform Delay (d), s/veh	28.0	0.0	0.0	27.6	0.0	26.3	29.8	9.0	9.0	29.5	7.7	5.3
Incr Delay (d2), s/veh	4.5	0.0	0.0	3.4	0.0	0.0	22.6	3.2	3.1	14.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.3	0.0	0.0	0.2	5.3	5.5	0.4	3.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	0.0	0.0	31.0	0.0	26.4	52.4	12.3	12.1	44.3	8.1	5.3
LnGrp LOS	C	A	A	C	A	C	D	B	B	D	A	A
Approach Vol, veh/h		76			89			1447			1181	
Approach Delay, s/veh		32.5			31.0			12.4			8.6	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.2	4.8	40.2		7.8	4.4	40.7				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		8.0	8.0	18.3		8.0	8.0	18.3				
Max Q Clear Time (g_c+I1), s		4.4	2.6	19.1		4.8	2.3	14.0				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	3.7				

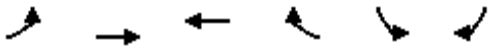
Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	19	61	0	33	6	1270	13	8	1051	4
Future Volume (vph)	10	0	19	61	0	33	6	1270	13	8	1051	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Lane Util. Factor	1.00		1.00	1.00		1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00		0.97	1.00		0.97	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Frt	1.00		0.85	1.00		0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770		1536	1770		1536	1770	3533		1770	3537	
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770		1536	1770		1536	1770	3533		1770	3537	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	0	21	68	0	37	7	1411	14	9	1168	4
RTOR Reduction (vph)	0	0	19	0	0	34	0	0	0	0	0	0
Lane Group Flow (vph)	11	0	2	68	0	3	7	1425	0	9	1172	0
Confl. Peds. (#/hr)	4		4	4		4	4		4	4		4
Confl. Bikes (#/hr)			2			2			2			2
Turn Type	Prot		Perm	Prot		Perm	Prot	NA		Prot	NA	
Protected Phases	6			5			7	4		3	8	
Permitted Phases			6			5						
Actuated Green, G (s)	5.4		5.4	5.4		5.4	1.1	35.4		1.1	35.4	
Effective Green, g (s)	5.4		5.4	5.4		5.4	1.1	35.4		1.1	35.4	
Actuated g/C Ratio	0.09		0.09	0.09		0.09	0.02	0.58		0.02	0.58	
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Vehicle Extension (s)	2.0		2.0	2.0		2.0	2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)	156		135	156		135	31	2050		31	2052	
v/s Ratio Prot	0.01			c0.04			0.00	c0.40		c0.01	0.33	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.07		0.01	0.44		0.02	0.23	0.69		0.29	0.57	
Uniform Delay, d1	25.5		25.4	26.4		25.4	29.5	9.0		29.6	8.0	
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1		0.0	0.7		0.0	1.3	2.0		1.9	0.4	
Delay (s)	25.6		25.4	27.1		25.4	30.9	11.0		31.5	8.5	
Level of Service	C		C	C		C	C	B		C	A	
Approach Delay (s)		25.4			26.5			11.1			8.7	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	61.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

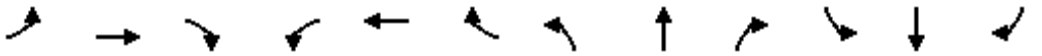
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	177	268	19	4	11
Future Volume (veh/h)	16	177	268	19	4	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	197	298	12	4	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	25	1752	1025	457	8	8
Arrive On Green	0.01	0.49	0.29	0.29	0.00	0.00
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	18	197	298	12	4	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.2	0.6	1.4	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.6	1.4	0.1	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	25	1752	1025	457	8	8
V/C Ratio(X)	0.71	0.11	0.29	0.03	0.47	0.00
Avail Cap(c_a), veh/h	1693	10978	7432	3315	2117	1883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.3	2.9	5.8	5.4	10.5	0.0
Incr Delay (d2), s/veh	12.7	0.0	0.3	0.0	14.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.0	2.9	6.1	5.4	24.9	0.0
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h		215	310		4	
Approach Delay, s/veh		4.6	6.1		24.9	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			16.1		5.0	4.3	11.8
Change Period (Y+Rc), s			5.7		4.9	4.0	5.7
Max Green Setting (Gmax), s			65.0		25.0	20.0	44.0
Max Q Clear Time (g_c+I1), s			2.6		2.0	2.2	3.4
Green Ext Time (p_c), s			1.7		0.0	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	133	212	23	110	5	248	320	51	4	308	50
Future Volume (veh/h)	32	133	212	23	110	5	248	320	51	4	308	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	148	0	26	122	0	276	356	0	4	342	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	453		77	435		353	1406		14	728	
Arrive On Green	0.05	0.13	0.00	0.04	0.12	0.00	0.20	0.40	0.00	0.01	0.20	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	36	148	0	26	122	0	276	356	0	4	342	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.9	1.7	0.0	0.6	1.4	0.0	6.6	3.0	0.0	0.1	3.8	0.0
Cycle Q Clear(g_c), s	0.9	1.7	0.0	0.6	1.4	0.0	6.6	3.0	0.0	0.1	3.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	453		77	435		353	1406		14	728	
V/C Ratio(X)	0.42	0.33		0.34	0.28		0.78	0.25		0.30	0.47	
Avail Cap(c_a), veh/h	799	1593		799	1593		1198	3983		799	3187	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.6	17.7	0.0	20.7	17.8	0.0	17.0	9.1	0.0	22.0	15.6	0.0
Incr Delay (d2), s/veh	1.2	0.7	0.0	1.0	0.7	0.0	1.4	0.2	0.0	4.4	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7	0.0	0.3	0.5	0.0	2.4	0.9	0.0	0.1	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	18.4	0.0	21.7	18.5	0.0	18.4	9.2	0.0	26.4	16.6	0.0
LnGrp LOS	C	B		C	B		B	A		C	B	
Approach Vol, veh/h		184	A		148	A		632	A		346	A
Approach Delay, s/veh		19.0			19.1			13.2			16.7	
Approach LOS		B			B			B			B	

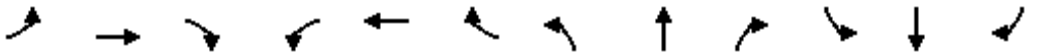
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	11.4	12.9	14.4	6.2	11.2	4.3	23.0
Change Period (Y+Rc), s	4.0	5.7	4.0	5.3	4.0	* 5.7	4.0	5.3
Max Green Setting (Gmax), s	20.0	20.0	30.0	40.0	20.0	* 20	20.0	50.0
Max Q Clear Time (g_c+I1), s	2.6	3.7	8.6	5.8	2.9	3.4	2.1	5.0
Green Ext Time (p_c), s	0.0	0.8	0.6	3.4	0.0	0.7	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	35	41	36	7	24	18	962	26	81	371	4
Future Volume (veh/h)	9	35	41	36	7	24	18	962	26	81	371	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	39	2	40	8	0	20	1069	27	90	412	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	13	52	55	51	10		639	2157	54	116	1043	
Arrive On Green	0.03	0.03	0.03	0.03	0.03	0.00	0.36	0.61	0.61	0.07	0.29	0.00
Sat Flow, veh/h	378	1474	1585	1496	299	1585	1781	3542	89	1781	3647	0
Grp Volume(v), veh/h	49	0	2	48	0	0	20	536	560	90	412	0
Grp Sat Flow(s),veh/h/ln	1851	0	1585	1796	0	1585	1781	1777	1854	1781	1777	0
Q Serve(g_s), s	2.0	0.0	0.1	2.0	0.0	0.0	0.6	12.8	12.8	3.8	7.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.1	2.0	0.0	0.0	0.6	12.8	12.8	3.8	7.0	0.0
Prop In Lane	0.20		1.00	0.83		1.00	1.00		0.05	1.00		0.00
Lane Grp Cap(c), veh/h	65	0	55	61	0		639	1082	1129	116	1043	
V/C Ratio(X)	0.76	0.00	0.04	0.79	0.00		0.03	0.50	0.50	0.77	0.40	
Avail Cap(c_a), veh/h	270	0	232	262	0		639	1082	1129	281	1043	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.3	0.0	35.4	36.4	0.0	0.0	15.8	8.3	8.3	35.0	21.5	0.0
Incr Delay (d2), s/veh	12.4	0.0	0.2	15.1	0.0	0.0	0.0	0.5	0.4	4.1	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.1	0.0	0.0	0.2	3.8	3.9	1.7	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	0.0	35.6	51.5	0.0	0.0	15.8	8.8	8.8	39.0	22.6	0.0
LnGrp LOS	D	A	D	D	A		B	A	A	D	C	
Approach Vol, veh/h		51			48	A		1116			502	A
Approach Delay, s/veh		48.3			51.5			8.9			25.5	
Approach LOS		D			D			A			C	

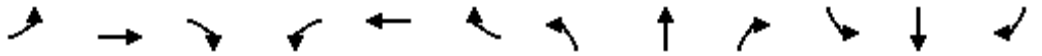
Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	7.6	33.0	28.0	7.5	9.0	52.0
Change Period (Y+Rc), s	4.9	5.7	* 5.7	4.9	4.0	5.7
Max Green Setting (Gmax), s	11.1	12.0	* 22	11.1	12.0	22.3
Max Q Clear Time (g_c+I1), s	4.0	2.6	9.0	4.0	5.8	14.8
Green Ext Time (p_c), s	0.0	0.0	2.0	0.0	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	3	5	5	0	7	3	972	31	40	392	5
Future Volume (veh/h)	11	3	5	5	0	7	3	972	31	40	392	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	3	0	6	0	0	3	1080	33	44	436	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	4	0	103	0	22	4	2825	86	56	2984	41
Arrive On Green	0.01	0.01	0.00	0.01	0.00	0.00	0.00	0.80	0.80	0.03	0.83	0.83
Sat Flow, veh/h	1251	313	0	1661	0	1585	1781	3520	108	1781	3589	49
Grp Volume(v), veh/h	15	0	0	6	0	0	3	545	568	44	216	226
Grp Sat Flow(s),veh/h/ln	1564	0	0	1661	0	1585	1781	1777	1851	1781	1777	1861
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	0.2	7.9	7.9	2.2	2.1	2.1
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.3	0.0	0.0	0.2	7.9	7.9	2.2	2.1	2.1
Prop In Lane	0.80		0.00	1.00		1.00	1.00		0.06	1.00		0.03
Lane Grp Cap(c), veh/h	94	0	0	103	0	22	4	1426	1485	56	1477	1548
V/C Ratio(X)	0.16	0.00	0.00	0.06	0.00	0.00	0.70	0.38	0.38	0.78	0.15	0.15
Avail Cap(c_a), veh/h	503	0	0	492	0	458	396	1426	1485	396	1477	1548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	0.0	0.0	43.9	0.0	0.0	44.9	2.5	2.5	43.3	1.5	1.5
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	52.0	0.2	0.2	8.6	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.1	0.0	0.0	0.1	1.3	1.4	1.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	0.0	0.0	44.0	0.0	0.0	96.9	2.8	2.8	51.9	1.7	1.7
LnGrp LOS	D	A	A	D	A	A	F	A	A	D	A	A
Approach Vol, veh/h		15			6			1116			486	
Approach Delay, s/veh		44.4			44.0			3.0			6.2	
Approach LOS		D			D			A			A	

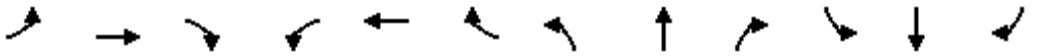
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	80.5		5.3	6.8	77.9		5.3				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	20.0	30.3		26.0	20.0	30.3		26.0				
Max Q Clear Time (g_c+I1), s	2.2	4.1		2.8	4.2	9.9		2.3				
Green Ext Time (p_c), s	0.0	2.9		0.0	0.0	8.3		0.0				

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	53	86	930	20	36	380
Future Volume (veh/h)	53	86	930	20	36	380
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	3	1033	21	40	422
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	78	70	2761	56	51	3014
Arrive On Green	0.04	0.04	0.78	0.78	0.01	0.28
Sat Flow, veh/h	1781	1585	3655	72	1781	3647
Grp Volume(v), veh/h	59	3	515	539	40	422
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1857	1781	1777
Q Serve(g_s), s	2.9	0.2	8.3	8.3	2.0	8.0
Cycle Q Clear(g_c), s	2.9	0.2	8.3	8.3	2.0	8.0
Prop In Lane	1.00	1.00		0.04	1.00	
Lane Grp Cap(c), veh/h	78	70	1378	1440	51	3014
V/C Ratio(X)	0.75	0.04	0.37	0.37	0.79	0.14
Avail Cap(c_a), veh/h	396	352	1378	1440	396	3014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.99	0.99
Uniform Delay (d), s/veh	42.5	41.2	3.2	3.2	44.3	7.8
Incr Delay (d2), s/veh	5.4	0.1	0.2	0.2	9.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.1	2.1	2.2	1.0	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.9	41.3	3.4	3.4	53.8	7.9
LnGrp LOS	D	D	A	A	D	A
Approach Vol, veh/h	62		1054			462
Approach Delay, s/veh	47.6		3.4			11.9
Approach LOS	D		A			B

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		82.0		8.0	6.6	75.5
Change Period (Y+Rc), s		5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s		60.3		20.0	20.0	36.3
Max Q Clear Time (g_c+I1), s		10.0		4.9	4.0	10.3
Green Ext Time (p_c), s		2.7		0.1	0.0	6.8

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A



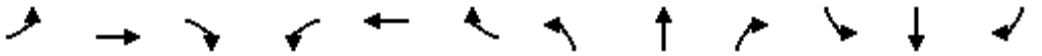
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	0	201	0	2	0	139	559	1	1	729	128
Future Volume (veh/h)	123	0	201	0	2	0	139	559	1	1	729	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1856	1870	1870	1870	1664	1708	1723	2067	2007	2052
Adj Flow Rate, veh/h	137	0	23	0	2	0	154	621	1	1	810	50
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	2	3	2	2	2	6	3	2	2	6	3
Cap, veh/h	417	0	182	0	9	0	191	1803	811	4	1666	760
Arrive On Green	0.12	0.00	0.12	0.00	0.00	0.00	0.12	0.56	0.56	0.00	0.44	0.44
Sat Flow, veh/h	3534	0	1540	0	1870	0	1585	3246	1460	1968	3813	1739
Grp Volume(v), veh/h	137	0	23	0	2	0	154	621	1	1	810	50
Grp Sat Flow(s),veh/h/ln	1767	0	1540	0	1870	0	1585	1623	1460	1968	1906	1739
Q Serve(g_s), s	2.3	0.0	0.9	0.0	0.1	0.0	6.0	6.7	0.0	0.0	9.7	1.1
Cycle Q Clear(g_c), s	2.3	0.0	0.9	0.0	0.1	0.0	6.0	6.7	0.0	0.0	9.7	1.1
Prop In Lane	1.00		1.00	0.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	417	0	182	0	9	0	191	1803	811	4	1666	760
V/C Ratio(X)	0.33	0.00	0.13	0.00	0.22	0.00	0.80	0.34	0.00	0.23	0.49	0.07
Avail Cap(c_a), veh/h	1107	0	482	0	586	0	496	2033	915	616	2388	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	25.2	0.0	31.7	0.0	27.3	7.8	6.3	31.8	12.9	10.4
Incr Delay (d2), s/veh	0.7	0.0	0.5	0.0	4.3	0.0	3.0	0.2	0.0	9.7	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.3	0.0	0.0	0.0	2.1	1.5	0.0	0.0	3.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	0.0	25.7	0.0	36.0	0.0	30.3	8.0	6.3	41.5	13.2	10.5
LnGrp LOS	C	A	C	A	D	A	C	A	A	D	B	B
Approach Vol, veh/h		160			2			776			861	
Approach Delay, s/veh		26.4			36.0			12.4			13.1	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	41.9		4.3	11.7	34.3		13.5				
Change Period (Y+Rc), s	4.0	6.4		4.0	4.0	6.4		6.0				
Max Green Setting (Gmax), s	20.0	40.0		20.0	20.0	40.0		20.0				
Max Q Clear Time (g_c+I1), s	2.0	8.7		2.1	8.0	11.7		4.3				
Green Ext Time (p_c), s	0.0	12.8		0.0	0.2	16.2		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		14.0	
HCM 6th LOS		B	

Notes

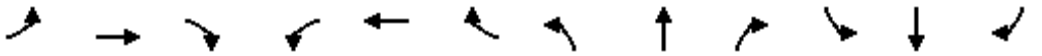
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	4	2	0	2	11	687	0	5	923	5
Future Volume (veh/h)	4	0	4	2	0	2	11	687	0	5	923	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	0	2	0	0	12	763	0	6	1026	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	0	17	10	0	9	22	1832	817	14	1816	810
Arrive On Green	0.01	0.00	0.00	0.01	0.00	0.00	0.01	0.52	0.00	0.01	0.51	0.51
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	4	0	0	2	0	0	12	763	0	6	1026	4
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	0.3	5.3	0.0	0.1	7.9	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.0	0.0	0.0	0.3	5.3	0.0	0.1	7.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	19	0	17	10	0	9	22	1832	817	14	1816	810
V/C Ratio(X)	0.21	0.00	0.00	0.20	0.00	0.00	0.54	0.42	0.00	0.42	0.56	0.00
Avail Cap(c_a), veh/h	891	0	793	891	0	793	891	3999	1784	891	3999	1784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	0.0	19.8	0.0	0.0	19.6	6.0	0.0	19.7	6.7	4.8
Incr Delay (d2), s/veh	1.9	0.0	0.0	3.8	0.0	0.0	7.4	0.2	0.0	7.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.3	0.0	0.1	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	0.0	23.5	0.0	0.0	27.0	6.2	0.0	26.8	7.2	4.8
LnGrp LOS	C	A	A	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		4			2			775			1036	
Approach Delay, s/veh		21.5			23.5			6.5			7.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.4	4.5	26.8		4.2	4.3	27.0				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		20.0	20.0	45.0		20.0	20.0	45.0				
Max Q Clear Time (g_c+I1), s		2.1	2.3	9.9		2.0	2.1	7.3				
Green Ext Time (p_c), s		0.0	0.0	10.5		0.0	0.0	7.2				

Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1	322	22	17	3	298	639	31	1	829	95
Future Volume (veh/h)	60	1	322	22	17	3	298	639	31	1	829	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	0	30	14	33	0	331	710	17	1	921	27
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	362	0	161	131	276	0	379	1932	862	3	1699	527
Arrive On Green	0.10	0.00	0.10	0.07	0.07	0.00	0.21	0.54	0.54	0.00	0.33	0.33
Sat Flow, veh/h	3563	0	1585	1781	3741	0	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	68	0	30	14	33	0	331	710	17	1	921	27
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	1.4	0.0	1.4	0.6	0.6	0.0	14.0	8.9	0.4	0.0	11.5	0.9
Cycle Q Clear(g_c), s	1.4	0.0	1.4	0.6	0.6	0.0	14.0	8.9	0.4	0.0	11.5	0.9
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	362	0	161	131	276	0	379	1932	862	3	1699	527
V/C Ratio(X)	0.19	0.00	0.19	0.11	0.12	0.00	0.87	0.37	0.02	0.34	0.54	0.05
Avail Cap(c_a), veh/h	913	0	406	457	959	0	685	1932	862	457	1964	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	32.1	33.7	33.8	0.0	29.7	10.2	8.2	38.9	21.2	17.7
Incr Delay (d2), s/veh	0.4	0.0	0.9	0.6	0.3	0.0	2.5	0.2	0.0	23.5	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.6	0.3	0.3	0.0	5.7	2.8	0.1	0.0	4.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	0.0	33.0	34.3	34.1	0.0	32.3	10.4	8.2	62.4	21.6	17.7
LnGrp LOS	C	A	C	C	C	A	C	B	A	E	C	B
Approach Vol, veh/h		98			47			1058			949	
Approach Delay, s/veh		32.6			34.1			17.2			21.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	48.8		13.6	20.6	32.4		11.4				
Change Period (Y+Rc), s	4.0	* 6.4		5.7	4.0	6.4		5.7				
Max Green Setting (Gmax), s	20.0	* 40		20.0	30.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	2.0	10.9		3.4	16.0	13.5		2.6				
Green Ext Time (p_c), s	0.0	17.3		0.4	0.6	12.5		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	4	133	42	3	12	76	1084	55	67	939	23
Future Volume (veh/h)	134	4	133	42	3	12	76	1084	55	67	939	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	0	2	47	3	0	84	1204	33	74	1043	15
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	325	0	144	125	8	118	107	1885	585	541	3201	994
Arrive On Green	0.09	0.00	0.09	0.07	0.07	0.00	0.06	0.37	0.37	0.30	0.63	0.63
Sat Flow, veh/h	3563	0	1585	1679	107	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	152	0	2	50	0	0	84	1204	33	74	1043	15
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1786	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.9	0.0	0.1	3.2	0.0	0.0	5.6	23.4	1.6	3.6	11.5	0.4
Cycle Q Clear(g_c), s	4.9	0.0	0.1	3.2	0.0	0.0	5.6	23.4	1.6	3.6	11.5	0.4
Prop In Lane	1.00		1.00	0.94		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	0	144	133	0	118	107	1885	585	541	3201	994
V/C Ratio(X)	0.47	0.00	0.01	0.38	0.00	0.00	0.79	0.64	0.06	0.14	0.33	0.02
Avail Cap(c_a), veh/h	623	0	277	313	0	277	312	1885	585	541	3201	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	0.0	49.6	52.9	0.0	0.0	55.6	31.2	24.4	30.4	10.5	8.4
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.7	0.0	0.0	4.7	1.7	0.2	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.1	1.5	0.0	0.0	2.6	9.4	0.6	1.5	3.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	0.0	49.6	53.5	0.0	0.0	60.3	32.9	24.6	30.4	10.6	8.4
LnGrp LOS	D	A	D	D	A	A	E	C	C	C	B	A
Approach Vol, veh/h		154			50			1321			1132	
Approach Delay, s/veh		52.1			53.5			34.5			11.9	
Approach LOS		D			D			C			B	

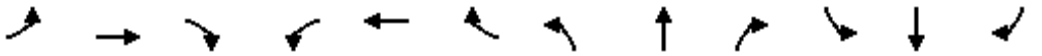
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	42.1	50.0		12.9	11.2	80.9		14.9				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	16.0	* 44		21.0	21.0	39.3		21.0				
Max Q Clear Time (g_c+I1), s	5.6	25.4		5.2	7.6	13.5		6.9				
Green Ext Time (p_c), s	0.1	11.4		0.1	0.1	11.8		0.3				

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

Notes

User approved volume balancing among the lanes for turning movement.

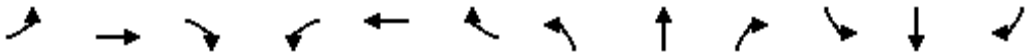
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	114	336	69	137	0	187	1159	36	13	1085	175
Future Volume (veh/h)	204	114	336	69	137	0	187	1159	36	13	1085	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	127	57	77	152	0	208	1288	20	14	1206	113
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	308	261	137	182	154	272	2013	898	50	1833	818
Arrive On Green	0.14	0.16	0.16	0.08	0.10	0.00	0.08	0.57	0.57	0.03	0.52	0.52
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	227	127	57	77	152	0	208	1288	20	14	1206	113
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	15.0	7.3	3.7	5.0	9.6	0.0	7.1	29.6	0.7	0.9	29.8	4.5
Cycle Q Clear(g_c), s	15.0	7.3	3.7	5.0	9.6	0.0	7.1	29.6	0.7	0.9	29.8	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	308	261	137	182	154	272	2013	898	50	1833	818
V/C Ratio(X)	0.88	0.41	0.22	0.56	0.83	0.00	0.77	0.64	0.02	0.28	0.66	0.14
Avail Cap(c_a), veh/h	386	308	261	312	223	189	605	2013	898	312	1833	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	44.9	43.5	53.4	53.2	0.0	54.2	17.7	11.4	57.1	21.3	15.1
Incr Delay (d2), s/veh	10.8	1.4	0.7	1.3	22.3	0.0	1.7	1.6	0.0	1.1	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	3.4	1.5	2.2	5.5	0.0	3.0	11.2	0.2	0.4	11.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	46.3	44.1	54.8	75.5	0.0	55.9	19.3	11.5	58.3	22.4	15.3
LnGrp LOS	E	D	D	D	E	A	E	B	B	E	C	B
Approach Vol, veh/h		411			229			1516			1333	
Approach Delay, s/veh		54.2			68.6			24.2			22.1	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	74.0	13.2	25.4	13.4	67.9	21.3	17.4
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	21.0	39.0	21.0	19.3	21.0	39.0	26.0	14.3
Max Q Clear Time (g_c+I1), s	2.9	31.6	7.0	9.3	9.1	31.8	17.0	11.6
Green Ext Time (p_c), s	0.0	5.3	0.1	0.7	0.4	5.1	0.3	0.2

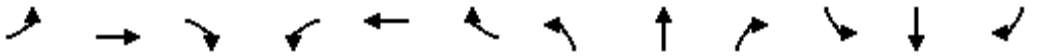
Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	206	16	52	183	5	44	3	44	9	0	7
Future Volume (veh/h)	1	206	16	52	183	5	44	3	44	9	0	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	229	14	58	203	5	49	3	10	10	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	843	51	134	1137	28	146	9	30	43	0	0
Arrive On Green	0.00	0.25	0.25	0.08	0.32	0.32	0.11	0.11	0.11	0.02	0.00	0.00
Sat Flow, veh/h	1781	3403	207	1781	3544	87	1383	85	282	1781	0	0
Grp Volume(v), veh/h	1	119	124	58	102	106	62	0	0	10	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1833	1781	1777	1855	1750	0	0	1781	0	0
Q Serve(g_s), s	0.0	1.7	1.8	1.0	1.3	1.3	1.1	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.7	1.8	1.0	1.3	1.3	1.1	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.05	0.79		0.16	1.00		0.00
Lane Grp Cap(c), veh/h	6	440	454	134	570	595	185	0	0	43	0	0
V/C Ratio(X)	0.18	0.27	0.27	0.43	0.18	0.18	0.34	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	1102	1484	1531	1102	1484	1549	1245	0	0	1102	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.1	9.8	9.8	14.3	7.9	7.9	13.4	0.0	0.0	15.5	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.6	0.6	0.8	0.3	0.2	0.4	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.5	0.3	0.3	0.3	0.4	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	10.4	10.4	15.1	8.2	8.2	13.8	0.0	0.0	16.5	0.0	0.0
LnGrp LOS	C	B	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		244			266			62			10	
Approach Delay, s/veh		10.4			9.7			13.8			16.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.4	6.4	13.7		4.8	4.1	16.1				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		23.0	20.0	27.0		20.0	20.0	27.0				
Max Q Clear Time (g_c+I1), s		3.1	3.0	3.8		2.2	2.0	3.3				
Green Ext Time (p_c), s		0.1	0.1	4.2		0.0	0.0	3.6				

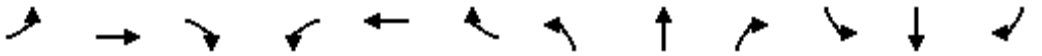
Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	185	2	11	310	7	10	1	23	30	0	245
Future Volume (veh/h)	74	185	2	11	310	7	10	1	23	30	0	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	206	1	12	344	2	11	1	0	33	0	49
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	960	428	28	682	304	46	4	0	223	0	199
Arrive On Green	0.09	0.27	0.27	0.02	0.19	0.19	0.03	0.03	0.00	0.13	0.00	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1639	149	0	1781	0	1585
Grp Volume(v), veh/h	82	206	1	12	344	2	12	0	0	33	0	49
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1788	0	0	1781	0	1585
Q Serve(g_s), s	1.5	1.6	0.0	0.2	3.0	0.0	0.2	0.0	0.0	0.6	0.0	1.0
Cycle Q Clear(g_c), s	1.5	1.6	0.0	0.2	3.0	0.0	0.2	0.0	0.0	0.6	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	0.92		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	960	428	28	682	304	51	0	0	223	0	199
V/C Ratio(X)	0.49	0.21	0.00	0.43	0.50	0.01	0.24	0.00	0.00	0.15	0.00	0.25
Avail Cap(c_a), veh/h	1013	3033	1353	1013	3033	1353	1017	0	0	1368	0	1217
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	9.9	9.4	17.1	12.7	11.5	16.7	0.0	0.0	13.7	0.0	13.9
Incr Delay (d2), s/veh	0.8	0.1	0.0	3.8	0.7	0.0	0.9	0.0	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.4	0.0	0.1	0.9	0.0	0.1	0.0	0.0	0.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	10.1	9.4	21.0	13.4	11.5	17.6	0.0	0.0	13.8	0.0	14.1
LnGrp LOS	B	B	A	C	B	B	B	A	A	B	A	B
Approach Vol, veh/h		289			358			12			82	
Approach Delay, s/veh		11.7			13.6			17.6			14.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.0	4.6	15.5		10.1	7.3	12.7				
Change Period (Y+Rc), s		4.0	4.0	6.0		5.7	4.0	6.0				
Max Green Setting (Gmax), s		20.0	20.0	30.0		27.0	20.0	30.0				
Max Q Clear Time (g_c+I1), s		2.2	2.2	3.6		3.0	3.5	5.0				
Green Ext Time (p_c), s		0.0	0.0	1.0		0.2	0.1	1.7				

Intersection Summary												
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			B									



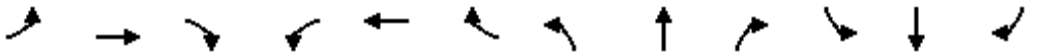
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	302	0	273	0	1118	217	0	773	1070
Future Volume (veh/h)	0	0	0	302	0	273	0	1118	217	0	773	1070
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				336	0	244	0	1242	0	0	859	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				709	0	325	0	2078		0	2078	
Arrive On Green				0.21	0.00	0.21	0.00	0.58	0.00	0.00	0.58	0.00
Sat Flow, veh/h				3456	0	1585	0	3647	1585	0	3647	2790
Grp Volume(v), veh/h				336	0	244	0	1242	0	0	859	0
Grp Sat Flow(s),veh/h/ln				1728	0	1585	0	1777	1585	0	1777	1395
Q Serve(g_s), s				4.3	0.0	7.3	0.0	11.3	0.0	0.0	6.7	0.0
Cycle Q Clear(g_c), s				4.3	0.0	7.3	0.0	11.3	0.0	0.0	6.7	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				709	0	325	0	2078		0	2078	
V/C Ratio(X)				0.47	0.00	0.75	0.00	0.60		0.00	0.41	
Avail Cap(c_a), veh/h				2055	0	943	0	4227		0	4227	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				17.6	0.0	18.8	0.0	6.7	0.0	0.0	5.7	0.0
Incr Delay (d2), s/veh				0.2	0.0	1.3	0.0	0.4	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.5	0.0	2.5	0.0	2.5	0.0	0.0	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				17.8	0.0	20.1	0.0	7.1	0.0	0.0	5.9	0.0
LnGrp LOS				B	A	C	A	A		A	A	
Approach Vol, veh/h					580			1242	A		859	A
Approach Delay, s/veh					18.8			7.1			5.9	
Approach LOS					B			A			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	34.8		34.8		15.7			
Change Period (Y+Rc), s	5.3		5.3		5.3			
Max Green Setting (Gmax), s	60.0		60.0		30.0			
Max Q Clear Time (g_c+I1), s	13.3		8.7		9.3			
Green Ext Time (p_c), s	16.2		9.9		1.1			

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

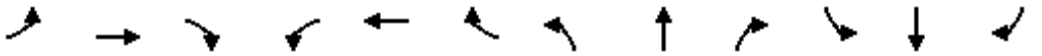
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	215	137	56	0	112	0	989	0	53	656	0
Future Volume (veh/h)	0	215	137	56	0	112	0	989	0	53	656	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	239	9	62	0	124	0	1099	0	59	729	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	423	189	319	0	0	0	1584	706	124	2045	0
Arrive On Green	0.00	0.12	0.12	0.09	0.00	0.00	0.00	0.45	0.00	0.07	0.58	0.00
Sat Flow, veh/h	0	3647	1585	3456	62		0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	0	239	9	62	28.0		0	1099	0	59	729	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	C		0	1777	1585	1781	1777	0
Q Serve(g_s), s	0.0	4.2	0.3	1.1			0.0	16.5	0.0	2.1	7.3	0.0
Cycle Q Clear(g_c), s	0.0	4.2	0.3	1.1			0.0	16.5	0.0	2.1	7.3	0.0
Prop In Lane	0.00		1.00	1.00			0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	423	189	319			0	1584	706	124	2045	0
V/C Ratio(X)	0.00	0.57	0.05	0.19			0.00	0.69	0.00	0.47	0.36	0.00
Avail Cap(c_a), veh/h	0	1601	714	1298			0	2669	1190	535	2669	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00			0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	27.7	26.0	27.9			0.0	14.8	0.0	29.8	7.5	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.1	0.1			0.0	0.7	0.0	1.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	0.1	0.4			0.0	5.7	0.0	0.9	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.8	26.1	28.0			0.0	15.5	0.0	30.8	7.7	0.0
LnGrp LOS	A	C	C	C			A	B	A	C	A	A
Approach Vol, veh/h		248						1099			788	
Approach Delay, s/veh		28.7						15.5			9.4	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2				6	7	8				
Phs Duration (G+Y+Rc), s	8.6	34.6				43.2	10.1	13.2				
Change Period (Y+Rc), s	4.0	4.9				4.9	4.0	5.3				
Max Green Setting (Gmax), s	20.0	50.0				50.0	25.0	30.0				
Max Q Clear Time (g_c+I1), s	4.1	18.5				9.3	3.1	6.2				
Green Ext Time (p_c), s	0.0	11.1				6.9	0.1	1.4				

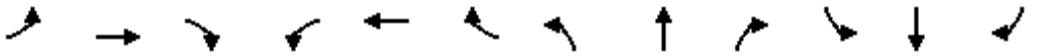
Intersection Summary			
HCM 6th Ctrl Delay		15.2	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	100	4	6	203	124	7	30	13	160	14	81
Future Volume (veh/h)	41	100	4	6	203	124	7	30	13	160	14	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	111	1	7	226	27	8	33	1	178	16	21
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	743	332	13	627	280	34	140	148	378	34	365
Arrive On Green	0.04	0.21	0.21	0.01	0.18	0.18	0.09	0.09	0.09	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	361	1491	1585	1641	147	1585
Grp Volume(v), veh/h	46	111	1	7	226	27	41	0	1	194	0	21
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1852	0	1585	1788	0	1585
Q Serve(g_s), s	1.0	1.0	0.0	0.2	2.2	0.6	0.8	0.0	0.0	3.7	0.0	0.4
Cycle Q Clear(g_c), s	1.0	1.0	0.0	0.2	2.2	0.6	0.8	0.0	0.0	3.7	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	0.20		1.00	0.92		1.00
Lane Grp Cap(c), veh/h	72	743	332	13	627	280	173	0	148	412	0	365
V/C Ratio(X)	0.64	0.15	0.00	0.52	0.36	0.10	0.24	0.00	0.01	0.47	0.00	0.06
Avail Cap(c_a), veh/h	500	2176	970	500	2176	970	1701	0	1456	1642	0	1456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	12.7	12.3	19.4	14.2	13.5	16.5	0.0	16.1	13.0	0.0	11.8
Incr Delay (d2), s/veh	3.5	0.1	0.0	11.4	0.4	0.2	0.3	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.0	0.1	0.7	0.2	0.3	0.0	0.0	1.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	12.8	12.3	30.7	14.6	13.7	16.7	0.0	16.1	13.3	0.0	11.8
LnGrp LOS	C	B	B	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h		158			260			42			215	
Approach Delay, s/veh		15.5			14.9			16.7			13.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	14.2		7.7	5.6	12.9		13.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	11.0	24.0		36.0	11.0	24.0		36.0				
Max Q Clear Time (g_c+I1), s	2.2	3.0		2.8	3.0	4.2		5.7				
Green Ext Time (p_c), s	0.0	1.2		0.1	0.0	2.7		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		14.6	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	278	72	40	211	120	31	227	59	138	246	192
Future Volume (veh/h)	286	278	72	40	211	120	31	227	59	138	246	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	318	309	0	44	234	0	34	252	0	153	273	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	524	557		511	544		206	530		472	939	
Arrive On Green	0.15	0.16	0.00	0.15	0.15	0.00	0.06	0.15	0.00	0.14	0.26	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	318	309	0	44	234	0	34	252	0	153	273	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	4.5	4.2	0.0	0.6	3.1	0.0	0.5	3.4	0.0	2.1	3.2	0.0
Cycle Q Clear(g_c), s	4.5	4.2	0.0	0.6	3.1	0.0	0.5	3.4	0.0	2.1	3.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	524	557		511	544		206	530		472	939	
V/C Ratio(X)	0.61	0.55		0.09	0.43		0.16	0.48		0.32	0.29	
Avail Cap(c_a), veh/h	1058	1653		1058	1653		1058	952		1058	973	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.7	20.3	0.0	19.2	20.1	0.0	23.3	20.4	0.0	20.4	15.3	0.0
Incr Delay (d2), s/veh	0.4	1.5	0.0	0.0	0.9	0.0	0.1	1.0	0.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.5	0.0	0.2	1.1	0.0	0.2	1.3	0.0	0.7	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	21.8	0.0	19.2	21.0	0.0	23.5	21.3	0.0	20.5	15.6	0.0
LnGrp LOS	C	C		B	C		C	C		C	B	
Approach Vol, veh/h		627	A		278	A		286	A		426	A
Approach Delay, s/veh		21.5			20.7			21.6			17.4	
Approach LOS		C			C			C			B	

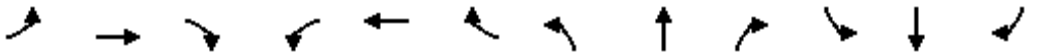
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	13.9	7.1	19.5	11.9	13.7	12.8	13.8
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	5.7	* 6
Max Green Setting (Gmax), s	16.0	24.3	16.0	14.3	16.0	24.3	16.0	* 14
Max Q Clear Time (g_c+I1), s	2.6	6.2	2.5	5.2	6.5	5.1	4.1	5.4
Green Ext Time (p_c), s	0.0	2.0	0.0	1.2	0.5	1.5	0.2	0.9

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

Notes

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

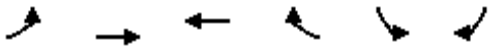
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	347	18	18	187	26	20	152	34	165	131	99
Future Volume (veh/h)	149	347	18	18	187	26	20	152	34	165	131	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	386	16	20	208	16	22	169	28	183	146	82
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	790	33	53	451	34	76	257	43	287	318	178
Arrive On Green	0.12	0.23	0.23	0.03	0.13	0.13	0.04	0.16	0.16	0.16	0.28	0.28
Sat Flow, veh/h	1781	3478	144	1781	3346	255	1781	1564	259	1781	1125	632
Grp Volume(v), veh/h	166	197	205	20	110	114	22	0	197	183	0	228
Grp Sat Flow(s),veh/h/ln	1781	1777	1844	1781	1777	1824	1781	0	1824	1781	0	1757
Q Serve(g_s), s	4.0	4.3	4.3	0.5	2.5	2.6	0.5	0.0	4.5	4.3	0.0	4.8
Cycle Q Clear(g_c), s	4.0	4.3	4.3	0.5	2.5	2.6	0.5	0.0	4.5	4.3	0.0	4.8
Prop In Lane	1.00		0.08	1.00		0.14	1.00		0.14	1.00		0.36
Lane Grp Cap(c), veh/h	217	404	419	53	240	246	76	0	299	287	0	496
V/C Ratio(X)	0.76	0.49	0.49	0.38	0.46	0.46	0.29	0.00	0.66	0.64	0.00	0.46
Avail Cap(c_a), veh/h	641	1210	1256	440	1010	1037	440	0	1029	440	0	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	14.9	14.9	21.2	17.7	17.8	20.6	0.0	17.4	17.4	0.0	13.2
Incr Delay (d2), s/veh	2.1	1.2	1.2	1.7	1.8	1.8	0.8	0.0	3.4	0.9	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.5	1.6	0.2	1.0	1.0	0.2	0.0	1.9	1.5	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	16.2	16.1	22.9	19.6	19.6	21.4	0.0	20.8	18.3	0.0	14.1
LnGrp LOS	C	B	B	C	B	B	C	A	C	B	A	B
Approach Vol, veh/h		568			244			219			411	
Approach Delay, s/veh		17.6			19.8			20.9			16.0	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	12.2	5.3	15.8	5.9	17.5	9.4	11.7
Change Period (Y+Rc), s	4.0	4.9	4.0	5.7	4.0	4.9	4.0	5.7
Max Green Setting (Gmax), s	11.0	25.1	11.0	30.3	11.0	15.1	16.0	25.3
Max Q Clear Time (g_c+I1), s	6.3	6.5	2.5	6.3	2.5	6.8	6.0	4.6
Green Ext Time (p_c), s	0.1	1.0	0.0	2.1	0.0	0.7	0.2	1.0

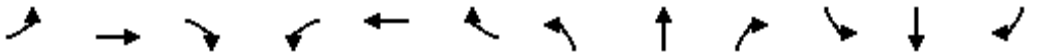
Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	566	228	16	78	0
Future Volume (veh/h)	9	566	228	16	78	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	629	253	14	87	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	29	1643	917	50	266	237
Arrive On Green	0.02	0.46	0.27	0.27	0.15	0.00
Sat Flow, veh/h	1781	3647	3518	189	1781	1585
Grp Volume(v), veh/h	10	629	131	136	87	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1836	1781	1585
Q Serve(g_s), s	0.1	2.6	1.3	1.3	1.0	0.0
Cycle Q Clear(g_c), s	0.1	2.6	1.3	1.3	1.0	0.0
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	29	1643	476	492	266	237
V/C Ratio(X)	0.35	0.38	0.27	0.28	0.33	0.00
Avail Cap(c_a), veh/h	1272	8612	4306	4450	2146	1910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.9	3.9	6.5	6.5	8.5	0.0
Incr Delay (d2), s/veh	2.6	0.2	0.4	0.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.2	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.6	4.1	6.9	6.9	8.8	0.0
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h		639	267		87	
Approach Delay, s/veh		4.3	6.9		8.8	
Approach LOS		A	A		A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		16.1		6.3	4.4	11.7
Change Period (Y+Rc), s		5.7		3.0	4.0	5.7
Max Green Setting (Gmax), s		54.3		27.0	16.0	54.3
Max Q Clear Time (g_c+I1), s		4.6		3.0	2.1	3.3
Green Ext Time (p_c), s		4.3		0.2	0.0	1.4

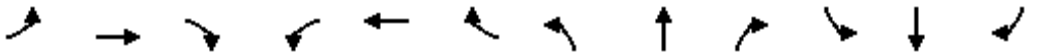
Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	590	55	69	179	0	113	0	79	0	1	0
Future Volume (veh/h)	0	590	55	69	179	0	113	0	79	0	1	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	656	55	77	199	0	126	0	12	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	1068	89	127	1743	0	310	0	275	0	5	0
Arrive On Green	0.00	0.32	0.32	0.07	0.49	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Sat Flow, veh/h	1781	3319	278	1781	3647	0	1781	0	1585	0	1870	0
Grp Volume(v), veh/h	0	351	360	77	199	0	126	0	12	0	1	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1820	1781	1777	0	1781	0	1585	0	1870	0
Q Serve(g_s), s	0.0	6.9	6.9	1.7	1.2	0.0	2.6	0.0	0.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.9	6.9	1.7	1.2	0.0	2.6	0.0	0.3	0.0	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	4	572	586	127	1743	0	310	0	275	0	5	0
V/C Ratio(X)	0.00	0.61	0.61	0.61	0.11	0.00	0.41	0.00	0.04	0.00	0.22	0.00
Avail Cap(c_a), veh/h	867	1731	1773	867	3461	0	867	0	772	0	911	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	11.8	11.8	18.5	5.6	0.0	15.1	0.0	14.1	0.0	20.4	0.0
Incr Delay (d2), s/veh	0.0	1.4	1.4	1.7	0.0	0.0	0.3	0.0	0.0	0.0	8.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	2.2	0.6	0.3	0.0	0.9	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.2	13.2	20.3	5.7	0.0	15.4	0.0	14.1	0.0	29.2	0.0
LnGrp LOS	A	B	B	C	A	A	B	A	B	A	C	A
Approach Vol, veh/h		711			276			138			1	
Approach Delay, s/veh		13.2			9.8			15.3			29.2	
Approach LOS		B			A			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	18.9		11.1	0.0	25.8		4.1				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	20.0	40.0		20.0	20.0	40.0		20.0				
Max Q Clear Time (g_c+I1), s	3.7	8.9		4.6	0.0	3.2		2.0				
Green Ext Time (p_c), s	0.1	4.3		0.2	0.0	1.1		0.0				

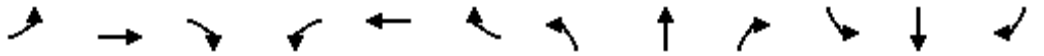
Intersection Summary			
HCM 6th Ctrl Delay		12.6	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	544	18	48	248	3	17	7	109	24	14	24
Future Volume (veh/h)	6	544	18	48	248	3	17	7	109	24	14	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	604	18	53	276	3	19	8	17	27	16	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	1119	33	268	1646	18	195	22	153	186	13	153
Arrive On Green	0.01	0.32	0.32	0.15	0.46	0.46	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1781	3523	105	1781	3601	39	0	233	1585	0	134	1585
Grp Volume(v), veh/h	7	304	318	53	136	143	27	0	17	43	0	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1851	1781	1777	1863	233	0	1585	134	0	1585
Q Serve(g_s), s	0.1	4.4	4.4	0.8	1.4	1.4	0.0	0.0	0.3	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	4.4	4.4	0.8	1.4	1.4	3.0	0.0	0.3	3.0	0.0	0.1
Prop In Lane	1.00		0.06	1.00		0.02	0.70		1.00	0.63		1.00
Lane Grp Cap(c), veh/h	20	564	588	268	812	852	217	0	153	199	0	153
V/C Ratio(X)	0.35	0.54	0.54	0.20	0.17	0.17	0.12	0.00	0.11	0.22	0.00	0.03
Avail Cap(c_a), veh/h	1132	2371	2471	1358	2597	2724	1221	0	1209	1221	0	1209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.4	8.8	8.8	11.7	5.0	5.0	13.4	0.0	13.0	14.9	0.0	12.9
Incr Delay (d2), s/veh	3.8	1.1	1.0	0.1	0.1	0.1	0.1	0.0	0.1	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	1.0	0.2	0.2	0.2	0.1	0.0	0.1	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	9.9	9.9	11.8	5.2	5.1	13.5	0.0	13.1	15.1	0.0	12.9
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		629			332			44			47	
Approach Delay, s/veh		10.0			6.2			13.3			14.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	15.7		7.0	4.4	20.1		7.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	24.0	42.0		24.0	20.0	46.0		24.0				
Max Q Clear Time (g_c+I1), s	2.8	6.4		5.0	2.1	3.4		5.0				
Green Ext Time (p_c), s	0.1	3.5		0.1	0.0	1.4		0.1				

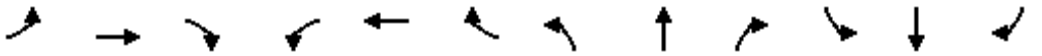
Intersection Summary			
HCM 6th Ctrl Delay		9.2	
HCM 6th LOS		A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	457	10	37	228	12	14	0	33	48	0	3
Future Volume (veh/h)	37	457	10	37	228	12	14	0	33	48	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	508	11	41	253	12	16	0	0	53	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	675	15	114	639	30	58	0	0	177	186	0
Arrive On Green	0.07	0.37	0.37	0.06	0.36	0.36	0.03	0.00	0.00	0.10	0.00	0.00
Sat Flow, veh/h	1781	1824	39	1781	1771	84	1781	0	0	1781	1870	0
Grp Volume(v), veh/h	41	0	519	41	0	265	16	0	0	53	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1863	1781	0	1855	1781	0	0	1781	1870	0
Q Serve(g_s), s	0.9	0.0	9.9	0.9	0.0	4.3	0.4	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	9.9	0.9	0.0	4.3	0.4	0.0	0.0	1.1	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.05	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	130	0	689	114	0	669	58	0	0	177	186	0
V/C Ratio(X)	0.32	0.00	0.75	0.36	0.00	0.40	0.28	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	874	0	2057	874	0	2048	874	0	0	874	918	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.9	0.0	11.2	18.3	0.0	9.7	19.3	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	2.2	0.7	0.0	0.5	1.9	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.9	0.3	0.0	1.2	0.2	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	0.0	13.5	19.0	0.0	10.2	21.1	0.0	0.0	17.4	0.0	0.0
LnGrp LOS	B	A	B	B	A	B	C	A	A	B	A	A
Approach Vol, veh/h		560			306			16			53	
Approach Delay, s/veh		13.8			11.4			21.1			17.4	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	20.8		5.3	7.0	20.4		8.1				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	20.0	45.0		20.0	20.0	45.0		20.0				
Max Q Clear Time (g_c+I1), s	2.9	11.9		2.4	2.9	6.3		3.1				
Green Ext Time (p_c), s	0.0	3.2		0.0	0.0	1.4		0.1				

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



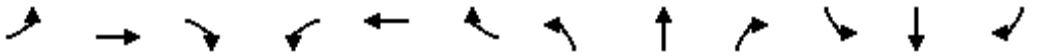
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	47	50	174	20	21	27	261	153	27	282	0
Future Volume (veh/h)	36	47	50	174	20	21	27	261	153	27	282	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	52	3	193	22	4	30	290	39	30	313	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	135	207	293	33	289	63	398	337	76	781	0
Arrive On Green	0.13	0.13	0.13	0.18	0.18	0.18	0.04	0.21	0.21	0.04	0.22	0.00
Sat Flow, veh/h	796	1035	1585	1607	183	1585	1781	1870	1585	1781	3647	0
Grp Volume(v), veh/h	92	0	3	215	0	4	30	290	39	30	313	0
Grp Sat Flow(s),veh/h/ln	1831	0	1585	1790	0	1585	1781	1870	1585	1781	1777	0
Q Serve(g_s), s	1.8	0.0	0.1	4.5	0.0	0.1	0.7	5.8	0.8	0.7	3.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.1	4.5	0.0	0.1	0.7	5.8	0.8	0.7	3.0	0.0
Prop In Lane	0.43		1.00	0.90		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	239	0	207	326	0	289	63	398	337	76	781	0
V/C Ratio(X)	0.39	0.00	0.01	0.66	0.00	0.01	0.48	0.73	0.12	0.40	0.40	0.00
Avail Cap(c_a), veh/h	503	0	436	1163	0	1030	490	2089	1770	490	4066	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.9	0.0	15.2	15.2	0.0	13.4	18.9	14.7	12.7	18.7	13.4	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	2.1	1.0	0.1	1.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.6	0.0	0.0	0.3	2.1	0.2	0.3	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	15.2	16.1	0.0	13.4	21.0	15.7	12.8	19.9	13.7	0.0
LnGrp LOS	B	A	B	B	A	B	C	B	B	B	B	A
Approach Vol, veh/h		95			219			359			343	
Approach Delay, s/veh		16.3			16.0			15.8			14.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	13.8		9.2	5.4	14.1		11.3				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	* 5.3		4.0				
Max Green Setting (Gmax), s	11.0	44.7		11.0	11.0	* 46		26.0				
Max Q Clear Time (g_c+I1), s	2.7	7.8		3.8	2.7	5.0		6.5				
Green Ext Time (p_c), s	0.0	0.7		0.1	0.0	1.4		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		15.4
HCM 6th LOS		B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	103	0	110	140	3	0	177	127	0	153	142
Future Volume (veh/h)	143	103	0	110	140	3	0	177	127	0	153	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	159	114	0	122	156	2	0	197	20	0	170	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	365	384	0	367	380	5	0	364	309	0	364	
Arrive On Green	0.21	0.21	0.00	0.21	0.21	0.21	0.00	0.19	0.19	0.00	0.19	0.00
Sat Flow, veh/h	1781	1870	0	1781	1842	24	0	1870	1585	0	1870	1585
Grp Volume(v), veh/h	159	114	0	122	0	158	0	197	20	0	170	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1866	0	1870	1585	0	1870	1585
Q Serve(g_s), s	2.8	1.9	0.0	2.1	0.0	2.7	0.0	3.5	0.4	0.0	2.9	0.0
Cycle Q Clear(g_c), s	2.8	1.9	0.0	2.1	0.0	2.7	0.0	3.5	0.4	0.0	2.9	0.0
Prop In Lane	1.00		0.00	1.00		0.01	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	365	384	0	367	0	385	0	364	309	0	364	
V/C Ratio(X)	0.44	0.30	0.00	0.33	0.00	0.41	0.00	0.54	0.06	0.00	0.47	
Avail Cap(c_a), veh/h	1121	1177	0	1511	0	1583	0	1842	1561	0	1842	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.7	12.3	0.0	12.4	0.0	12.6	0.0	13.2	12.0	0.0	13.0	0.0
Incr Delay (d2), s/veh	0.6	0.3	0.0	0.4	0.0	0.5	0.0	2.7	0.2	0.0	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.7	0.0	0.7	0.0	0.9	0.0	1.4	0.1	0.0	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	12.6	0.0	12.8	0.0	13.1	0.0	15.9	12.2	0.0	15.0	0.0
LnGrp LOS	B	B	A	B	A	B	A	B	B	A	B	
Approach Vol, veh/h		273			280			217			170	A
Approach Delay, s/veh		13.0			13.0			15.6			15.0	
Approach LOS		B			B			B			B	

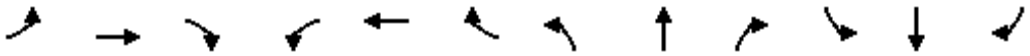
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.4		11.3		12.8		11.3				
Change Period (Y+Rc), s		4.9		* 4.2		5.3		* 4.2				
Max Green Setting (Gmax), s		31.0		* 36		23.0		* 36				
Max Q Clear Time (g_c+I1), s		4.7		4.9		4.8		5.5				
Green Ext Time (p_c), s		0.8		1.4		0.7		1.9				

Intersection Summary												
HCM 6th Ctrl Delay			13.9									
HCM 6th LOS			B									

Notes

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

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



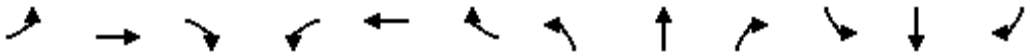
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	255	68	20	214	18	81	18	20	3	16	7
Future Volume (veh/h)	13	255	68	20	214	18	81	18	20	3	16	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	283	40	22	238	16	90	20	3	3	18	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	606	535	294	542	35	588	31	160	291	61	3
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	44	1797	1585	80	1606	104	1388	308	1585	101	606	34
Grp Volume(v), veh/h	297	0	40	276	0	0	110	0	3	22	0	0
Grp Sat Flow(s),veh/h/ln	1841	0	1585	1790	0	0	1697	0	1585	740	0	0
Q Serve(g_s), s	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.3	1.7	0.0	0.0	0.9	0.0	0.0	1.0	0.0	0.0
Prop In Lane	0.05		1.00	0.08		0.06	0.82		1.00	0.14		0.05
Lane Grp Cap(c), veh/h	879	0	535	870	0	0	620	0	160	355	0	0
V/C Ratio(X)	0.34	0.00	0.07	0.32	0.00	0.00	0.18	0.00	0.02	0.06	0.00	0.00
Avail Cap(c_a), veh/h	3997	0	3259	3870	0	0	2675	0	2390	2848	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.8	0.0	3.3	3.8	0.0	0.0	6.3	0.0	5.9	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.0	0.0	3.3	3.9	0.0	0.0	6.3	0.0	5.9	6.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		337			276			113			22	
Approach Delay, s/veh		3.9			3.9			6.3			6.8	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.1		5.5		9.1		5.5				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 30		22.0		* 30		22.0				
Max Q Clear Time (g_c+I1), s		3.8		2.9		3.7		3.0				
Green Ext Time (p_c), s		1.1		0.2		0.9		0.0				

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	292	9	10	299	7	12	4	17	2	5	1
Future Volume (veh/h)	4	292	9	10	299	7	12	4	17	2	5	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	324	9	11	332	7	13	4	0	2	6	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	670	18	286	663	14	493	7	29	342	25	0
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.02	0.02	0.00	0.02	0.02	0.00
Sat Flow, veh/h	10	1794	49	29	1775	37	1199	369	1585	449	1348	0
Grp Volume(v), veh/h	337	0	0	350	0	0	17	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	1853	0	0	1841	0	0	1568	0	1585	1797	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	2.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Prop In Lane	0.01		0.03	0.03		0.02	0.76		1.00	0.25		0.00
Lane Grp Cap(c), veh/h	962	0	0	963	0	0	500	0	29	367	0	0
V/C Ratio(X)	0.35	0.00	0.00	0.36	0.00	0.00	0.03	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	4377	0	0	4331	0	0	2915	0	2587	3158	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.2	0.0	0.0	3.3	0.0	0.0	6.6	0.0	0.0	6.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.4	0.0	0.0	3.4	0.0	0.0	6.6	0.0	0.0	6.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		337			350			17			8	
Approach Delay, s/veh		3.4			3.4			6.6			6.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.2		4.2		9.2		4.2				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 30		22.0		* 30		22.0				
Max Q Clear Time (g_c+I1), s		3.9		2.1		4.0		2.1				
Green Ext Time (p_c), s		1.0		0.0		1.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		3.5
HCM 6th LOS		A

Notes

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

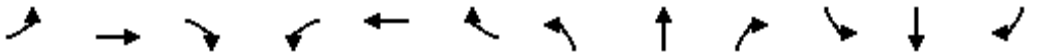
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	192	17	172	236	3	43	13	272	4	12	2
Future Volume (veh/h)	17	192	17	172	236	3	43	13	272	4	12	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	213	16	191	262	3	48	14	109	4	13	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	379	28	260	649	7	243	22	137	220	212	0
Arrive On Green	0.01	0.22	0.22	0.15	0.35	0.35	0.14	0.14	0.14	0.14	0.14	0.00
Sat Flow, veh/h	1781	1718	129	1781	1845	21	407	157	992	284	1533	0
Grp Volume(v), veh/h	19	0	229	191	0	265	171	0	0	17	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1847	1781	0	1867	1556	0	0	1817	0	0
Q Serve(g_s), s	0.3	0.0	2.7	2.5	0.0	2.6	2.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	2.7	2.5	0.0	2.6	2.6	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.01	0.28		0.64	0.24		0.00
Lane Grp Cap(c), veh/h	26	0	408	260	0	656	402	0	0	431	0	0
V/C Ratio(X)	0.72	0.00	0.56	0.74	0.00	0.40	0.43	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	868	0	2776	2026	0	3412	1445	0	0	1566	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.1	0.0	8.5	10.1	0.0	6.0	10.3	0.0	0.0	9.2	0.0	0.0
Incr Delay (d2), s/veh	12.7	0.0	1.0	1.5	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	0.7	0.0	0.5	0.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	9.5	11.6	0.0	6.4	10.5	0.0	0.0	9.2	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		248			456			171			17	
Approach Delay, s/veh		10.7			8.5			10.5			9.2	
Approach LOS		B			A			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	9.6		7.4	4.4	12.9		7.4				
Change Period (Y+Rc), s	4.0	* 4.2		4.0	4.0	* 4.2		4.0				
Max Green Setting (Gmax), s	28.0	* 37		20.0	12.0	* 45		20.0				
Max Q Clear Time (g_c+I1), s	4.5	4.7		4.6	2.3	4.6		2.2				
Green Ext Time (p_c), s	0.4	0.7		0.3	0.0	0.9		0.0				

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	85	146	42	66	9	173	385	10	15	708	0
Future Volume (veh/h)	76	85	146	42	66	9	173	385	10	15	708	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	94	15	47	73	1	192	428	4	17	787	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	180	296	125	195	277	238	635	283	409	1068	
Arrive On Green	0.19	0.19	0.19	0.17	0.17	0.17	0.13	0.18	0.18	0.23	0.30	0.00
Sat Flow, veh/h	862	965	1585	718	1116	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	178	0	15	120	0	1	192	428	4	17	787	0
Grp Sat Flow(s),veh/h/ln	1827	0	1585	1834	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.4	0.0	0.6	4.2	0.0	0.0	7.7	8.3	0.2	0.5	14.6	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.6	4.2	0.0	0.0	7.7	8.3	0.2	0.5	14.6	0.0
Prop In Lane	0.47		1.00	0.39		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	342	0	296	320	0	277	238	635	283	409	1068	
V/C Ratio(X)	0.52	0.00	0.05	0.37	0.00	0.00	0.81	0.67	0.01	0.04	0.74	
Avail Cap(c_a), veh/h	498	0	432	500	0	432	607	1937	864	485	1937	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	24.5	26.8	0.0	25.0	30.9	28.2	24.8	22.0	23.1	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.3	0.0	0.0	2.5	1.7	0.0	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.2	1.8	0.0	0.0	3.2	3.4	0.1	0.2	5.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.3	0.0	24.5	27.0	0.0	25.0	33.4	29.9	24.8	22.0	24.5	0.0
LnGrp LOS	C	A	C	C	A	C	C	C	C	C	C	
Approach Vol, veh/h		193			121			624			804	A
Approach Delay, s/veh		27.1			27.0			30.9			24.4	
Approach LOS		C			C			C			C	

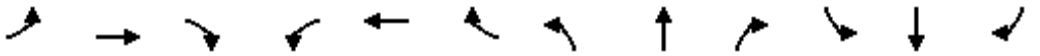
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.8	18.0		16.8	12.8	26.1		17.7				
Change Period (Y+Rc), s	4.0	4.9		4.0	3.0	* 4		4.0				
Max Green Setting (Gmax), s	20.0	40.0		20.0	25.0	* 40		20.0				
Max Q Clear Time (g_c+I1), s	2.5	10.3		6.2	9.7	16.6		8.4				
Green Ext Time (p_c), s	0.0	2.8		0.2	0.3	5.4		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Notes

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

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



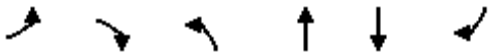
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	204	0	0	307	118	0	0	0	82	0	22
Future Volume (veh/h)	12	204	0	0	307	118	0	0	0	82	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	227	0	0	341	30	0	0	0	91	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	1662	0	0	581	493	0	0	0	948	498	0
Arrive On Green	0.02	0.47	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.27	0.00	0.00
Sat Flow, veh/h	1781	3647	0	0	1870	1585		0		3563	1870	0
Grp Volume(v), veh/h	13	227	0	0	341	30		0.0		91	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1870	1585				1781	1870	0
Q Serve(g_s), s	0.2	1.1	0.0	0.0	4.6	0.4				0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.2	1.1	0.0	0.0	4.6	0.4				0.6	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00				1.00		0.00
Lane Grp Cap(c), veh/h	43	1662	0	0	581	493				948	498	0
V/C Ratio(X)	0.30	0.14	0.00	0.00	0.59	0.06				0.10	0.00	0.00
Avail Cap(c_a), veh/h	889	3546	0	0	1866	1582				2607	1369	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	14.4	4.5	0.0	0.0	8.7	7.3				8.3	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.0	1.3	0.1				0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.0	0.0	1.3	0.1				0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	4.6	0.0	0.0	10.0	7.3				8.3	0.0	0.0
LnGrp LOS	B	A	A	A	A	A				A	A	A
Approach Vol, veh/h		240			371						91	
Approach Delay, s/veh		5.2			9.8						8.3	
Approach LOS		A			A						A	

Timer - Assigned Phs				4		6	7	8				
Phs Duration (G+Y+Rc), s				18.1		12.0	4.7	13.3				
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s				30.0		22.0	15.0	30.0				
Max Q Clear Time (g_c+I1), s				3.1		2.6	2.2	6.6				
Green Ext Time (p_c), s				1.9		0.1	0.0	2.8				

Intersection Summary												
HCM 6th Ctrl Delay			8.0									
HCM 6th LOS			A									

Notes

User approved volume balancing among the lanes for turning movement.



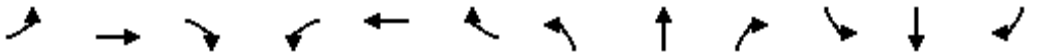
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	294	435	242	135	28	153
Future Volume (veh/h)	294	435	242	135	28	153
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	327	170	210	233	31	47
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	582	518	723	588	588	498
Arrive On Green	0.33	0.33	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	1585	1321	1870	1870	1585
Grp Volume(v), veh/h	327	170	210	233	31	47
Grp Sat Flow(s),veh/h/ln	1781	1585	1321	1870	1870	1585
Q Serve(g_s), s	3.4	1.8	2.9	2.2	0.3	0.5
Cycle Q Clear(g_c), s	3.4	1.8	3.2	2.2	0.3	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	582	518	723	588	588	498
V/C Ratio(X)	0.56	0.33	0.29	0.40	0.05	0.09
Avail Cap(c_a), veh/h	1999	1779	1790	2099	2351	1992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.2	5.7	6.4	6.0	5.3	5.4
Incr Delay (d2), s/veh	1.1	0.5	0.1	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.4	0.4	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.3	6.1	6.5	6.1	5.3	5.4
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	497			443	78	
Approach Delay, s/veh	6.9			6.3	5.4	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		11.0		11.3		11.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		25.0		25.0		28.0
Max Q Clear Time (g_c+I1), s		5.2		5.4		2.5
Green Ext Time (p_c), s		1.1		2.3		0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



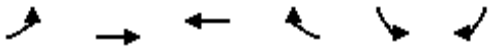
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	44	4	374	86	88	2	278	342	66	259	8
Future Volume (veh/h)	8	44	4	374	86	88	2	278	342	66	259	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	49	0	416	96	15	2	309	92	73	288	9
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	465	144	596	713	219	259	724	321	403	724	321
Arrive On Green	0.12	0.09	0.00	0.17	0.14	0.14	0.07	0.20	0.20	0.12	0.20	0.20
Sat Flow, veh/h	3456	5106	1585	3456	5106	1571	3456	3554	1573	3456	3554	1573
Grp Volume(v), veh/h	9	49	0	416	96	15	2	309	92	73	288	9
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1571	1728	1777	1573	1728	1777	1573
Q Serve(g_s), s	0.1	0.4	0.0	5.4	0.8	0.2	0.0	3.6	1.2	0.9	3.4	0.2
Cycle Q Clear(g_c), s	0.1	0.4	0.0	5.4	0.8	0.2	0.0	3.6	1.2	0.9	3.4	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	465	144	596	713	219	259	724	321	403	724	321
V/C Ratio(X)	0.02	0.11	0.00	0.70	0.13	0.07	0.01	0.43	0.29	0.18	0.40	0.03
Avail Cap(c_a), veh/h	1437	2124	659	1581	2336	719	1437	2439	1080	1437	2439	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	20.1	0.0	18.7	18.1	7.0	20.6	16.7	4.4	19.2	16.6	15.3
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.6	0.1	0.2	0.0	0.8	0.9	0.1	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	1.7	0.3	0.1	0.0	1.2	0.7	0.3	1.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	20.2	0.0	19.3	18.3	7.2	20.6	17.5	5.4	19.2	17.3	15.4
LnGrp LOS	B	C	A	B	B	A	C	B	A	B	B	B
Approach Vol, veh/h		58			527			403			370	
Approach Delay, s/veh		19.9			18.7			14.7			17.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	15.8	12.3	10.4	9.6	15.8	10.0	12.7
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	6.0	* 6	4.0	6.0
Max Green Setting (Gmax), s	20.0	33.0	22.0	20.0	20.0	* 33	20.0	22.0
Max Q Clear Time (g_c+I1), s	2.9	5.6	7.4	2.4	2.0	5.4	2.1	2.8
Green Ext Time (p_c), s	0.1	3.3	0.9	0.2	0.0	2.4	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	442	543	59	23	4
Future Volume (veh/h)	7	442	543	59	23	4
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	491	603	40	26	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	23	2752	1892	587	129	115
Arrive On Green	0.01	0.54	0.37	0.37	0.07	0.00
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	8	491	603	40	26	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	0.1	1.3	2.2	0.4	0.4	0.0
Cycle Q Clear(g_c), s	0.1	1.3	2.2	0.4	0.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	23	2752	1892	587	129	115
V/C Ratio(X)	0.35	0.18	0.32	0.07	0.20	0.00
Avail Cap(c_a), veh/h	1384	12499	8531	2648	1869	1663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.6	3.0	5.8	5.2	11.2	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.1	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.4	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.9	3.1	5.9	5.3	11.5	0.0
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h		499	643		26	
Approach Delay, s/veh		3.3	5.9		11.5	
Approach LOS		A	A		B	

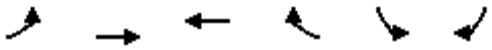
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			19.9		5.9	4.3	15.5
Change Period (Y+Rc), s			6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s			63.0		27.0	20.0	43.0
Max Q Clear Time (g_c+I1), s			3.3		2.4	2.1	4.2
Green Ext Time (p_c), s			4.1		0.0	0.0	5.4

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	487	10	175	598	7	113
Future Volume (veh/h)	487	10	175	598	7	113
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	541	3	194	664	8	16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1375	427	401	3135	106	95
Arrive On Green	0.27	0.27	0.22	0.61	0.06	0.06
Sat Flow, veh/h	5274	1585	1781	5274	1781	1585
Grp Volume(v), veh/h	541	3	194	664	8	16
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1702	1781	1585
Q Serve(g_s), s	2.9	0.0	3.2	1.9	0.1	0.3
Cycle Q Clear(g_c), s	2.9	0.0	3.2	1.9	0.1	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1375	427	401	3135	106	95
V/C Ratio(X)	0.39	0.01	0.48	0.21	0.08	0.17
Avail Cap(c_a), veh/h	4279	1328	1706	9170	1600	1423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	8.9	11.3	2.9	14.8	14.9
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.0	0.2	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.2	8.9	11.6	2.9	14.9	15.2
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h	544			858	24	
Approach Delay, s/veh	10.2			4.9	15.1	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		6.9	11.5	15.0		26.5
Change Period (Y+Rc), s		4.9	4.0	6.0		6.0
Max Green Setting (Gmax), s		30.0	32.0	28.0		60.0
Max Q Clear Time (g_c+I1), s		2.3	5.2	4.9		3.9
Green Ext Time (p_c), s		0.0	0.4	4.0		5.8

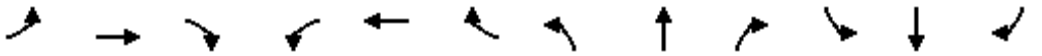
Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	553	727	190	104	11
Future Volume (veh/h)	21	553	727	190	104	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	614	808	105	116	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	61	2570	1853	571	369	328
Arrive On Green	0.03	0.50	0.36	0.36	0.21	0.21
Sat Flow, veh/h	1781	5274	5274	1574	1781	1585
Grp Volume(v), veh/h	23	614	808	105	116	2
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1574	1781	1585
Q Serve(g_s), s	0.5	2.6	4.5	1.7	2.1	0.0
Cycle Q Clear(g_c), s	0.5	2.6	4.5	1.7	2.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	61	2570	1853	571	369	328
V/C Ratio(X)	0.38	0.24	0.44	0.18	0.31	0.01
Avail Cap(c_a), veh/h	1041	7733	4477	1380	1562	1390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	5.3	9.1	8.2	12.7	11.8
Incr Delay (d2), s/veh	1.4	0.1	0.2	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	1.0	0.4	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.2	5.3	9.3	8.4	12.8	11.8
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		637	913		118	
Approach Delay, s/veh		5.8	9.2		12.8	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			24.9		12.7	5.3	19.7
Change Period (Y+Rc), s			6.0		4.9	4.0	6.0
Max Green Setting (Gmax), s			57.0		33.0	22.0	33.0
Max Q Clear Time (g_c+I1), s			4.6		4.1	2.5	6.5
Green Ext Time (p_c), s			4.9		0.2	0.0	7.0

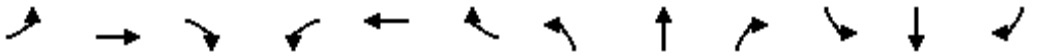
Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	210	0	0	0	24	0	0
Future Volume (veh/h)	0	0	0	0	0	210	0	0	0	24	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	29	0	0	0	27	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	111	49	41	111	49	21	42	19	52	103	46
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.03	0.00	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	0	0	29	0	0	0	27	0	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	41	111	49	41	111	49	21	42	19	52	103	46
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	1624	9602	4283	1624	9602	4283	837	9602	4283	3348	9602	4283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	0.0	4.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	10.6	0.0	0.0	0.0	7.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	14.7	0.0	0.0	0.0	12.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	B	A	A	A	B	A	A
Approach Vol, veh/h		0			29			0			27	
Approach Delay, s/veh		0.0			14.7			0.0			12.0	
Approach LOS					B						B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.2	0.0	0.0	4.3	0.0	4.2	0.0	4.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	23.0	4.0	23.0	4.0	23.0	4.0	23.0
Max Q Clear Time (g_c+I1), s	2.1	0.0	0.0	0.0	0.0	0.0	0.0	2.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

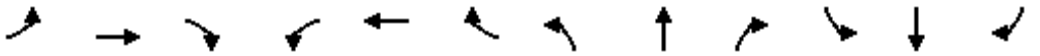
Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	33	16	41	31	69	180	155	4	24	1
Future Volume (veh/h)	9	0	33	16	41	31	69	180	155	4	24	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	0	1	18	46	15	77	200	68	4	27	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	0	50	67	172	56	184	746	246	14	670	299
Arrive On Green	0.03	0.00	0.03	0.17	0.17	0.17	0.10	0.28	0.28	0.01	0.19	0.19
Sat Flow, veh/h	1781	0	1585	408	1042	340	1781	2625	866	1781	3554	1585
Grp Volume(v), veh/h	10	0	1	79	0	0	77	133	135	4	27	1
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1789	0	0	1781	1777	1714	1781	1777	1585
Q Serve(g_s), s	0.2	0.0	0.0	1.4	0.0	0.0	1.5	2.2	2.3	0.1	0.2	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.4	0.0	0.0	1.5	2.2	2.3	0.1	0.2	0.0
Prop In Lane	1.00		1.00	0.23		0.19	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	57	0	50	295	0	0	184	505	487	14	670	299
V/C Ratio(X)	0.18	0.00	0.02	0.27	0.00	0.00	0.42	0.26	0.28	0.29	0.04	0.00
Avail Cap(c_a), veh/h	959	0	853	963	0	0	959	1913	1846	959	3826	1707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	17.4	13.5	0.0	0.0	15.6	10.3	10.3	18.3	12.3	12.2
Incr Delay (d2), s/veh	0.5	0.0	0.1	0.2	0.0	0.0	0.6	0.5	0.5	4.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.5	0.0	0.0	0.5	0.7	0.7	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	17.5	13.7	0.0	0.0	16.2	10.8	10.9	22.7	12.4	12.2
LnGrp LOS	B	A	B	B	A	A	B	B	B	C	B	B
Approach Vol, veh/h		11			79			345			32	
Approach Delay, s/veh		18.0			13.7			12.0			13.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.1	7.8	12.7		6.5	4.3	16.3				
Change Period (Y+Rc), s		4.0	4.0	5.7		5.3	4.0	5.7				
Max Green Setting (Gmax), s		20.0	20.0	40.0		20.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s		3.4	3.5	2.2		2.2	2.1	4.3				
Green Ext Time (p_c), s		0.1	0.1	0.1		0.0	0.0	2.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	5	21	35	1	0	173	387	66	0	169	4
Future Volume (veh/h)	11	5	21	35	1	0	173	387	66	0	169	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	6	0	39	1	0	192	430	39	0	188	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	11	0	66	2	60	253	1536	685	6	567	9
Arrive On Green	0.02	0.02	0.00	0.04	0.04	0.00	0.14	0.43	0.43	0.00	0.16	0.16
Sat Flow, veh/h	1207	603	0	1739	45	1585	1781	3554	1585	1781	3580	57
Grp Volume(v), veh/h	18	0	0	40	0	0	192	430	39	0	93	98
Grp Sat Flow(s),veh/h/ln	1810	0	0	1783	0	1585	1781	1777	1585	1781	1777	1860
Q Serve(g_s), s	0.3	0.0	0.0	0.7	0.0	0.0	3.1	2.4	0.4	0.0	1.4	1.4
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.7	0.0	0.0	3.1	2.4	0.4	0.0	1.4	1.4
Prop In Lane	0.67		0.00	0.97		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	34	0	0	67	0	60	253	1536	685	6	281	295
V/C Ratio(X)	0.54	0.00	0.00	0.59	0.00	0.00	0.76	0.28	0.06	0.00	0.33	0.33
Avail Cap(c_a), veh/h	1195	0	0	1177	0	1046	1176	4690	2092	1176	2345	2455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	0.0	14.4	0.0	0.0	12.5	5.6	5.0	0.0	11.3	11.3
Incr Delay (d2), s/veh	4.9	0.0	0.0	3.1	0.0	0.0	1.8	0.2	0.1	0.0	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	0.0	1.1	0.5	0.1	0.0	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	17.4	0.0	0.0	14.3	5.7	5.1	0.0	12.5	12.5
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	B	B
Approach Vol, veh/h		18			40			661			191	
Approach Delay, s/veh		19.6			17.4			8.2			12.5	
Approach LOS		B			B			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.0	8.3	10.5		5.5	0.0	18.8				
Change Period (Y+Rc), s		4.9	4.0	5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		20.0	20.0	40.0		20.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s		2.7	5.1	3.4		2.3	0.0	4.4				
Green Ext Time (p_c), s		0.1	0.2	1.4		0.0	0.0	4.2				

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

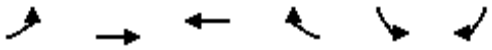
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	162	112	477	334	136	269	638	417	104	568	27
Future Volume (veh/h)	16	162	112	477	334	136	269	638	417	104	568	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	180	14	530	371	43	299	709	141	116	631	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	503	224	655	1026	458	415	1405	436	358	919	410
Arrive On Green	0.04	0.14	0.14	0.19	0.29	0.29	0.12	0.28	0.28	0.10	0.26	0.26
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	18	180	14	530	371	43	299	709	141	116	631	7
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	0.3	3.2	0.5	10.1	5.7	1.4	5.7	8.1	4.9	2.1	11.0	0.2
Cycle Q Clear(g_c), s	0.3	3.2	0.5	10.1	5.7	1.4	5.7	8.1	4.9	2.1	11.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	503	224	655	1026	458	415	1405	436	358	919	410
V/C Ratio(X)	0.12	0.36	0.06	0.81	0.36	0.09	0.72	0.50	0.32	0.32	0.69	0.02
Avail Cap(c_a), veh/h	1003	1032	460	1003	1032	460	1003	2223	690	1003	1547	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	26.7	25.6	26.7	19.5	17.9	29.2	21.0	19.9	28.6	23.0	19.0
Incr Delay (d2), s/veh	0.1	0.7	0.2	1.5	0.3	0.1	0.9	0.5	0.8	0.2	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.3	0.2	3.8	2.1	0.5	2.2	2.8	1.7	0.8	4.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	27.5	25.8	28.2	19.8	18.0	30.1	21.6	20.7	28.8	24.8	19.1
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	C	B
Approach Vol, veh/h		212			944			1149			754	
Approach Delay, s/veh		27.7			24.5			23.7			25.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	25.0	17.1	15.8	12.3	23.8	6.9	25.9
Change Period (Y+Rc), s	4.0	6.0	4.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	20.0	30.0	20.0	* 20	20.0	30.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	4.1	10.1	12.1	5.2	7.7	13.0	2.3	7.7
Green Ext Time (p_c), s	0.2	6.9	0.9	1.0	0.6	4.8	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	686	856	148	107	14
Future Volume (veh/h)	19	686	856	148	107	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	762	951	0	119	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	74	2159	1681		283	
Arrive On Green	0.04	0.61	0.47	0.00	0.16	0.00
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	21	762	951	0	119	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.5	4.6	8.3	0.0	2.6	0.0
Cycle Q Clear(g_c), s	0.5	4.6	8.3	0.0	2.6	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	74	2159	1681		283	
V/C Ratio(X)	0.29	0.35	0.57		0.42	
Avail Cap(c_a), veh/h	831	5308	3649		1081	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.9	4.2	8.1	0.0	16.2	0.0
Incr Delay (d2), s/veh	0.8	0.1	0.5	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	2.3	0.0	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	4.3	8.6	0.0	16.6	0.0
LnGrp LOS	C	A	A		B	
Approach Vol, veh/h		783	951	A	119	A
Approach Delay, s/veh		4.8	8.6		16.6	
Approach LOS		A	A		B	

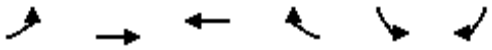
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			32.0		10.8	5.8	26.3
Change Period (Y+Rc), s			6.0		4.0	4.0	* 6
Max Green Setting (Gmax), s			64.0		26.0	20.0	* 44
Max Q Clear Time (g_c+I1), s			6.6		4.6	2.5	10.3
Green Ext Time (p_c), s			6.9		0.2	0.0	10.0

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

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

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



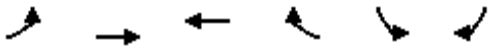
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	780	1053	40	55	10
Future Volume (veh/h)	11	780	1053	40	55	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	12	867	1170	42	61	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	39	2296	1837	66	198	3
Arrive On Green	0.02	0.65	0.52	0.52	0.11	0.11
Sat Flow, veh/h	1781	3647	3593	126	1750	29
Grp Volume(v), veh/h	12	867	594	618	63	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1848	1807	0
Q Serve(g_s), s	0.3	4.6	9.6	9.6	1.3	0.0
Cycle Q Clear(g_c), s	0.3	4.6	9.6	9.6	1.3	0.0
Prop In Lane	1.00			0.07	0.97	0.02
Lane Grp Cap(c), veh/h	39	2296	933	970	204	0
V/C Ratio(X)	0.31	0.38	0.64	0.64	0.31	0.00
Avail Cap(c_a), veh/h	885	4412	1324	1376	898	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.4	3.3	6.8	6.8	16.4	0.0
Incr Delay (d2), s/veh	1.6	0.2	1.2	1.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	2.5	2.6	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.0	3.5	8.1	8.0	16.7	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		879	1212		63	
Approach Delay, s/veh		3.8	8.0		16.7	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			31.7		8.6	4.9	26.8
Change Period (Y+Rc), s			5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s			50.0		20.0	20.0	30.0
Max Q Clear Time (g_c+I1), s			6.6		3.3	2.3	11.6
Green Ext Time (p_c), s			9.4		0.1	0.0	9.5

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

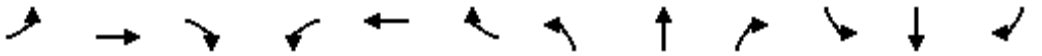
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	37	796	1071	55	40	16
Future Volume (veh/h)	37	796	1071	55	40	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	884	1190	59	44	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	112	2368	1759	87	152	136
Arrive On Green	0.06	0.67	0.51	0.51	0.09	0.00
Sat Flow, veh/h	1781	3647	3537	171	1781	1585
Grp Volume(v), veh/h	41	884	614	635	44	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1838	1781	1585
Q Serve(g_s), s	1.0	4.8	11.1	11.2	1.0	0.0
Cycle Q Clear(g_c), s	1.0	4.8	11.1	11.2	1.0	0.0
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	112	2368	908	939	152	136
V/C Ratio(X)	0.37	0.37	0.68	0.68	0.29	0.00
Avail Cap(c_a), veh/h	826	4119	1236	1278	826	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.4	3.2	7.9	7.9	18.5	0.0
Incr Delay (d2), s/veh	0.7	0.2	1.4	1.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7	3.1	3.3	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.1	3.3	9.3	9.3	18.9	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		925	1249		44	
Approach Delay, s/veh		4.1	9.3		18.9	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			35.4		7.7	6.7	28.7
Change Period (Y+Rc), s			6.7		4.0	4.0	6.7
Max Green Setting (Gmax), s			50.0		20.0	20.0	30.0
Max Q Clear Time (g_c+I1), s			6.8		3.0	3.0	13.2
Green Ext Time (p_c), s			8.9		0.0	0.0	8.9

Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	690	147	285	983	319	209	242	193	244	267	155
Future Volume (veh/h)	103	690	147	285	983	319	209	242	193	244	267	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	114	767	0	317	1092	0	232	269	0	271	297	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	967		830	1698		288	433		327	518	
Arrive On Green	0.05	0.30	0.00	0.27	0.53	0.00	0.09	0.14	0.00	0.11	0.16	0.00
Sat Flow, veh/h	3110	3198	1427	3110	3198	1427	3110	3198	1427	3110	3198	1427
Grp Volume(v), veh/h	114	767	0	317	1092	0	232	269	0	271	297	0
Grp Sat Flow(s),veh/h/ln	1555	1599	1427	1555	1599	1427	1555	1599	1427	1555	1599	1427
Q Serve(g_s), s	4.3	26.4	0.0	10.0	29.2	0.0	8.8	9.5	0.0	10.2	10.3	0.0
Cycle Q Clear(g_c), s	4.3	26.4	0.0	10.0	29.2	0.0	8.8	9.5	0.0	10.2	10.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	967		830	1698		288	433		327	518	
V/C Ratio(X)	0.70	0.79		0.38	0.64		0.81	0.62		0.83	0.57	
Avail Cap(c_a), veh/h	415	967		830	1698		492	648		492	648	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.9	38.4	0.0	35.9	20.0	0.0	53.4	49.0	0.0	52.6	46.4	0.0
Incr Delay (d2), s/veh	2.0	6.6	0.0	0.1	1.0	0.0	2.0	2.5	0.0	4.4	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.7	0.0	3.6	10.0	0.0	3.4	3.8	0.0	4.1	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	45.0	0.0	36.0	21.1	0.0	55.4	51.5	0.0	57.0	48.2	0.0
LnGrp LOS	E	D		D	C		E	D		E	D	
Approach Vol, veh/h		881	A		1409	A		501	A		568	A
Approach Delay, s/veh		46.7			24.4			53.3			52.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	21.9	37.7	42.0	15.1	25.1	10.3	69.4
Change Period (Y+Rc), s	5.7	* 5.7	5.7	* 5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	19.0	* 24	21.0	* 36	19.0	24.3	16.0	41.3
Max Q Clear Time (g_c+I1), s	12.2	11.5	12.0	28.4	10.8	12.3	6.3	31.2
Green Ext Time (p_c), s	0.4	1.4	0.5	3.4	0.3	1.6	0.1	5.7

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

Notes

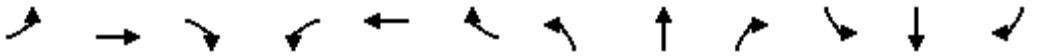
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1083	27	144	1570	21	105
Future Volume (veh/h)	1083	27	144	1570	21	105
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1203	29	160	1744	23	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1996	48	189	2496	32	28
Arrive On Green	0.56	0.56	0.11	0.70	0.02	0.00
Sat Flow, veh/h	3639	85	1781	3647	1781	1585
Grp Volume(v), veh/h	603	629	160	1744	23	0
Grp Sat Flow(s),veh/h/ln	1777	1854	1781	1777	1781	1585
Q Serve(g_s), s	26.9	26.9	10.6	34.4	1.5	0.0
Cycle Q Clear(g_c), s	26.9	26.9	10.6	34.4	1.5	0.0
Prop In Lane		0.05	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1000	1044	189	2496	32	28
V/C Ratio(X)	0.60	0.60	0.85	0.70	0.72	0.00
Avail Cap(c_a), veh/h	1000	1044	386	2496	386	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.3	17.3	52.7	10.4	58.6	0.0
Incr Delay (d2), s/veh	2.7	2.6	4.0	1.7	10.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	11.0	4.8	11.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.0	19.9	56.6	12.1	69.6	0.0
LnGrp LOS	C	B	E	B	E	A
Approach Vol, veh/h	1232			1904	23	
Approach Delay, s/veh	20.0			15.8	69.6	
Approach LOS	B			B	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		6.1	16.7	73.3		90.0
Change Period (Y+Rc), s		4.0	4.0	5.7		5.7
Max Green Setting (Gmax), s		26.0	26.0	38.3		84.3
Max Q Clear Time (g_c+I1), s		3.5	12.6	28.9		36.4
Green Ext Time (p_c), s		0.1	0.2	8.5		44.6

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	15	37	154	35	86	85	888	97	89	617	2
Future Volume (veh/h)	10	15	37	154	35	86	85	888	97	89	617	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	11	17	0	171	39	20	94	987	56	99	686	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	24	0	195	135	69	115	2896	899	121	2027	904
Arrive On Green	0.01	0.01	0.00	0.12	0.13	0.13	0.07	0.63	0.63	0.08	0.63	0.63
Sat Flow, veh/h	1603	1683	0	1603	1049	538	1603	4595	1427	1603	3198	1427
Grp Volume(v), veh/h	11	17	0	171	0	59	94	987	56	99	686	1
Grp Sat Flow(s),veh/h/ln	1603	1683	0	1603	0	1587	1603	1532	1427	1603	1599	1427
Q Serve(g_s), s	0.8	1.2	0.0	12.6	0.0	4.0	6.9	12.1	1.8	7.3	12.0	0.0
Cycle Q Clear(g_c), s	0.8	1.2	0.0	12.6	0.0	4.0	6.9	12.1	1.8	7.3	12.0	0.0
Prop In Lane	1.00		0.00	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	24	0	195	0	204	115	2896	899	121	2027	904
V/C Ratio(X)	0.89	0.70	0.00	0.88	0.00	0.29	0.81	0.34	0.06	0.82	0.34	0.00
Avail Cap(c_a), veh/h	307	309	0	214	0	204	240	2896	899	240	2027	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	58.9	0.0	51.8	0.0	47.4	54.9	10.4	8.5	54.7	10.2	8.1
Incr Delay (d2), s/veh	48.9	26.7	0.0	27.8	0.0	0.7	5.2	0.3	0.1	5.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	0.0	6.6	0.0	1.6	3.0	4.0	0.6	3.1	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.4	85.6	0.0	79.6	0.0	48.0	60.1	10.8	8.7	59.7	10.4	8.1
LnGrp LOS	F	F	A	E	A	D	E	B	A	E	B	A
Approach Vol, veh/h		28			230			1137			786	
Approach Delay, s/veh		94.6			71.5			14.7			16.6	
Approach LOS		F			E			B			B	

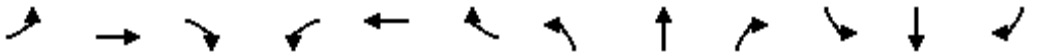
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	81.6	18.6	6.7	12.6	82.0	4.9	20.4
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	18.0	45.0	16.0	22.0	18.0	45.0	23.0	15.0
Max Q Clear Time (g_c+I1), s	9.3	14.1	14.6	3.2	8.9	14.0	2.8	6.0
Green Ext Time (p_c), s	0.1	10.6	0.0	0.0	0.1	6.5	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	814	59	209	258	53	298
Future Volume (veh/h)	814	59	209	258	53	298
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	904	42	232	287	59	277
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	974	825	269	1341	305	511
Arrive On Green	0.52	0.52	0.15	0.72	0.17	0.17
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	904	42	232	287	59	277
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	39.9	1.2	11.3	4.6	2.5	12.8
Cycle Q Clear(g_c), s	39.9	1.2	11.3	4.6	2.5	12.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	974	825	269	1341	305	511
V/C Ratio(X)	0.93	0.05	0.86	0.21	0.19	0.54
Avail Cap(c_a), veh/h	1008	854	420	1449	540	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	10.5	36.9	4.2	31.7	24.8
Incr Delay (d2), s/veh	14.8	0.1	6.7	0.2	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.7	0.4	5.0	1.1	1.0	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.6	10.6	43.6	4.4	31.8	25.1
LnGrp LOS	C	B	D	A	C	C
Approach Vol, veh/h	946			519	336	
Approach Delay, s/veh	33.5			21.9	26.3	
Approach LOS	C			C	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	19.2	17.5	52.4	69.9
Change Period (Y+Rc), s	4.0	4.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	21.0	48.0	69.0
Max Q Clear Time (g_c+I1), s	14.8	13.3	41.9	6.6
Green Ext Time (p_c), s	0.4	0.2	4.4	3.7

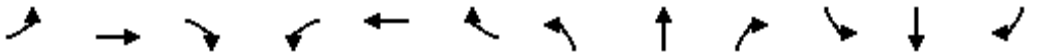
Intersection Summary	
HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	601	267	4	179	99	193	13	541	196	118	640	306
Future Volume (veh/h)	601	267	4	179	99	193	13	541	196	118	640	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1841	1841	1870	1870	1870	1841	1870	1841
Adj Flow Rate, veh/h	668	297	3	199	110	2	14	601	41	131	711	243
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	2	4	4	2	2	2	4	2	4
Cap, veh/h	700	1239	13	235	287	128	40	787	351	162	1034	1077
Arrive On Green	0.40	0.35	0.35	0.13	0.08	0.08	0.02	0.22	0.22	0.09	0.29	0.29
Sat Flow, veh/h	1753	3547	36	1781	3497	1560	1781	3554	1585	1753	3554	1560
Grp Volume(v), veh/h	668	146	154	199	110	2	14	601	41	131	711	243
Grp Sat Flow(s),veh/h/ln	1753	1749	1834	1781	1749	1560	1781	1777	1585	1753	1777	1560
Q Serve(g_s), s	36.1	5.8	5.8	10.7	2.9	0.1	0.8	15.5	2.0	7.2	17.3	5.6
Cycle Q Clear(g_c), s	36.1	5.8	5.8	10.7	2.9	0.1	0.8	15.5	2.0	7.2	17.3	5.6
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	700	611	641	235	287	128	40	787	351	162	1034	1077
V/C Ratio(X)	0.95	0.24	0.24	0.85	0.38	0.02	0.35	0.76	0.12	0.81	0.69	0.23
Avail Cap(c_a), veh/h	736	627	658	474	502	224	292	1056	471	287	1056	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	22.6	22.6	41.4	42.5	41.2	47.0	35.6	30.4	43.5	30.7	5.5
Incr Delay (d2), s/veh	22.0	0.4	0.4	3.2	1.6	0.1	1.9	3.6	0.3	3.7	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.5	2.2	2.4	4.7	1.3	0.0	0.4	7.0	0.8	3.1	7.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	22.9	22.9	44.6	44.1	41.3	48.9	39.2	30.7	47.1	33.0	5.7
LnGrp LOS	D	C	C	D	D	D	D	D	C	D	C	A
Approach Vol, veh/h		968			311			656			1085	
Approach Delay, s/veh		41.9			44.4			38.9			28.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	27.6	16.9	40.1	6.2	34.4	43.0	14.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	16.0	29.0	26.0	35.0	16.0	29.0	41.0	14.0
Max Q Clear Time (g_c+I1), s	9.2	17.5	12.7	7.8	2.8	19.3	38.1	4.9
Green Ext Time (p_c), s	0.1	4.2	0.3	6.2	0.0	4.9	0.9	1.1

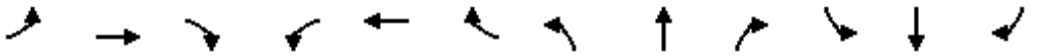
Intersection Summary	
HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	514	0	0	373	109	0	0	0	66	0	151
Future Volume (veh/h)	229	514	0	0	373	109	0	0	0	66	0	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	0	0	1870	0	1870
Adj Flow Rate, veh/h	254	571	0	0	414	30	0	0	0	73	0	56
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	0	2	0	2
Cap, veh/h	328	1194	0	0	1274	568	4	0	0	219	0	0
Arrive On Green	0.18	0.64	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.12	0.00	0.00
Sat Flow, veh/h	1781	1870	0	0	3647	1585	1781	0		1781	73	
Grp Volume(v), veh/h	254	571	0	0	414	30	0	0.0		73	17.1	
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1777	1585	1781			1781	B	
Q Serve(g_s), s	5.7	6.7	0.0	0.0	3.5	0.5	0.0			1.6		
Cycle Q Clear(g_c), s	5.7	6.7	0.0	0.0	3.5	0.5	0.0			1.6		
Prop In Lane	1.00		0.00	0.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	328	1194	0	0	1274	568	4			219		
V/C Ratio(X)	0.77	0.48	0.00	0.00	0.33	0.05	0.00			0.33		
Avail Cap(c_a), veh/h	1276	3126	0	0	4242	1892	851			851		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00			1.00		
Uniform Delay (d), s/veh	16.2	3.9	0.0	0.0	9.8	8.8	0.0			16.8		
Incr Delay (d2), s/veh	1.5	0.4	0.0	0.0	0.2	0.1	0.0			0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	1.8	0.5	0.0	0.0	0.9	0.1	0.0			0.5		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	4.4	0.0	0.0	10.0	8.8	0.0			17.1		
LnGrp LOS	B	A	A	A	A	A	A			B		
Approach Vol, veh/h		825			444							
Approach Delay, s/veh		8.5			9.9							
Approach LOS		A			A							

Timer - Assigned Phs	1			4	5		7	8				
Phs Duration (G+Y+Rc), s	9.2			32.7	0.0		11.7	21.0				
Change Period (Y+Rc), s	4.0			6.0	4.0		4.0	6.0				
Max Green Setting (Gmax), s	20.0			70.0	20.0		30.0	50.0				
Max Q Clear Time (g_c+I1), s	3.6			8.7	0.0		7.7	5.5				
Green Ext Time (p_c), s	0.1			15.8	0.0		0.5	9.5				

Intersection Summary			
HCM 6th Ctrl Delay		9.4	
HCM 6th LOS		A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	489	31	49	486	0	101	0	54	142	0	48
Future Volume (veh/h)	75	489	31	49	486	0	101	0	54	142	0	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	83	543	32	54	540	0	112	0	3	158	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	0	2
Cap, veh/h	196	729	43	81	1067		291	0	0	227	0	
Arrive On Green	0.11	0.42	0.42	0.05	0.30	0.00	0.16	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	1748	103	1781	3554	1585	1781	112		1781	158	
Grp Volume(v), veh/h	83	0	575	54	540	0	112	14.6		158	17.4	
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	1777	1585	1781	B		1781	B	
Q Serve(g_s), s	1.7	0.0	10.1	1.1	4.8	0.0	2.1			3.3		
Cycle Q Clear(g_c), s	1.7	0.0	10.1	1.1	4.8	0.0	2.1			3.3		
Prop In Lane	1.00		0.06	1.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	196	0	771	81	1067		291			227		
V/C Ratio(X)	0.42	0.00	0.75	0.66	0.51		0.38			0.70		
Avail Cap(c_a), veh/h	1117	0	1160	651	2228		1210			572		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00			1.00		
Uniform Delay (d), s/veh	15.9	0.0	9.4	18.0	11.1	0.0	14.3			16.0		
Incr Delay (d2), s/veh	0.5	0.0	2.8	3.4	0.7	0.0	0.3			1.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.4	0.5	1.6	0.0	0.7			1.2		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	12.3	21.4	11.8	0.0	14.6			17.4		
LnGrp LOS	B	A	B	C	B		B			B		
Approach Vol, veh/h		658			594	A						
Approach Delay, s/veh		12.8			12.7							
Approach LOS		B			B							

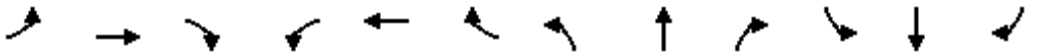
Timer - Assigned Phs	1		3	4	5		7	8				
Phs Duration (G+Y+Rc), s	10.6		5.7	22.0	10.3		10.2	17.5				
Change Period (Y+Rc), s	5.7		4.0	6.0	4.0		6.0	* 6				
Max Green Setting (Gmax), s	12.3		14.0	24.0	26.0		24.0	* 24				
Max Q Clear Time (g_c+I1), s	5.3		3.1	12.1	4.1		3.7	6.8				
Green Ext Time (p_c), s	0.2		0.0	3.9	0.2		0.1	4.3				

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	170	306	92	253	117	537	1093	79	145	1164	121
Future Volume (veh/h)	149	170	306	92	253	117	537	1093	79	145	1164	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	189	27	102	281	7	597	1214	39	161	1293	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	489	218	127	355	158	678	1843	822	189	2187	
Arrive On Green	0.11	0.14	0.14	0.07	0.10	0.10	0.20	0.52	0.52	0.11	0.43	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	166	189	27	102	281	7	597	1214	39	161	1293	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1781	1702	1585
Q Serve(g_s), s	11.0	5.8	1.8	6.8	9.3	0.5	20.1	30.0	1.5	10.7	23.3	0.0
Cycle Q Clear(g_c), s	11.0	5.8	1.8	6.8	9.3	0.5	20.1	30.0	1.5	10.7	23.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	489	218	127	355	158	678	1843	822	189	2187	
V/C Ratio(X)	0.86	0.39	0.12	0.80	0.79	0.04	0.88	0.66	0.05	0.85	0.59	
Avail Cap(c_a), veh/h	267	489	218	238	444	198	806	1843	822	267	2187	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.5	47.1	45.4	54.9	52.8	48.8	46.9	21.1	14.3	52.7	26.3	0.0
Incr Delay (d2), s/veh	13.8	0.9	0.4	4.4	10.5	0.2	9.8	1.9	0.1	12.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	2.6	0.7	3.1	4.5	0.2	9.2	11.7	0.5	5.2	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.4	48.0	45.8	59.3	63.2	49.1	56.7	23.0	14.4	65.2	26.8	0.0
LnGrp LOS	E	D	D	E	E	D	E	C	B	E	C	
Approach Vol, veh/h		382			390			1850			1454	A
Approach Delay, s/veh		55.8			62.0			33.7			31.0	
Approach LOS		E			E			C			C	

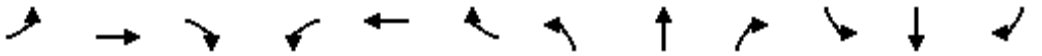
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	68.2	12.6	22.5	27.5	57.4	17.1	18.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	* 6
Max Green Setting (Gmax), s	18.0	50.0	16.0	16.0	28.0	40.0	18.0	* 15
Max Q Clear Time (g_c+I1), s	12.7	32.0	8.8	7.8	22.1	25.3	13.0	11.3
Green Ext Time (p_c), s	0.1	6.8	0.1	0.8	1.4	7.7	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Notes

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

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



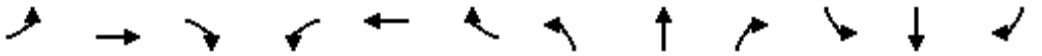
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	0	59	0	0	0	28	639	0	0	718	7
Future Volume (veh/h)	136	0	59	0	0	0	28	639	0	0	718	7
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h	151	0	0				31	710	0	0	798	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	0	2				2	2	0	0	2	2
Cap, veh/h	667	0					79	1897	0	0	1351	
Arrive On Green	0.19	0.00	0.00				0.04	0.53	0.00	0.00	0.38	0.00
Sat Flow, veh/h	3456	0	1585				1781	3647	0	0	3647	1585
Grp Volume(v), veh/h	151	0	0				31	710	0	0	798	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				1781	1777	0	0	1777	1585
Q Serve(g_s), s	1.3	0.0	0.0				0.6	4.3	0.0	0.0	6.6	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0				0.6	4.3	0.0	0.0	6.6	0.0
Prop In Lane	1.00		1.00				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	667	0					79	1897	0	0	1351	
V/C Ratio(X)	0.23	0.00					0.39	0.37	0.00	0.00	0.59	
Avail Cap(c_a), veh/h	1889	0					973	4855	0	0	2913	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.5	0.0	0.0				17.0	5.0	0.0	0.0	9.1	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0				1.2	0.2	0.0	0.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0				0.2	0.4	0.0	0.0	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	0.0	0.0				18.2	5.1	0.0	0.0	9.6	0.0
LnGrp LOS	B	A					B	A	A	A	A	
Approach Vol, veh/h		151	A					741			798	A
Approach Delay, s/veh		12.5						5.7			9.6	
Approach LOS		B						A			A	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		25.5		11.1	5.6	19.9						
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0						
Max Green Setting (Gmax), s		50.0		20.0	20.0	30.0						
Max Q Clear Time (g_c+I1), s		6.3		3.3	2.6	8.6						
Green Ext Time (p_c), s		5.0		0.3	0.0	5.1						

Intersection Summary												
HCM 6th Ctrl Delay			8.2									
HCM 6th LOS			A									

Notes

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



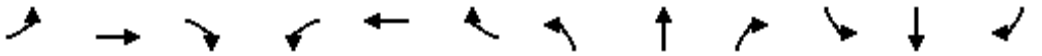
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	7	20	46	0	354	3	367	49	269	835	8
Future Volume (veh/h)	27	7	20	46	0	354	3	367	49	269	835	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	8	0	51	0	0	3	408	0	299	928	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	120	32	134	0	0		12	1328		396	1102	930
Arrive On Green	0.08	0.08	0.00	0.00	0.00	0.00	0.01	0.37	0.00	0.22	0.59	0.59
Sat Flow, veh/h	1421	379	1585		0		1781	3554	1585	1781	1870	1578
Grp Volume(v), veh/h	38	0	0		0.0		3	408	0	299	928	5
Grp Sat Flow(s),veh/h/ln	1799	0	1585				1781	1777	1585	1781	1870	1578
Q Serve(g_s), s	0.9	0.0	0.0				0.1	3.6	0.0	6.9	17.7	0.1
Cycle Q Clear(g_c), s	0.9	0.0	0.0				0.1	3.6	0.0	6.9	17.7	0.1
Prop In Lane	0.79		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	0	134				12	1328		396	1102	930
V/C Ratio(X)	0.25	0.00	0.00				0.26	0.31		0.76	0.84	0.01
Avail Cap(c_a), veh/h	821	0	724				813	2433		813	1281	1081
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	0.0				21.7	9.7	0.0	15.9	7.3	3.7
Incr Delay (d2), s/veh	0.3	0.0	0.0				4.2	0.3	0.0	1.1	5.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0				0.0	1.1	0.0	2.5	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	0.0				25.9	10.0	0.0	17.0	12.8	3.7
LnGrp LOS	B	A	A				C	A		B	B	A
Approach Vol, veh/h		38						411	A		1232	
Approach Delay, s/veh		19.1						10.1			13.8	
Approach LOS		B						B			B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	13.7	22.4		7.7	4.3	31.8
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s	20.0	30.0		20.0	20.0	30.0
Max Q Clear Time (g_c+I1), s	8.9	5.6		2.9	2.1	19.7
Green Ext Time (p_c), s	0.5	3.6		0.0	0.0	6.1

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

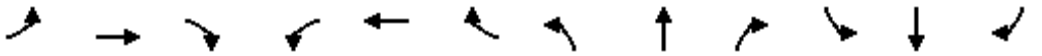
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	2	69	16	2	0	109	441	15	4	320	14
Future Volume (veh/h)	9	2	69	16	2	0	109	441	15	4	320	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	2	1	18	2	0	121	490	9	4	356	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	4	22	33	4	0	157	1476	658	6	1175	524
Arrive On Green	0.01	0.01	0.01	0.02	0.02	0.00	0.09	0.42	0.42	0.00	0.33	0.33
Sat Flow, veh/h	1496	299	1585	1611	179	0	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	12	0	1	20	0	0	121	490	9	4	356	6
Grp Sat Flow(s),veh/h/ln	1796	0	1585	1790	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.2	0.0	0.0	0.4	0.0	0.0	2.2	3.1	0.1	0.1	2.5	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.4	0.0	0.0	2.2	3.1	0.1	0.1	2.5	0.1
Prop In Lane	0.83		1.00	0.90		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	24	0	22	36	0	0	157	1476	658	6	1175	524
V/C Ratio(X)	0.49	0.00	0.05	0.55	0.00	0.00	0.77	0.33	0.01	0.69	0.30	0.01
Avail Cap(c_a), veh/h	853	0	753	592	0	0	857	3100	1383	589	3100	1383
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	16.2	16.1	0.0	0.0	14.8	6.6	5.7	16.5	8.3	7.5
Incr Delay (d2), s/veh	5.6	0.0	0.3	4.8	0.0	0.0	3.0	0.2	0.0	41.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.0	0.7	0.5	0.0	0.1	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	16.5	20.9	0.0	0.0	17.8	6.8	5.7	58.4	8.5	7.5
LnGrp LOS	C	A	B	C	A	A	B	A	A	E	A	A
Approach Vol, veh/h		13			20			620			366	
Approach Delay, s/veh		21.4			20.9			8.9			9.0	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	19.8		4.7	6.9	17.0		4.7				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.2				
Max Green Setting (Gmax), s	11.0	29.0		11.0	16.0	29.0		15.8				
Max Q Clear Time (g_c+I1), s	2.1	5.1		2.4	4.2	4.5		2.2				
Green Ext Time (p_c), s	0.0	8.7		0.0	0.1	6.3		0.0				

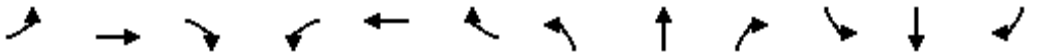
Intersection Summary			
HCM 6th Ctrl Delay		9.4	
HCM 6th LOS		A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	0	11	37	0	71	105	799	19	20	543	8
Future Volume (veh/h)	22	0	11	37	0	71	105	799	19	20	543	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	0	0	41	0	7	117	888	20	22	603	9
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	0	91	195	0	174	211	1456	33	66	1179	18
Arrive On Green	0.06	0.00	0.00	0.11	0.00	0.11	0.12	0.41	0.41	0.04	0.33	0.33
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3553	80	1781	3584	53
Grp Volume(v), veh/h	24	0	0	41	0	7	117	444	464	22	299	313
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1856	1781	1777	1861
Q Serve(g_s), s	0.6	0.0	0.0	1.0	0.0	0.2	2.8	9.0	9.0	0.6	6.2	6.2
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.0	0.0	0.2	2.8	9.0	9.0	0.6	6.2	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		0.03
Lane Grp Cap(c), veh/h	102	0	91	195	0	174	211	728	761	66	584	612
V/C Ratio(X)	0.23	0.00	0.00	0.21	0.00	0.04	0.56	0.61	0.61	0.33	0.51	0.51
Avail Cap(c_a), veh/h	776	0	691	1592	0	1416	776	1549	1618	776	1549	1622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	0.0	18.6	0.0	18.3	19.1	10.7	10.7	21.5	12.4	12.4
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.9	1.4	1.4	1.1	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.4	0.0	0.1	1.0	2.8	2.9	0.2	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	0.0	0.0	18.8	0.0	18.3	19.9	12.1	12.0	22.6	13.6	13.6
LnGrp LOS	C	A	A	B	A	B	B	B	B	C	B	B
Approach Vol, veh/h		24			48			1025			634	
Approach Delay, s/veh		21.1			18.7			12.9			13.9	
Approach LOS		C			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.6	9.4	20.8		9.0	5.7	24.5				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		20.0	20.0	40.0		41.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s		2.6	4.8	8.2		3.0	2.6	11.0				
Green Ext Time (p_c), s		0.0	0.2	4.8		0.1	0.0	7.8				

Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	301	544	52	238	83	298	480	33	125	670	29
Future Volume (veh/h)	26	301	544	52	238	83	298	480	33	125	670	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2001	1924	1924	2001	1924	1924	2001	1924	1924	1954	1879	1879
Adj Flow Rate, veh/h	29	334	410	58	264	14	331	533	11	139	744	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	114	544	451	175	662	293	477	1413	628	228	1357	603
Arrive On Green	0.06	0.15	0.15	0.09	0.18	0.18	0.13	0.39	0.39	0.12	0.38	0.38
Sat Flow, veh/h	1906	3656	1614	1906	3656	1617	3698	3656	1624	1861	3571	1586
Grp Volume(v), veh/h	29	334	410	58	264	14	331	533	11	139	744	10
Grp Sat Flow(s),veh/h/ln	1906	1828	1614	1906	1828	1617	1849	1828	1624	1861	1785	1586
Q Serve(g_s), s	1.1	6.6	11.5	2.2	4.9	0.6	6.6	8.1	0.3	5.5	12.7	0.3
Cycle Q Clear(g_c), s	1.1	6.6	11.5	2.2	4.9	0.6	6.6	8.1	0.3	5.5	12.7	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	544	451	175	662	293	477	1413	628	228	1357	603
V/C Ratio(X)	0.25	0.61	0.91	0.33	0.40	0.05	0.69	0.38	0.02	0.61	0.55	0.02
Avail Cap(c_a), veh/h	492	943	627	492	943	417	954	1886	838	480	1842	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	30.9	27.1	33.0	28.0	26.2	32.3	17.1	14.7	32.3	18.8	15.0
Incr Delay (d2), s/veh	0.4	1.9	16.3	0.4	0.7	0.1	0.7	0.3	0.0	1.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.8	8.5	1.0	2.0	0.2	2.8	3.0	0.1	2.3	4.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	32.8	43.4	33.4	28.7	26.3	33.0	17.4	14.7	33.2	19.4	15.0
LnGrp LOS	D	C	D	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		773			336			875			893	
Approach Delay, s/veh		38.5			29.4			23.2			21.5	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	17.2	14.0	35.2	8.6	19.7	13.5	35.7
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	20.0	20.0	20.0	40.0	20.0	20.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	4.2	8.6	8.6	14.7	3.1	6.9	7.5	10.1
Green Ext Time (p_c), s	0.1	2.4	1.0	14.3	0.0	3.2	0.3	11.2

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

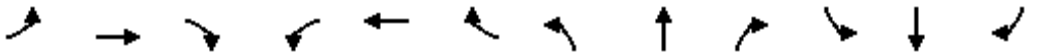
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1156	49	70	754	52	82
Future Volume (veh/h)	1156	49	70	754	52	82
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1284	52	78	838	58	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1822	74	181	2482	221	197
Arrive On Green	0.52	0.52	0.10	0.70	0.12	0.12
Sat Flow, veh/h	3575	141	1781	3647	1781	1585
Grp Volume(v), veh/h	655	681	78	838	58	5
Grp Sat Flow(s),veh/h/ln	1777	1845	1781	1777	1781	1585
Q Serve(g_s), s	15.2	15.2	2.2	5.1	1.6	0.2
Cycle Q Clear(g_c), s	15.2	15.2	2.2	5.1	1.6	0.2
Prop In Lane		0.08	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	930	966	181	2482	221	197
V/C Ratio(X)	0.70	0.71	0.43	0.34	0.26	0.03
Avail Cap(c_a), veh/h	1302	1352	653	3906	653	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	9.8	23.0	3.3	21.7	21.0
Incr Delay (d2), s/veh	1.7	1.7	0.6	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	4.2	0.8	0.5	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.5	11.5	23.6	3.4	21.9	21.0
LnGrp LOS	B	B	C	A	C	C
Approach Vol, veh/h	1336			916	63	
Approach Delay, s/veh	11.5			5.1	21.8	
Approach LOS	B			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		10.8	9.5	34.3		43.8
Change Period (Y+Rc), s		4.0	4.0	5.7		* 5.7
Max Green Setting (Gmax), s		20.0	20.0	40.0		* 60
Max Q Clear Time (g_c+I1), s		3.6	4.2	17.2		7.1
Green Ext Time (p_c), s		0.1	0.1	11.3		8.4

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	328	746	43	206	72	266	929	37	92	907	45
Future Volume (veh/h)	104	328	746	43	206	72	266	929	37	92	907	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	364	0	48	229	0	296	1032	0	102	1008	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	450		116	399		361	1393		433	1942	
Arrive On Green	0.08	0.13	0.00	0.06	0.11	0.00	0.10	0.39	0.00	0.24	0.55	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	116	364	0	48	229	0	296	1032	0	102	1008	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.0	12.5	0.0	3.2	7.6	0.0	10.5	31.1	0.0	5.7	22.4	0.0
Cycle Q Clear(g_c), s	8.0	12.5	0.0	3.2	7.6	0.0	10.5	31.1	0.0	5.7	22.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	450		116	399		361	1393		433	1942	
V/C Ratio(X)	0.82	0.81		0.42	0.57		0.82	0.74		0.24	0.52	
Avail Cap(c_a), veh/h	228	549		228	560		719	1393		433	1942	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.7	53.1	0.0	56.2	52.7	0.0	54.8	32.6	0.0	38.0	17.9	0.0
Incr Delay (d2), s/veh	5.3	8.8	0.0	0.9	2.2	0.0	1.8	3.6	0.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.9	0.0	1.5	3.5	0.0	4.5	13.1	0.0	2.4	8.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	62.0	0.0	57.0	54.9	0.0	56.6	36.1	0.0	38.1	18.3	0.0
LnGrp LOS	E	E		E	D		E	D		D	B	
Approach Vol, veh/h		480	A		277	A		1328	A		1110	A
Approach Delay, s/veh		62.0			55.3			40.7			20.1	
Approach LOS		E			E			D			C	

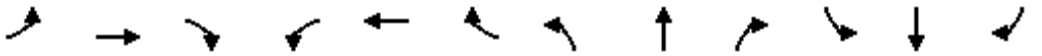
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.4	55.0	12.1	21.5	17.1	74.3	13.9	19.7
Change Period (Y+Rc), s	6.0	* 6	4.0	5.7	4.0	6.0	4.0	* 5.7
Max Green Setting (Gmax), s	21.0	* 49	16.0	19.3	26.0	39.0	16.0	* 20
Max Q Clear Time (g_c+I1), s	7.7	33.1	5.2	14.5	12.5	24.4	10.0	9.6
Green Ext Time (p_c), s	0.1	6.5	0.0	1.1	0.6	6.0	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D

Notes

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

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



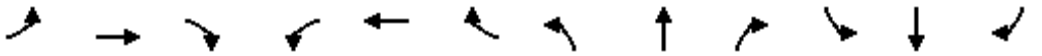
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	548	0	5	620	403	0	0	0	221	0	89
Future Volume (veh/h)	96	548	0	5	620	403	0	0	0	221	0	89
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1841	1841	0	1841	1841	1841				1841	0	1841
Adj Flow Rate, veh/h	107	609	0	6	1074	-76				246	0	38
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	4	4	0	4	4	4				4	0	4
Cap, veh/h	137	1983	0	0	1449	614				330	0	416
Arrive On Green	0.08	0.57	0.00	0.00	0.39	0.00				0.19	0.00	0.19
Sat Flow, veh/h	1753	3589	0	0	3681	1560				1753	0	1560
Grp Volume(v), veh/h	107	609	0	0	1074	-76				246	0	38
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1841	1560				1753	0	1560
Q Serve(g_s), s	2.5	3.8	0.0	0.0	10.5	0.0				5.6	0.0	0.8
Cycle Q Clear(g_c), s	2.5	3.8	0.0	0.0	10.5	0.0				5.6	0.0	0.8
Prop In Lane	1.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	137	1983	0	0	1449	614				330	0	416
V/C Ratio(X)	0.78	0.31	0.00	0.00	0.74	-0.12				0.74	0.00	0.09
Avail Cap(c_a), veh/h	500	2351	0	0	2012	852				1166	0	1160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	4.8	0.0	0.0	10.9	0.0				16.1	0.0	11.6
Incr Delay (d2), s/veh	3.6	0.1	0.0	0.0	0.9	0.0				1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.6	0.0	0.0	2.9	0.0				2.1	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	4.9	0.0	0.0	11.9	0.0				17.4	0.0	11.6
LnGrp LOS	C	A	A	A	B	A				B	A	B
Approach Vol, veh/h		716			998						284	
Approach Delay, s/veh		7.5			12.8						16.6	
Approach LOS		A			B						B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	0.0	29.6		12.5	7.3	22.3
Change Period (Y+Rc), s	4.0	5.7		4.6	4.0	5.7
Max Green Setting (Gmax), s	24.0	28.3		28.0	12.0	23.0
Max Q Clear Time (g_c+I1), s	0.0	5.8		7.6	4.5	12.5
Green Ext Time (p_c), s	0.0	2.6		0.6	0.1	3.9

Intersection Summary		
HCM 6th Ctrl Delay		11.4
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	736	9	7	993	200	16	1	12	68	3	43
Future Volume (veh/h)	31	736	9	7	993	200	16	1	12	68	3	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1885	1826	1826	1885	1885	1885	1791	1791	1732
Adj Flow Rate, veh/h	34	818	10	8	1103	114	18	1	0	76	3	48
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	1	5	5	1	1	1	1	1	5
Cap, veh/h	40	1809	22	11	1731	764	34	35	0	143	6	123
Arrive On Green	0.02	0.52	0.52	0.01	0.50	0.50	0.02	0.02	0.00	0.09	0.09	0.09
Sat Flow, veh/h	1739	3510	43	1795	3469	1532	1795	1885	0	1644	65	1417
Grp Volume(v), veh/h	34	404	424	8	1103	114	18	1	0	79	0	48
Grp Sat Flow(s),veh/h/ln	1739	1735	1818	1795	1735	1532	1795	1885	0	1709	0	1417
Q Serve(g_s), s	0.9	7.0	7.0	0.2	11.1	1.9	0.5	0.0	0.0	2.1	0.0	1.5
Cycle Q Clear(g_c), s	0.9	7.0	7.0	0.2	11.1	1.9	0.5	0.0	0.0	2.1	0.0	1.5
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.00	0.96		1.00
Lane Grp Cap(c), veh/h	40	894	937	11	1731	764	34	35	0	149	0	123
V/C Ratio(X)	0.86	0.45	0.45	0.70	0.64	0.15	0.54	0.03	0.00	0.53	0.00	0.39
Avail Cap(c_a), veh/h	549	1095	1148	567	2191	967	567	595	0	1223	0	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	7.3	7.3	23.6	8.7	6.4	23.1	22.9	0.0	20.8	0.0	20.5
Incr Delay (d2), s/veh	17.1	0.4	0.3	25.4	0.4	0.1	4.9	0.1	0.0	2.9	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.6	1.7	0.2	2.6	0.4	0.2	0.0	0.0	0.9	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	7.6	7.6	49.0	9.1	6.5	28.0	23.0	0.0	23.7	0.0	22.5
LnGrp LOS	D	A	A	D	A	A	C	C	A	C	A	C
Approach Vol, veh/h		862			1225			19			127	
Approach Delay, s/veh		8.9			9.2			27.7			23.2	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	30.2		4.9	5.1	29.4		8.1				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	15.0	30.0		15.0	15.0	30.0		34.0				
Max Q Clear Time (g_c+I1), s	2.2	9.0		2.5	2.9	13.1		4.1				
Green Ext Time (p_c), s	0.0	8.2		0.0	0.0	10.6		1.0				

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

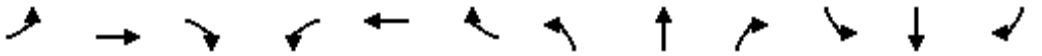
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	580	259	228	983	252	232
Future Volume (veh/h)	580	259	228	983	252	232
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	644	135	253	1092	280	237
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	774	650	443	2014	347	704
Arrive On Green	0.22	0.22	0.25	0.57	0.19	0.19
Sat Flow, veh/h	3647	1567	1781	3647	1781	1585
Grp Volume(v), veh/h	644	135	253	1092	280	237
Grp Sat Flow(s),veh/h/ln	1777	1567	1781	1777	1781	1585
Q Serve(g_s), s	10.4	3.3	7.5	11.5	9.0	0.0
Cycle Q Clear(g_c), s	10.4	3.3	7.5	11.5	9.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	774	650	443	2014	347	704
V/C Ratio(X)	0.83	0.21	0.57	0.54	0.81	0.34
Avail Cap(c_a), veh/h	829	675	475	2014	475	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	22.4	11.3	19.7	8.1	23.1	10.9
Incr Delay (d2), s/veh	6.9	0.2	0.7	1.0	5.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	1.4	2.7	3.1	4.0	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.3	11.5	20.5	9.2	28.1	11.0
LnGrp LOS	C	B	C	A	C	B
Approach Vol, veh/h	779			1345	517	
Approach Delay, s/veh	26.2			11.3	20.2	
Approach LOS	C			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.9	19.1		15.7		40.0
Change Period (Y+Rc), s	6.0	* 6		4.0		6.0
Max Green Setting (Gmax), s	16.0	* 14		16.0		34.0
Max Q Clear Time (g_c+I1), s	9.5	12.4		11.0		13.5
Green Ext Time (p_c), s	0.3	0.6		0.7		4.5

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	160	142	60	155	134	193	940	75	104	703	33
Future Volume (veh/h)	123	160	142	60	155	134	193	940	75	104	703	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	178	0	67	172	0	214	1044	0	116	781	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	400		86	244		244	1885		143	1666	
Arrive On Green	0.09	0.11	0.00	0.05	0.07	0.00	0.14	0.37	0.00	0.08	0.33	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	137	178	0	67	172	0	214	1044	0	116	781	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	9.1	5.6	0.0	4.5	5.7	0.0	14.1	19.5	0.0	7.7	14.6	0.0
Cycle Q Clear(g_c), s	9.1	5.6	0.0	4.5	5.7	0.0	14.1	19.5	0.0	7.7	14.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	400		86	244		244	1885		143	1666	
V/C Ratio(X)	0.83	0.45		0.77	0.70		0.88	0.55		0.81	0.47	
Avail Cap(c_a), veh/h	267	521		267	521		445	1885		297	1666	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.5	49.8	0.0	56.4	54.7	0.0	50.8	30.0	0.0	54.3	32.2	0.0
Incr Delay (d2), s/veh	5.3	0.9	0.0	5.5	5.0	0.0	3.9	1.2	0.0	4.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	2.5	0.0	2.1	2.7	0.0	6.4	7.9	0.0	3.5	5.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	50.7	0.0	61.9	59.7	0.0	54.7	31.2	0.0	58.5	32.5	0.0
LnGrp LOS	E	D		E	E		D	C		E	C	
Approach Vol, veh/h		315	A		239	A		1258	A		897	A
Approach Delay, s/veh		54.2			60.3			35.2			35.8	
Approach LOS		D			E			D			D	

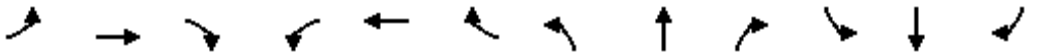
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	19.9	20.5	44.8	15.1	14.6	15.3	50.0
Change Period (Y+Rc), s	4.0	6.4	4.0	5.7	4.0	6.4	5.7	* 5.7
Max Green Setting (Gmax), s	18.0	17.6	30.0	34.3	18.0	17.6	20.0	* 44
Max Q Clear Time (g_c+I1), s	6.5	7.6	16.1	16.6	11.1	7.7	9.7	21.5
Green Ext Time (p_c), s	0.1	0.5	0.3	5.5	0.1	0.6	0.1	8.4

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Notes

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

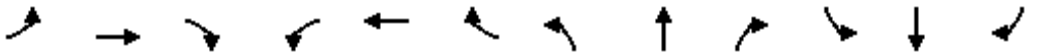
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	871	12	1	531	10	6	0	2	14	4	37
Future Volume (veh/h)	63	871	12	1	531	10	6	0	2	14	4	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	968	13	1	590	10	7	0	0	16	4	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	1688	23	5	1346	23	33	35	0	75	19	83
Arrive On Green	0.10	0.47	0.47	0.00	0.38	0.38	0.02	0.00	0.00	0.05	0.05	0.05
Sat Flow, veh/h	1781	3590	48	1781	3576	61	1781	1870	0	1439	360	1585
Grp Volume(v), veh/h	70	479	502	1	293	307	7	0	0	20	0	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1859	1781	1870	0	1798	0	1585
Q Serve(g_s), s	1.4	7.6	7.6	0.0	4.8	4.8	0.1	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	1.4	7.6	7.6	0.0	4.8	4.8	0.1	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.03	1.00		0.00	0.80		1.00
Lane Grp Cap(c), veh/h	170	835	875	5	669	700	33	35	0	94	0	83
V/C Ratio(X)	0.41	0.57	0.57	0.22	0.44	0.44	0.21	0.00	0.00	0.21	0.00	0.01
Avail Cap(c_a), veh/h	920	1606	1682	920	1606	1680	920	966	0	929	0	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	7.4	7.4	19.3	9.0	9.0	18.7	0.0	0.0	17.6	0.0	17.4
Incr Delay (d2), s/veh	0.6	1.1	1.0	8.5	0.8	0.7	1.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	2.2	0.0	1.5	1.6	0.1	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	8.5	8.5	27.8	9.8	9.8	19.9	0.0	0.0	18.0	0.0	17.4
LnGrp LOS	B	A	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		1051			601			7			21	
Approach Delay, s/veh		9.1			9.8			19.9			18.0	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	23.9		4.7	7.7	20.3		6.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	20.0	35.0		20.0	20.0	35.0		20.0				
Max Q Clear Time (g_c+I1), s	2.0	9.6		2.1	3.4	6.8		2.4				
Green Ext Time (p_c), s	0.0	8.6		0.0	0.1	4.8		0.0				

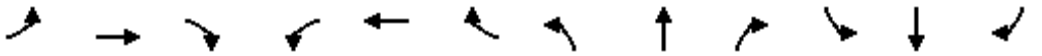
Intersection Summary			
HCM 6th Ctrl Delay		9.5	
HCM 6th LOS		A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	376	48	43	331	8	26	3	9	10	8	5
Future Volume (veh/h)	26	376	48	43	331	8	26	3	9	10	8	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	418	46	48	368	5	29	3	0	11	9	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	1053	115	94	1198	534	135	14	0	50	41	80
Arrive On Green	0.04	0.33	0.33	0.05	0.34	0.34	0.08	0.08	0.00	0.05	0.05	0.00
Sat Flow, veh/h	1781	3230	354	1781	3554	1585	1622	168	0	1001	819	1585
Grp Volume(v), veh/h	29	229	235	48	368	5	32	0	0	20	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1807	1781	1777	1585	1789	0	0	1820	0	1585
Q Serve(g_s), s	0.6	3.6	3.7	1.0	2.8	0.1	0.6	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.6	3.6	3.7	1.0	2.8	0.1	0.6	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		0.20	1.00		1.00	0.91		0.00	0.55		1.00
Lane Grp Cap(c), veh/h	75	579	589	94	1198	534	150	0	0	92	0	80
V/C Ratio(X)	0.39	0.40	0.40	0.51	0.31	0.01	0.21	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	981	1712	1741	981	3424	1527	985	0	0	1002	0	873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.0	9.5	9.5	16.7	8.9	8.0	15.5	0.0	0.0	16.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	2.0	2.0	1.6	0.7	0.0	0.3	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.2	1.3	0.3	0.8	0.0	0.2	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	11.5	11.5	18.3	9.6	8.0	15.8	0.0	0.0	17.0	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		493			421			32			20	
Approach Delay, s/veh		11.9			10.5			15.8			17.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.0	5.9	17.5		5.8	5.5	17.9				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		20.0	20.0	35.0		20.0	20.0	35.0				
Max Q Clear Time (g_c+I1), s		2.6	3.0	5.7		2.4	2.6	4.8				
Green Ext Time (p_c), s		0.0	0.1	6.2		0.0	0.0	5.2				

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	280	67	38	158	177	90	997	30	221	932	154
Future Volume (veh/h)	97	280	67	38	158	177	90	997	30	221	932	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	311	0	42	176	0	100	1108	0	246	1036	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	332		112	586		135	1169		276	1401	
Arrive On Green	0.08	0.18	0.00	0.06	0.16	0.00	0.08	0.33	0.00	0.15	0.39	0.00
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	108	311	0	42	176	0	100	1108	0	246	1036	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.2	19.7	0.0	2.7	5.2	0.0	6.6	36.5	0.0	16.2	29.9	0.0
Cycle Q Clear(g_c), s	7.2	19.7	0.0	2.7	5.2	0.0	6.6	36.5	0.0	16.2	29.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	332		112	586		135	1169		276	1401	
V/C Ratio(X)	0.80	0.94		0.38	0.30		0.74	0.95		0.89	0.74	
Avail Cap(c_a), veh/h	238	332		238	631		238	1193		341	1401	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.6	48.7	0.0	54.0	44.0	0.0	54.3	39.3	0.0	49.7	31.1	0.0
Incr Delay (d2), s/veh	10.6	33.3	0.0	2.1	0.3	0.0	7.8	15.1	0.0	21.0	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	12.0	0.0	1.3	2.3	0.0	3.1	17.2	0.0	8.5	12.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	82.0	0.0	56.1	44.3	0.0	62.1	54.4	0.0	70.7	34.6	0.0
LnGrp LOS	E	F		E	D		E	D		E	C	
Approach Vol, veh/h		419	A		218	A		1208	A		1282	A
Approach Delay, s/veh		77.7			46.6			55.0			41.6	
Approach LOS		E			D			D			D	

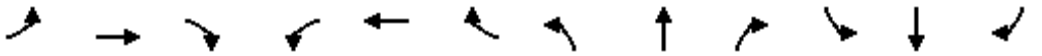
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.6	45.2	11.5	27.0	14.8	53.0	13.1	25.5
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	5.7	* 5.7	4.0	5.7
Max Green Setting (Gmax), s	23.0	40.3	16.0	21.3	16.0	* 47	16.0	21.3
Max Q Clear Time (g_c+I1), s	18.2	38.5	4.7	21.7	8.6	31.9	9.2	7.2
Green Ext Time (p_c), s	0.3	1.0	0.1	0.0	0.1	4.3	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	51.9
HCM 6th LOS	D

Notes

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

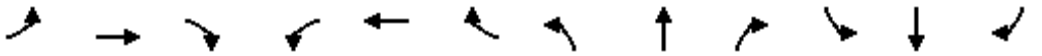
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	325	0	0	501	255	1	1	0	217	0	13
Future Volume (veh/h)	5	325	0	0	501	255	1	1	0	217	0	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	361	0	0	557	229	1	1	0	241	0	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	2534	0	0	1333	1377	2	2	0	278	0	247
Arrive On Green	0.00	0.71	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.16	0.00	0.16
Sat Flow, veh/h	0	3647	0	0	1870	1585	912	912	0	1781	0	1585
Grp Volume(v), veh/h	0	361	0	0	557	229	2	0	0	241	0	2
Grp Sat Flow(s),veh/h/ln	0	1777	0	0	1870	1585	1825	0	0	1781	0	1585
Q Serve(g_s), s	0.0	3.2	0.0	0.0	19.4	3.8	0.1	0.0	0.0	13.2	0.0	0.1
Cycle Q Clear(g_c), s	0.0	3.2	0.0	0.0	19.4	3.8	0.1	0.0	0.0	13.2	0.0	0.1
Prop In Lane	0.00		0.00	0.00		1.00	0.50		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	2534	0	0	1333	1377	4	0	0	278	0	247
V/C Ratio(X)	0.00	0.14	0.00	0.00	0.42	0.17	0.51	0.00	0.00	0.87	0.00	0.01
Avail Cap(c_a), veh/h	0	2534	0	0	1333	1377	219	0	0	463	0	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.97	0.97	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.6	0.0	0.0	12.6	2.0	49.8	0.0	0.0	41.2	0.0	35.7
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.1	32.8	0.0	0.0	4.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.0	0.0	8.7	2.7	0.1	0.0	0.0	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.7	0.0	0.0	12.8	2.1	82.6	0.0	0.0	45.8	0.0	35.7
LnGrp LOS	A	A	A	A	B	A	F	A	A	D	A	D
Approach Vol, veh/h		361			786			2			243	
Approach Delay, s/veh		4.7			9.7			82.6			45.8	
Approach LOS		A			A			F			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		76.2		19.6	0.0	76.2		4.2				
Change Period (Y+Rc), s		4.9		4.0	4.0	4.9		4.0				
Max Green Setting (Gmax), s		49.1		26.0	22.0	19.1		12.0				
Max Q Clear Time (g_c+I1), s		5.2		15.2	0.0	21.4		2.1				
Green Ext Time (p_c), s		1.9		0.4	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	584	9	3	724	0	19	0	19	56	5	13
Future Volume (veh/h)	0	584	9	3	724	0	19	0	19	56	5	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	649	0	3	804	0	21	0	0	62	6	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	2077		11	2242	0	63	0	0	121	127	0
Arrive On Green	0.00	1.00	0.00	0.01	1.00	0.00	0.04	0.00	0.00	0.07	0.07	0.00
Sat Flow, veh/h	0	3647	1585	1781	3647	0	1781	0	0	1781	1870	0
Grp Volume(v), veh/h	0	649	0	3	804	0	21	0	0	62	6	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1777	0	1781	0	0	1781	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	1.2	0.0	0.0	3.4	0.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.2	0.0	0.0	1.2	0.0	0.0	3.4	0.3	0.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2077		11	2242	0	63	0	0	121	127	0
V/C Ratio(X)	0.00	0.31		0.26	0.36	0.00	0.33	0.00	0.00	0.51	0.05	0.00
Avail Cap(c_a), veh/h	0	2077		214	2242	0	214	0	0	214	224	0
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	49.1	0.0	0.0	47.1	0.0	0.0	45.0	43.6	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	4.5	0.4	0.0	1.1	0.0	0.0	1.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.1	0.0	0.5	0.0	0.0	1.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	0.0	53.6	0.4	0.0	48.2	0.0	0.0	46.3	43.6	0.0
LnGrp LOS	A	A		D	A	A	D	A	A	D	D	A
Approach Vol, veh/h		649	A		807			21			68	
Approach Delay, s/veh		0.1			0.6			48.2			46.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	4.6	63.4		7.5		68.0		10.8				
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9		4.0				
Max Green Setting (Gmax), s	12.0	47.1		12.0		63.1		12.0				
Max Q Clear Time (g_c+I1), s	2.2	2.0		3.2		2.0		5.4				
Green Ext Time (p_c), s	0.0	7.7		0.0		10.3		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		3.1
HCM 6th LOS		A

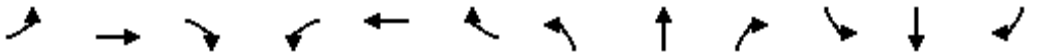
Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	654	16	111	291	33	130
Future Volume (veh/h)	654	16	111	291	33	130
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	727	15	123	323	37	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1683	35	159	2281	46	41
Arrive On Green	0.47	0.47	0.09	0.64	0.03	0.03
Sat Flow, veh/h	3654	73	1781	3647	1781	1585
Grp Volume(v), veh/h	363	379	123	323	37	3
Grp Sat Flow(s),veh/h/ln	1777	1857	1781	1777	1781	1585
Q Serve(g_s), s	6.8	6.8	3.4	1.8	1.0	0.1
Cycle Q Clear(g_c), s	6.8	6.8	3.4	1.8	1.0	0.1
Prop In Lane		0.04	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	840	878	159	2281	46	41
V/C Ratio(X)	0.43	0.43	0.77	0.14	0.80	0.07
Avail Cap(c_a), veh/h	840	878	356	2281	321	285
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.7	8.7	22.3	3.5	24.2	23.8
Incr Delay (d2), s/veh	0.4	0.4	3.0	0.1	11.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.0	1.4	0.4	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.1	9.1	25.3	3.7	35.3	24.0
LnGrp LOS	A	A	C	A	D	C
Approach Vol, veh/h	742			446	40	
Approach Delay, s/veh	9.1			9.6	34.5	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.5	28.5		5.3		37.0
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9
Max Green Setting (Gmax), s	10.0	18.1		9.0		32.1
Max Q Clear Time (g_c+I1), s	5.4	8.8		3.0		3.8
Green Ext Time (p_c), s	0.1	4.1		0.0		3.6

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	730	4	16	1028	90	5	4	12	283	4	49
Future Volume (veh/h)	45	730	4	16	1028	90	5	4	12	283	4	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	811	4	18	1142	96	6	4	0	317	0	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	1418	7	537	2207	185	11	7	0	406	0	180
Arrive On Green	0.04	0.39	0.39	0.30	0.67	0.67	0.01	0.01	0.00	0.11	0.00	0.11
Sat Flow, veh/h	1781	3626	18	1781	3318	279	1090	726	0	3563	0	1585
Grp Volume(v), veh/h	50	397	418	18	611	627	10	0	0	317	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	1781	1777	1820	1816	0	0	1781	0	1585
Q Serve(g_s), s	2.8	17.5	17.5	0.7	17.5	17.6	0.5	0.0	0.0	8.7	0.0	0.2
Cycle Q Clear(g_c), s	2.8	17.5	17.5	0.7	17.5	17.6	0.5	0.0	0.0	8.7	0.0	0.2
Prop In Lane	1.00		0.01	1.00		0.15	0.60		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	695	730	537	1182	1211	18	0	0	406	0	180
V/C Ratio(X)	0.77	0.57	0.57	0.03	0.52	0.52	0.57	0.00	0.00	0.78	0.00	0.02
Avail Cap(c_a), veh/h	214	695	730	537	1182	1211	218	0	0	691	0	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.8	23.9	23.9	24.6	8.5	8.6	49.3	0.0	0.0	43.1	0.0	39.3
Incr Delay (d2), s/veh	7.1	3.4	3.2	0.0	0.4	0.4	10.2	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.7	8.0	0.3	6.0	6.2	0.3	0.0	0.0	3.9	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.9	27.3	27.1	24.7	9.0	9.0	59.5	0.0	0.0	45.6	0.0	39.4
LnGrp LOS	D	C	C	C	A	A	E	A	A	D	A	D
Approach Vol, veh/h		865			1256			10			320	
Approach Delay, s/veh		28.8			9.2			59.5			45.5	
Approach LOS		C			A			E			D	

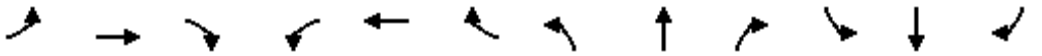
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.0	44.0		5.0	7.6	71.4		16.0				
Change Period (Y+Rc), s	4.9	* 4.9		4.0	4.0	4.9		4.6				
Max Green Setting (Gmax), s	12.0	* 39		12.0	12.0	39.1		19.4				
Max Q Clear Time (g_c+I1), s	2.7	19.5		2.5	4.8	19.6		10.7				
Green Ext Time (p_c), s	0.0	11.7		0.0	0.1	16.3		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		21.1
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	985	151	0	1414	1315	0	0	0	258	524	172
Future Volume (veh/h)	0	985	151	0	1414	1315	0	0	0	258	524	172
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	1870	1870
Adj Flow Rate, veh/h	0	1094	168	0	1832	0				287	582	165
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	0	2	2				2	2	2
Cap, veh/h	0	1825	280	0	2211					547	574	487
Arrive On Green	0.00	0.59	0.59	0.00	0.59	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3182	473	0	3741	1585				1781	1870	1585
Grp Volume(v), veh/h	0	628	634	0	1832	0				287	582	165
Grp Sat Flow(s),veh/h/ln	0	1777	1785	0	1870	1585				1781	1870	1585
Q Serve(g_s), s	0.0	22.4	22.5	0.0	39.3	0.0				13.3	30.7	8.1
Cycle Q Clear(g_c), s	0.0	22.4	22.5	0.0	39.3	0.0				13.3	30.7	8.1
Prop In Lane	0.00		0.27	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1050	1055	0	2211					547	574	487
V/C Ratio(X)	0.00	0.60	0.60	0.00	0.83					0.52	1.01	0.34
Avail Cap(c_a), veh/h	0	1050	1055	0	2211					547	574	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.43	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.9	13.0	0.0	16.4	0.0				28.6	34.7	26.8
Incr Delay (d2), s/veh	0.0	2.5	2.5	0.0	1.3	0.0				0.5	41.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.7	8.8	0.0	15.0	0.0				5.7	20.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.5	15.5	0.0	17.7	0.0				29.1	75.6	27.0
LnGrp LOS	A	B	B	A	B					C	F	C
Approach Vol, veh/h		1262			1832	A					1034	
Approach Delay, s/veh		15.5			17.7						54.9	
Approach LOS		B			B						D	

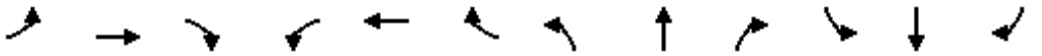
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		64.0		36.0		64.0						
Change Period (Y+Rc), s		4.9		5.3		4.9						
Max Green Setting (Gmax), s		59.1		30.7		59.1						
Max Q Clear Time (g_c+I1), s		24.5		32.7		41.3						
Green Ext Time (p_c), s		10.2		0.0		12.5						

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

Notes

User approved volume balancing among the lanes for turning movement.

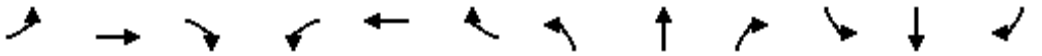
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	1072	0	0	2309	303	0	0	942	0	0	420
Future Volume (vph)	171	1072	0	0	2309	303	0	0	942	0	0	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.9			4.9	4.9			4.0			4.0
Lane Util. Factor	1.00	0.95			0.86	0.86			1.00			0.88
Frt	1.00	1.00			1.00	0.85			0.86			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	3539			4796	1362			1611			2787
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	3539			4796	1362			1611			2787
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	190	1191	0	0	2566	337	0	0	1047	0	0	467
RTOR Reduction (vph)	0	0	0	0	2	112	0	0	0	0	0	27
Lane Group Flow (vph)	190	1191	0	0	2598	191	0	0	1047	0	0	440
Turn Type	Prot	NA			NA	Perm			Free			Over
Protected Phases	5	2			6							5
Permitted Phases						6			Free			
Actuated Green, G (s)	13.2	60.0			37.9	37.9			60.0			13.2
Effective Green, g (s)	13.2	60.0			37.9	37.9			60.0			13.2
Actuated g/C Ratio	0.22	1.00			0.63	0.63			1.00			0.22
Clearance Time (s)	4.0	4.9			4.9	4.9						4.0
Vehicle Extension (s)	2.0	3.9			3.8	3.8						2.0
Lane Grp Cap (vph)	389	3539			3029	860			1611			613
v/s Ratio Prot	0.11	0.34			c0.54							0.16
v/s Ratio Perm						0.14			c0.65			
v/c Ratio	0.49	0.34			0.86	0.22			0.65			0.72
Uniform Delay, d1	20.4	0.0			8.9	4.7			0.0			21.7
Progression Factor	1.00	1.00			1.95	1.60			1.00			1.00
Incremental Delay, d2	0.4	0.1			1.4	0.2			2.0			3.3
Delay (s)	20.8	0.1			18.7	7.8			2.0			25.0
Level of Service	C	A			B	A			A			C
Approach Delay (s)		2.9			17.6			2.0			25.0	
Approach LOS		A			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.9
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



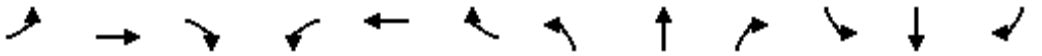
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	1527	301	306	1189	199	475	863	199	216	646	54
Future Volume (veh/h)	315	1527	301	306	1189	199	475	863	199	216	646	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	350	1697	0	340	1321	0	528	959	0	240	718	51
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	411	1574		572	1896		591	1314		304	847	60
Arrive On Green	0.12	0.31	0.00	0.17	0.37	0.00	0.17	0.26	0.00	0.09	0.17	0.17
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	4862	343
Grp Volume(v), veh/h	350	1697	0	340	1321	0	528	959	0	240	501	268
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1801
Q Serve(g_s), s	11.9	37.0	0.0	10.9	26.3	0.0	17.9	20.6	0.0	8.2	17.1	17.3
Cycle Q Clear(g_c), s	11.9	37.0	0.0	10.9	26.3	0.0	17.9	20.6	0.0	8.2	17.1	17.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	411	1574		572	1896		591	1314		304	593	314
V/C Ratio(X)	0.85	1.08		0.59	0.70		0.89	0.73		0.79	0.85	0.85
Avail Cap(c_a), veh/h	518	1574		572	1896		691	1314		605	604	320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	41.5	0.0	46.3	32.0	0.0	48.7	40.7	0.0	53.6	48.0	48.0
Incr Delay (d2), s/veh	8.9	46.9	0.0	1.2	1.2	0.0	11.6	2.3	0.0	1.7	11.2	20.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	21.6	0.0	4.7	10.5	0.0	8.3	8.5	0.0	3.5	7.8	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	88.4	0.0	47.5	33.2	0.0	60.2	43.1	0.0	55.4	59.2	68.2
LnGrp LOS	E	F		D	C		E	D		E	E	E
Approach Vol, veh/h		2047	A		1661	A		1487	A		1009	
Approach Delay, s/veh		83.6			36.1			49.2			60.7	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.9	43.0	24.5	26.6	18.3	50.6	14.6	36.6
Change Period (Y+Rc), s	6.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	16.0	37.0	24.0	21.3	18.0	37.0	21.0	24.3
Max Q Clear Time (g_c+I1), s	12.9	39.0	19.9	19.3	13.9	28.3	10.2	22.6
Green Ext Time (p_c), s	0.3	0.0	0.6	1.6	0.4	7.7	0.4	1.4

Intersection Summary	
HCM 6th Ctrl Delay	58.9
HCM 6th LOS	E

Notes

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



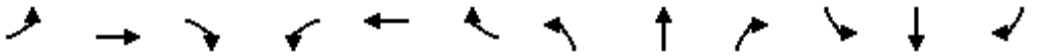
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1006	57	159	1188	4	35	4	425	8	2	15
Future Volume (veh/h)	18	1006	57	159	1188	4	35	4	425	8	2	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2106	2106	2106	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	1118	61	177	1320	4	39	4	243	9	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	1464	80	223	1787	5	203	21	397	15	3	16
Arrive On Green	0.01	0.38	0.38	0.13	0.49	0.49	0.13	0.13	0.13	0.01	0.01	0.00
Sat Flow, veh/h	2006	3858	210	1781	3634	11	1623	166	1585	1470	327	1585
Grp Volume(v), veh/h	20	579	600	177	645	679	43	0	243	11	0	0
Grp Sat Flow(s),veh/h/ln	2006	2001	2068	1781	1777	1868	1789	0	1585	1797	0	1585
Q Serve(g_s), s	1.2	30.4	30.4	11.6	34.8	34.8	2.6	0.0	15.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	1.2	30.4	30.4	11.6	34.8	34.8	2.6	0.0	15.0	0.7	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.01	0.91		1.00	0.82		1.00
Lane Grp Cap(c), veh/h	26	759	785	223	874	919	224	0	397	18	0	16
V/C Ratio(X)	0.76	0.76	0.76	0.79	0.74	0.74	0.19	0.00	0.61	0.60	0.00	0.00
Avail Cap(c_a), veh/h	251	759	785	534	874	919	224	0	397	199	0	176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	59.0	32.5	32.5	51.0	24.3	24.3	47.1	0.0	39.8	59.1	0.0	0.0
Incr Delay (d2), s/veh	15.3	4.8	4.7	2.1	4.8	4.6	0.2	0.0	2.0	11.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	15.1	15.7	5.2	15.0	15.7	1.1	0.0	6.4	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.3	37.3	37.2	53.1	29.2	28.9	47.2	0.0	41.9	70.2	0.0	0.0
LnGrp LOS	E	D	D	D	C	C	D	A	D	E	A	A
Approach Vol, veh/h		1199			1501			286			11	
Approach Delay, s/veh		37.9			31.9			42.7			70.2	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	51.2		6.9	5.6	64.7		19.0				
Change Period (Y+Rc), s	4.0	5.7		5.7	4.0	* 5.7		4.0				
Max Green Setting (Gmax), s	36.0	36.3		13.3	15.0	* 59		15.0				
Max Q Clear Time (g_c+I1), s	13.6	32.4		2.7	3.2	36.8		17.0				
Green Ext Time (p_c), s	1.5	3.7		0.0	0.0	22.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		35.5
HCM 6th LOS		D

Notes

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



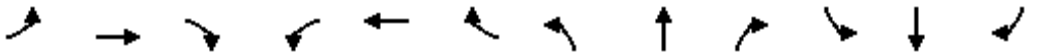
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1345	14	36	1324	0	22	0	26	0	5	0
Future Volume (veh/h)	0	1345	14	36	1324	0	22	0	26	0	5	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	0	1870	0	1870	0
Adj Flow Rate, veh/h	0	1494	16	40	1471	0	24	0	0	0	6	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	2	2	0	2	0	2	0	2	0
Cap, veh/h	0	1751	19	51	1950	0	33	0	0	0	8	0
Arrive On Green	0.00	0.49	0.49	0.03	0.55	0.00	0.02	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	3695	39	1781	3647	0	1781	24		0	1870	0
Grp Volume(v), veh/h	0	737	773	40	1471	0	24	78.6		0	6	0
Grp Sat Flow(s),veh/h/ln	0	1777	1863	1781	1777	0	1781	E		0	1870	0
Q Serve(g_s), s	0.0	43.3	43.4	2.7	37.9	0.0	1.6			0.0	0.4	0.0
Cycle Q Clear(g_c), s	0.0	43.3	43.4	2.7	37.9	0.0	1.6			0.0	0.4	0.0
Prop In Lane	0.00		0.02	1.00		0.00	1.00			0.00		0.00
Lane Grp Cap(c), veh/h	0	864	906	51	1950	0	33			0	8	0
V/C Ratio(X)	0.00	0.85	0.85	0.78	0.75	0.00	0.73			0.00	0.71	0.00
Avail Cap(c_a), veh/h	0	864	906	240	1950	0	314			0	299	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	0.76	0.76	1.00	1.00	0.00	1.00			0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	26.8	26.8	57.4	20.7	0.0	58.1			0.0	59.2	0.0
Incr Delay (d2), s/veh	0.0	6.7	6.5	9.0	2.8	0.0	20.5			0.0	32.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.8	19.7	1.3	15.3	0.0	0.9			0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.5	33.3	66.4	23.4	0.0	78.6			0.0	92.1	0.0
LnGrp LOS	A	C	C	E	C	A	E			A	F	A
Approach Vol, veh/h		1510			1511						6	
Approach Delay, s/veh		33.4			24.6						92.1	
Approach LOS		C			C						F	

Timer - Assigned Phs	1	2	3	4		6
Phs Duration (G+Y+Rc), s	7.4	63.6	6.2	4.5		71.0
Change Period (Y+Rc), s	4.0	5.7	4.0	4.0		5.7
Max Green Setting (Gmax), s	16.0	45.3	21.0	19.0		65.3
Max Q Clear Time (g_c+I1), s	4.7	45.4	3.6	2.4		39.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		14.0

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	771	279	268	768	65	336	950	36	204	997	229
Future Volume (veh/h)	360	771	279	268	768	65	336	950	36	204	997	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	400	857	0	298	853	66	373	1056	8	227	1108	125
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	463	919		376	826	64	428	986	431	449	1057	462
Arrive On Green	0.13	0.26	0.00	0.11	0.25	0.25	0.12	0.28	0.28	0.13	0.30	0.30
Sat Flow, veh/h	3456	3554	1585	3456	3336	258	3456	3554	1553	3456	3554	1554
Grp Volume(v), veh/h	400	857	0	298	454	465	373	1056	8	227	1108	125
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1817	1728	1777	1553	1728	1777	1554
Q Serve(g_s), s	13.6	28.3	0.0	10.1	29.7	29.7	12.7	33.3	0.4	7.3	35.7	7.4
Cycle Q Clear(g_c), s	13.6	28.3	0.0	10.1	29.7	29.7	12.7	33.3	0.4	7.3	35.7	7.4
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	463	919		376	440	450	428	986	431	449	1057	462
V/C Ratio(X)	0.86	0.93		0.79	1.03	1.03	0.87	1.07	0.02	0.51	1.05	0.27
Avail Cap(c_a), veh/h	576	927		518	440	450	461	986	431	518	1057	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	43.5	0.0	52.2	45.2	45.2	51.6	43.4	31.5	48.6	42.1	32.2
Incr Delay (d2), s/veh	9.3	15.8	0.0	3.8	51.7	51.2	11.1	45.7	0.1	0.3	41.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	14.1	0.0	4.5	19.0	19.4	6.1	20.4	0.2	3.1	21.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	59.3	0.0	56.0	96.8	96.4	62.7	89.1	31.5	49.0	83.3	32.6
LnGrp LOS	E	E		E	F	F	E	F	C	D	F	C
Approach Vol, veh/h		1257	A		1217			1437			1460	
Approach Delay, s/veh		59.6			86.7			81.9			73.6	
Approach LOS		E			F			F			E	

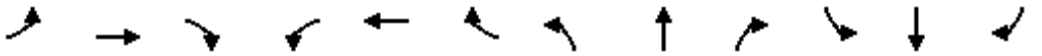
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	36.7	18.9	41.0	20.1	35.0	20.9	39.0
Change Period (Y+Rc), s	5.3	* 5.7	4.0	5.3	4.0	5.3	5.3	* 5.7
Max Green Setting (Gmax), s	18.0	* 31	16.0	35.7	20.0	29.7	18.0	* 33
Max Q Clear Time (g_c+I1), s	12.1	30.3	14.7	37.7	15.6	31.7	9.3	35.3
Green Ext Time (p_c), s	0.4	0.8	0.2	0.0	0.5	0.0	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	75.5
HCM 6th LOS	E

Notes

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

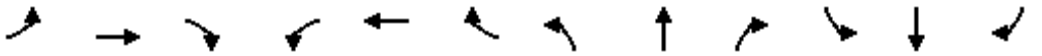
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1042	10	47	1102	15	18	8	41	30	16	48
Future Volume (veh/h)	51	1042	10	47	1102	15	18	8	41	30	16	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	1158	11	52	1224	16	20	9	0	33	18	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	2712	26	67	2687	35	37	17	47	43	23	58
Arrive On Green	0.04	0.75	0.75	0.04	0.75	0.75	0.03	0.03	0.00	0.04	0.04	0.00
Sat Flow, veh/h	1781	3607	34	1781	3592	47	1247	561	1585	1172	639	1585
Grp Volume(v), veh/h	57	570	599	52	605	635	29	0	0	51	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1862	1808	0	1585	1812	0	1585
Q Serve(g_s), s	3.8	14.1	14.1	3.5	15.6	15.6	1.9	0.0	0.0	3.3	0.0	0.0
Cycle Q Clear(g_c), s	3.8	14.1	14.1	3.5	15.6	15.6	1.9	0.0	0.0	3.3	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.03	0.69		1.00	0.65		1.00
Lane Grp Cap(c), veh/h	74	1336	1401	67	1329	1393	53	0	47	67	0	58
V/C Ratio(X)	0.77	0.43	0.43	0.77	0.46	0.46	0.54	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	238	1336	1401	238	1329	1393	241	0	211	242	0	211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	57.0	5.4	5.4	57.2	5.8	5.8	57.4	0.0	0.0	57.3	0.0	0.0
Incr Delay (d2), s/veh	6.2	1.0	1.0	6.8	0.5	0.5	3.2	0.0	0.0	6.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.5	4.7	1.7	4.8	5.1	0.9	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	6.4	6.4	64.0	6.3	6.2	60.6	0.0	0.0	64.0	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1226			1292			29			51	
Approach Delay, s/veh		9.1			8.6			60.6			64.0	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	95.5		8.4	9.0	95.1		7.5				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	16.0	54.7		16.0	16.0	54.7		16.0				
Max Q Clear Time (g_c+I1), s	5.5	16.1		5.3	5.8	17.6		3.9				
Green Ext Time (p_c), s	0.0	13.5		0.0	0.0	15.1		0.0				

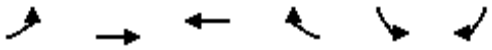
Intersection Summary			
HCM 6th Ctrl Delay		10.5	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	971	0	7	1148	14	10	0	5	19	0	21
Future Volume (veh/h)	23	971	0	7	1148	14	10	0	5	19	0	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	1079	0	8	1276	10	11	0	0	21	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	3079	0	10	3087	24	89	0	0	86	0	27
Arrive On Green	0.02	0.87	0.00	0.01	0.85	0.85	0.02	0.00	0.00	0.02	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3614	28	1704	0	0	1550	0	1585
Grp Volume(v), veh/h	26	1079	0	8	627	659	11	0	0	21	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1865	1704	0	0	1550	0	1585
Q Serve(g_s), s	1.7	7.0	0.0	0.5	9.5	9.6	0.0	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	1.7	7.0	0.0	0.5	9.5	9.6	0.7	0.0	0.0	1.6	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.02	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	32	3079	0	10	1518	1593	89	0	0	86	0	27
V/C Ratio(X)	0.80	0.35	0.00	0.77	0.41	0.41	0.12	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	312	3079	0	312	1518	1593	372	0	0	369	0	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	58.7	1.5	0.0	59.6	2.0	2.0	58.4	0.0	0.0	58.7	0.0	0.0
Incr Delay (d2), s/veh	15.4	0.3	0.0	34.4	0.8	0.8	0.5	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.0	0.0	0.3	1.8	1.9	0.3	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.1	1.8	0.0	94.0	2.8	2.8	58.8	0.0	0.0	59.8	0.0	0.0
LnGrp LOS	E	A	A	F	A	A	E	A	A	E	A	A
Approach Vol, veh/h		1105			1294			11			21	
Approach Delay, s/veh		3.6			3.3			58.8			59.8	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	107.8		6.0	4.7	109.3		6.0				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	21.0	59.7		26.0	21.0	59.7		26.0				
Max Q Clear Time (g_c+I1), s	3.7	11.6		2.7	2.5	9.0		3.6				
Green Ext Time (p_c), s	0.0	25.2		0.0	0.0	21.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		4.2	
HCM 6th LOS		A	



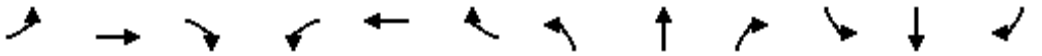
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	416	481	518	164	478	724
Future Volume (veh/h)	416	481	518	164	478	724
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	332	716	576	151	531	775
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	522	1096	817	213	1012	929
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	3741	2881	729	3456	1585
Grp Volume(v), veh/h	332	716	367	360	531	775
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1739	1728	1585
Q Serve(g_s), s	16.0	16.6	18.2	18.3	12.7	29.0
Cycle Q Clear(g_c), s	16.0	16.6	18.2	18.3	12.7	29.0
Prop In Lane	1.00			0.42	1.00	1.00
Lane Grp Cap(c), veh/h	522	1096	520	509	1012	929
V/C Ratio(X)	0.64	0.65	0.70	0.71	0.52	0.83
Avail Cap(c_a), veh/h	522	1096	520	509	1012	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	30.6	31.2	31.2	29.2	14.5
Incr Delay (d2), s/veh	5.8	3.0	3.7	3.8	0.2	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	7.6	8.0	7.9	5.1	20.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.2	33.6	34.8	35.1	29.5	20.8
LnGrp LOS	D	C	C	D	C	C
Approach Vol, veh/h		1048	727		1306	
Approach Delay, s/veh		34.5	34.9		24.3	
Approach LOS		C	C		C	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	33.0				33.0	33.0
Change Period (Y+Rc), s	4.0				4.0	4.0
Max Green Setting (Gmax), s	29.0				29.0	29.0
Max Q Clear Time (g_c+I1), s	20.3				18.6	31.0
Green Ext Time (p_c), s	1.2				2.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	747	56	34	665	12	49	9	9	21	14	0
Future Volume (veh/h)	61	747	56	34	665	12	49	9	9	21	14	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	830	40	38	739	12	54	10	3	23	16	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	1054	893	89	1925	31	252	33	7	193	97	158
Arrive On Green	0.08	0.56	0.56	0.05	0.54	0.54	0.10	0.10	0.10	0.10	0.10	0.00
Sat Flow, veh/h	1781	1870	1585	1781	3579	58	1125	336	68	701	973	1585
Grp Volume(v), veh/h	68	830	40	38	367	384	67	0	0	39	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1860	1529	0	0	1674	0	1585
Q Serve(g_s), s	1.7	16.2	0.5	1.0	5.6	5.6	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.7	16.2	0.5	1.0	5.6	5.6	1.8	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.81		0.04	0.59		1.00
Lane Grp Cap(c), veh/h	134	1054	893	89	956	1001	293	0	0	290	0	158
V/C Ratio(X)	0.51	0.79	0.04	0.43	0.38	0.38	0.23	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	768	1815	1538	768	1724	1805	777	0	0	808	0	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.6	7.9	4.5	21.4	6.2	6.2	19.5	0.0	0.0	19.2	0.0	0.0
Incr Delay (d2), s/veh	1.1	2.1	0.0	1.2	0.4	0.4	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.1	0.1	0.4	1.3	1.4	0.6	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	10.1	4.6	22.6	6.6	6.6	19.7	0.0	0.0	19.3	0.0	0.0
LnGrp LOS	C	B	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		938			789			67			39	
Approach Delay, s/veh		10.7			7.4			19.7			19.3	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	31.4		8.6	7.5	30.3		8.6				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	20.0	45.0		20.0	20.0	45.0		20.0				
Max Q Clear Time (g_c+I1), s	3.0	18.2		3.8	3.7	7.6		2.9				
Green Ext Time (p_c), s	0.0	8.0		0.1	0.1	5.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		9.8	
HCM 6th LOS		A	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	287	380	312	233	347	468
Future Volume (veh/h)	287	380	312	233	347	468
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	319	296	347	163	386	520
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	413	775	500	791	458	1117
Arrive On Green	0.23	0.23	0.27	0.27	0.26	0.60
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	319	296	347	163	386	520
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	9.1	6.4	9.1	3.1	11.2	8.4
Cycle Q Clear(g_c), s	9.1	6.4	9.1	3.1	11.2	8.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	413	775	500	791	458	1117
V/C Ratio(X)	0.77	0.38	0.69	0.21	0.84	0.47
Avail Cap(c_a), veh/h	980	1280	1029	1240	980	2059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	8.8	18.0	7.6	19.2	6.1
Incr Delay (d2), s/veh	1.2	0.1	2.8	0.2	1.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	1.8	3.9	1.5	4.3	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.8	8.9	20.7	7.8	20.9	6.6
LnGrp LOS	C	A	C	A	C	A
Approach Vol, veh/h	615		510			906
Approach Delay, s/veh	15.0		16.6			12.7
Approach LOS	B		B			B

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		37.9			18.0	19.9	16.6
Change Period (Y+Rc), s		5.3			4.0	5.3	4.0
Max Green Setting (Gmax), s		60.0			30.0	30.0	30.0
Max Q Clear Time (g_c+I1), s		10.4			13.2	11.1	11.1
Green Ext Time (p_c), s		4.5			0.8	3.5	1.5

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

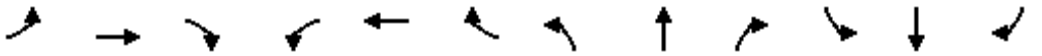
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	497	25	34	771	41	6
Future Volume (veh/h)	497	25	34	771	41	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	552	16	38	857	46	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2004	894	73	2436	152	135
Arrive On Green	0.56	0.56	0.04	0.69	0.09	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	552	16	38	857	46	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	4.0	0.2	1.0	5.0	1.2	0.0
Cycle Q Clear(g_c), s	4.0	0.2	1.0	5.0	1.2	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2004	894	73	2436	152	135
V/C Ratio(X)	0.28	0.02	0.52	0.35	0.30	0.00
Avail Cap(c_a), veh/h	3575	1595	717	3575	717	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.6	4.8	23.3	3.2	21.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.1	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.1	0.4	0.9	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.7	4.8	25.5	3.4	21.8	0.0
LnGrp LOS	A	A	C	A	C	A
Approach Vol, veh/h	568			895	46	
Approach Delay, s/veh	5.7			4.3	21.8	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.0	33.7				39.8	9.9
Change Period (Y+Rc), s	4.0	5.7				* 5.7	5.7
Max Green Setting (Gmax), s	20.0	50.0				* 50	20.0
Max Q Clear Time (g_c+I1), s	3.0	6.0				7.0	3.2
Green Ext Time (p_c), s	0.0	17.2				27.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Notes

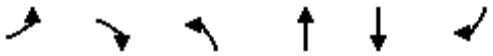
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	328	0	0	296	3	0	0	0	2	0	32
Future Volume (veh/h)	42	328	0	0	296	3	0	0	0	2	0	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	47	364	0	0	329	2	0	0	0	2	0	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	1734	774	322	980	437	0	8	0	8	17	14
Arrive On Green	0.06	0.54	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.00	0.00	0.01
Sat Flow, veh/h	1603	3198	1427	916	3198	1427	0	-65488	0	1603	1683	1427
Grp Volume(v), veh/h	47	364	0	0	329	2	0	0	0	2	0	4
Grp Sat Flow(s),veh/h/ln	1603	1599	1427	916	1599	1427	0	1683	0	1603	1683	1427
Q Serve(g_s), s	0.6	1.3	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.6	1.3	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	1734	774	322	980	437	0	8	0	8	17	14
V/C Ratio(X)	0.52	0.21	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.25	0.00	0.28
Avail Cap(c_a), veh/h	1436	5730	2556	1683	5730	2556	0	2865	0	1436	1508	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.2	2.6	0.0	0.0	6.0	5.4	0.0	0.0	0.0	11.1	0.0	11.0
Incr Delay (d2), s/veh	1.7	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	6.0	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	2.8	0.0	0.0	6.4	5.4	0.0	0.0	0.0	17.0	0.0	15.0
LnGrp LOS	B	A	A	A	A	A	A	A	A	B	A	B
Approach Vol, veh/h		411			331			0			6	
Approach Delay, s/veh		3.8			6.4			0.0			15.7	
Approach LOS		A			A						B	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		18.1		4.2	5.3	12.8	4.1	0.1				
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0	4.0	4.0				
Max Green Setting (Gmax), s		40.0		20.0	20.0	40.0	20.0	38.0				
Max Q Clear Time (g_c+I1), s		3.3		2.1	2.6	3.8	2.0	0.0				
Green Ext Time (p_c), s		3.4		0.0	0.1	3.1	0.0	0.0				

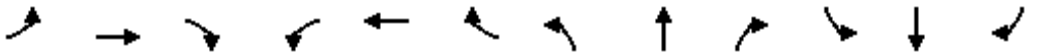
Intersection Summary												
HCM 6th Ctrl Delay			5.0									
HCM 6th LOS			A									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	69	136	564	545	100
Future Volume (veh/h)	76	69	136	564	545	100
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	6	151	627	606	50
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	261	232	201	2082	1300	580
Arrive On Green	0.15	0.15	0.11	0.59	0.37	0.37
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	84	6	151	627	606	50
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	1.6	0.1	3.1	3.3	4.9	0.8
Cycle Q Clear(g_c), s	1.6	0.1	3.1	3.3	4.9	0.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	261	232	201	2082	1300	580
V/C Ratio(X)	0.32	0.03	0.75	0.30	0.47	0.09
Avail Cap(c_a), veh/h	954	849	954	5712	3808	1699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	13.7	16.1	3.9	9.0	7.7
Incr Delay (d2), s/veh	0.3	0.0	2.1	0.2	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.2	0.6	1.4	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.5	13.7	18.2	4.0	9.6	7.9
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	90			778	656	
Approach Delay, s/veh	14.5			6.8	9.4	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.9		9.5	8.2	19.7
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		60.0		20.0	20.0	40.0
Max Q Clear Time (g_c+I1), s		5.3		3.6	5.1	6.9
Green Ext Time (p_c), s		7.0		0.1	0.3	6.8

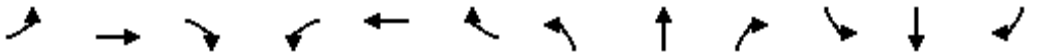
Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	12	86	56	0	20	116	327	41	5	514	69
Future Volume (veh/h)	58	12	86	56	0	20	116	327	41	5	514	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	13	3	62	0	0	129	363	23	6	571	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	222	188	162	0	144	232	1381	616	23	964	430
Arrive On Green	0.12	0.12	0.12	0.09	0.00	0.00	0.13	0.39	0.39	0.01	0.27	0.27
Sat Flow, veh/h	1781	1870	1585	1781	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	64	13	3	62	0	0	129	363	23	6	571	28
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.7	0.3	0.1	1.7	0.0	0.0	3.5	3.6	0.5	0.2	7.2	0.7
Cycle Q Clear(g_c), s	1.7	0.3	0.1	1.7	0.0	0.0	3.5	3.6	0.5	0.2	7.2	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	222	188	162	0	144	232	1381	616	23	964	430
V/C Ratio(X)	0.30	0.06	0.02	0.38	0.00	0.00	0.56	0.26	0.04	0.26	0.59	0.07
Avail Cap(c_a), veh/h	686	720	610	686	0	610	686	2053	916	686	2053	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	20.3	20.2	22.2	0.0	0.0	21.2	10.8	9.9	25.4	16.4	14.0
Incr Delay (d2), s/veh	0.8	0.1	0.0	0.5	0.0	0.0	0.8	0.2	0.0	2.3	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.0	0.7	0.0	0.0	1.2	1.0	0.1	0.1	2.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	20.4	20.2	22.8	0.0	0.0	22.0	11.0	9.9	27.7	17.6	14.2
LnGrp LOS	C	C	C	C	A	A	C	B	A	C	B	B
Approach Vol, veh/h		80			62			515			605	
Approach Delay, s/veh		21.5			22.8			13.7			17.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	26.2		10.0	10.8	20.1		11.1				
Change Period (Y+Rc), s	4.0	6.0		5.3	4.0	6.0		4.9				
Max Green Setting (Gmax), s	20.0	30.0		20.0	20.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	2.2	5.6		3.7	5.5	9.2		3.7				
Green Ext Time (p_c), s	0.0	3.1		0.1	0.2	4.8		0.2				

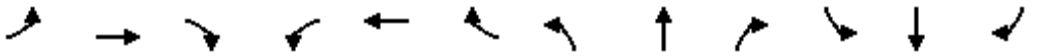
Intersection Summary												
HCM 6th Ctrl Delay			16.5									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	2	35	9	3	15	39	333	11	28	406	70
Future Volume (veh/h)	63	2	35	9	3	15	39	333	11	28	406	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	2	39	10	3	17	43	370	12	31	451	78
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	7	222	85	25	97	80	792	671	50	760	644
Arrive On Green	0.14	0.14	0.14	0.06	0.06	0.06	0.04	0.42	0.42	0.03	0.41	0.41
Sat Flow, veh/h	1734	50	1585	1385	416	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	72	0	39	13	0	17	43	370	12	31	451	78
Grp Sat Flow(s),veh/h/ln	1784	0	1585	1801	0	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.8	0.0	1.1	0.3	0.0	0.5	1.2	7.2	0.2	0.9	9.6	1.6
Cycle Q Clear(g_c), s	1.8	0.0	1.1	0.3	0.0	0.5	1.2	7.2	0.2	0.9	9.6	1.6
Prop In Lane	0.97		1.00	0.77		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	0	222	110	0	97	80	792	671	50	760	644
V/C Ratio(X)	0.29	0.00	0.18	0.12	0.00	0.18	0.54	0.47	0.02	0.62	0.59	0.12
Avail Cap(c_a), veh/h	1191	0	1059	708	0	623	700	2204	1868	700	2204	1868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	19.3	22.6	0.0	22.7	23.8	10.6	8.5	24.5	11.8	9.4
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.2	0.0	0.3	2.1	0.6	0.0	4.7	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.4	0.1	0.0	0.2	0.5	2.2	0.1	0.4	3.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	19.4	22.8	0.0	23.0	25.9	11.1	8.5	29.2	12.8	9.5
LnGrp LOS	B	A	B	C	A	C	C	B	A	C	B	A
Approach Vol, veh/h		111			30			425			560	
Approach Delay, s/veh		19.7			22.9			12.5			13.3	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	27.3		7.1	6.3	26.4		11.1				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	20.0	60.0		20.0	20.0	60.0		34.0				
Max Q Clear Time (g_c+I1), s	2.9	9.2		2.5	3.2	11.6		3.8				
Green Ext Time (p_c), s	0.0	6.9		0.0	0.0	9.1		0.2				

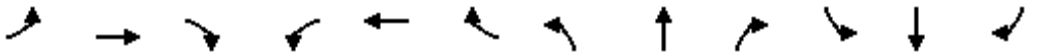
Intersection Summary												
HCM 6th Ctrl Delay			13.9									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	16	37	15	2	12	67	432	28	10	402	30
Future Volume (veh/h)	43	16	37	15	2	12	67	432	28	10	402	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	18	41	17	2	13	74	480	31	11	447	33
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	64	205	59	7	45	118	700	45	30	608	45
Arrive On Green	0.13	0.13	0.13	0.07	0.07	0.07	0.07	0.40	0.40	0.02	0.35	0.35
Sat Flow, veh/h	1313	492	1585	904	106	691	1781	1738	112	1781	1720	127
Grp Volume(v), veh/h	66	0	41	32	0	0	74	0	511	11	0	480
Grp Sat Flow(s),veh/h/ln	1805	0	1585	1701	0	0	1781	0	1850	1781	0	1847
Q Serve(g_s), s	1.5	0.0	1.1	0.8	0.0	0.0	1.9	0.0	10.5	0.3	0.0	10.4
Cycle Q Clear(g_c), s	1.5	0.0	1.1	0.8	0.0	0.0	1.9	0.0	10.5	0.3	0.0	10.4
Prop In Lane	0.73		1.00	0.53		0.41	1.00		0.06	1.00		0.07
Lane Grp Cap(c), veh/h	234	0	205	112	0	0	118	0	746	30	0	653
V/C Ratio(X)	0.28	0.00	0.20	0.29	0.00	0.00	0.63	0.00	0.69	0.36	0.00	0.73
Avail Cap(c_a), veh/h	1255	0	1102	739	0	0	774	0	1448	774	0	1446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	0.0	17.9	20.5	0.0	0.0	20.9	0.0	11.3	22.4	0.0	13.0
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.5	0.0	0.0	2.0	0.0	1.4	2.7	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.4	0.3	0.0	0.0	0.8	0.0	3.6	0.1	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	0.0	18.1	21.0	0.0	0.0	22.9	0.0	12.7	25.0	0.0	14.9
LnGrp LOS	B	A	B	C	A	A	C	A	B	C	A	B
Approach Vol, veh/h		107			32			585			491	
Approach Delay, s/veh		18.2			21.0			14.0			15.2	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	24.2		7.0	7.1	22.0		10.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	20.0	36.0		20.0	20.0	36.0		32.0				
Max Q Clear Time (g_c+I1), s	2.3	12.5		2.8	3.9	12.4		3.5				
Green Ext Time (p_c), s	0.0	4.1		0.1	0.1	3.8		0.3				

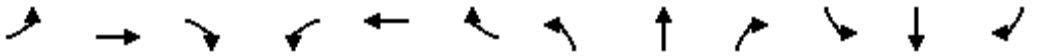
Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	5	81	11	9	13	103	566	24	20	453	19
Future Volume (veh/h)	29	5	81	11	9	13	103	566	24	20	453	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	6	1	12	10	0	114	629	26	22	503	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	22	123	48	40	76	183	792	33	48	658	26
Arrive On Green	0.08	0.08	0.08	0.05	0.05	0.00	0.10	0.44	0.44	0.03	0.37	0.37
Sat Flow, veh/h	1511	283	1585	993	828	1585	1781	1783	74	1781	1787	71
Grp Volume(v), veh/h	38	0	1	22	0	0	114	0	655	22	0	523
Grp Sat Flow(s),veh/h/ln	1795	0	1585	1821	0	1585	1781	0	1857	1781	0	1858
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	0.0	2.7	0.0	13.3	0.5	0.0	10.9
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	0.0	2.7	0.0	13.3	0.5	0.0	10.9
Prop In Lane	0.84		1.00	0.55		1.00	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	139	0	123	88	0	76	183	0	825	48	0	684
V/C Ratio(X)	0.27	0.00	0.01	0.25	0.00	0.00	0.62	0.00	0.79	0.46	0.00	0.76
Avail Cap(c_a), veh/h	1472	0	1300	456	0	397	852	0	1451	446	0	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.1	0.0	18.7	20.1	0.0	0.0	18.9	0.0	10.5	21.0	0.0	12.2
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.5	0.0	0.0	1.3	0.0	2.4	2.6	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.2	0.0	0.0	1.0	0.0	4.5	0.2	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	18.7	21.6	0.0	0.0	20.2	0.0	12.8	23.6	0.0	14.7
LnGrp LOS	C	A	B	C	A	A	C	A	B	C	A	B
Approach Vol, veh/h		39			22			769			545	
Approach Delay, s/veh		20.1			21.6			13.9			15.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	21.9		7.4	5.2	25.2		6.1				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	21.0	24.3		36.0	11.0	34.3		11.0				
Max Q Clear Time (g_c+I1), s	4.7	12.9		2.9	2.5	15.3		2.5				
Green Ext Time (p_c), s	0.2	2.5		0.1	0.0	4.2		0.0				

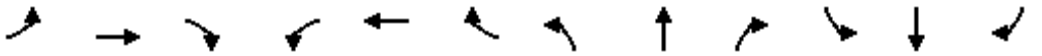
Intersection Summary			
HCM 6th Ctrl Delay		14.7	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	6	11	37	10	86	25	558	18	92	588	81
Future Volume (veh/h)	17	6	11	37	10	86	25	558	18	92	588	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	7	0	41	11	2	28	620	18	102	653	82
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	57	186	154	162	137	70	1025	30	169	1096	137
Arrive On Green	0.12	0.12	0.00	0.09	0.09	0.09	0.04	0.29	0.29	0.09	0.35	0.35
Sat Flow, veh/h	1319	486	1585	1781	1870	1585	1781	3522	102	1781	3165	397
Grp Volume(v), veh/h	26	0	0	41	11	2	28	313	325	102	366	369
Grp Sat Flow(s),veh/h/ln	1804	0	1585	1781	1870	1585	1781	1777	1848	1781	1777	1785
Q Serve(g_s), s	0.6	0.0	0.0	1.0	0.3	0.1	0.7	7.0	7.0	2.5	7.9	7.9
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.0	0.3	0.1	0.7	7.0	7.0	2.5	7.9	7.9
Prop In Lane	0.73		1.00	1.00		1.00	1.00		0.06	1.00		0.22
Lane Grp Cap(c), veh/h	212	0	186	154	162	137	70	517	538	169	616	618
V/C Ratio(X)	0.12	0.00	0.00	0.27	0.07	0.01	0.40	0.60	0.61	0.60	0.59	0.60
Avail Cap(c_a), veh/h	1013	0	890	950	998	846	423	971	1010	423	933	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	0.0	19.8	19.4	19.3	21.7	14.1	14.1	20.1	12.5	12.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.7	0.1	0.0	1.4	1.5	1.5	1.3	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.4	0.1	0.0	0.3	2.3	2.4	0.9	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	0.0	0.0	20.4	19.6	19.4	23.1	15.6	15.6	21.4	13.7	13.7
LnGrp LOS	B	A	A	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		26			54			666			837	
Approach Delay, s/veh		18.5			20.2			15.9			14.6	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	19.2		9.3	5.8	21.7		9.4				
Change Period (Y+Rc), s	4.0	5.7		5.3	4.0	5.7		4.0				
Max Green Setting (Gmax), s	11.0	25.3		24.7	11.0	24.3		26.0				
Max Q Clear Time (g_c+I1), s	4.5	9.0		3.0	2.7	9.9		2.6				
Green Ext Time (p_c), s	0.1	3.1		0.1	0.0	3.5		0.0				

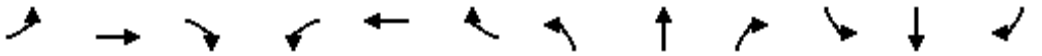
Intersection Summary			
HCM 6th Ctrl Delay		15.4	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	0	44	9	0	25	53	524	35	30	528	2
Future Volume (veh/h)	68	0	44	9	0	25	53	524	35	30	528	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	0	5	10	0	0	59	582	36	33	587	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	0	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	247	0	0	43	0	0	137	1317	81	71	1246	556
Arrive On Green	0.14	0.00	0.00	0.02	0.00	0.00	0.08	0.39	0.39	0.04	0.35	0.35
Sat Flow, veh/h	1781	76		1781	10		1781	3399	210	1781	3554	1585
Grp Volume(v), veh/h	76	12.5		10	16.2		59	304	314	33	587	1
Grp Sat Flow(s),veh/h/ln	1781	B		1781	B		1781	1777	1833	1781	1777	1585
Q Serve(g_s), s	1.2			0.2			1.0	4.0	4.0	0.6	4.1	0.0
Cycle Q Clear(g_c), s	1.2			0.2			1.0	4.0	4.0	0.6	4.1	0.0
Prop In Lane	1.00			1.00			1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	247			43			137	689	710	71	1246	556
V/C Ratio(X)	0.31			0.23			0.43	0.44	0.44	0.47	0.47	0.00
Avail Cap(c_a), veh/h	1129			1129			1129	1689	1742	1129	3377	1506
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2			15.1			13.9	7.1	7.1	14.8	8.0	6.7
Incr Delay (d2), s/veh	0.3			1.0			0.8	0.8	0.7	1.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4			0.1			0.3	1.1	1.1	0.2	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5			16.2			14.7	7.9	7.9	16.6	8.5	6.7
LnGrp LOS	B			B			B	A	A	B	A	A
Approach Vol, veh/h								677			621	
Approach Delay, s/veh								8.5			8.9	
Approach LOS								A			A	

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	5.3	17.9	8.4		6.4	16.8	4.8					
Change Period (Y+Rc), s	4.0	5.7	4.0		4.0	5.7	4.0					
Max Green Setting (Gmax), s	20.0	30.0	20.0		20.0	30.0	20.0					
Max Q Clear Time (g_c+I1), s	2.6	6.0	3.2		3.0	6.1	2.2					
Green Ext Time (p_c), s	0.0	4.8	0.1		0.0	5.0	0.0					

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	55	154	69	0	10	11	709	23	8	504	5
Future Volume (veh/h)	79	55	154	69	0	10	11	709	23	8	504	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	80	0	77	0	0	12	788	0	9	560	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	308		215	0		27	1624		29	1134	506
Arrive On Green	0.16	0.16	0.00	0.12	0.00	0.00	0.02	0.32	0.00	0.02	0.32	0.32
Sat Flow, veh/h	1781	1870	1585	1781	0	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	74	80	0	77	0	0	12	788	0	9	560	3
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	1.7	1.8	0.0	1.9	0.0	0.0	0.3	5.9	0.0	0.2	6.0	0.1
Cycle Q Clear(g_c), s	1.7	1.8	0.0	1.9	0.0	0.0	0.3	5.9	0.0	0.2	6.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	308		215	0		27	1624		29	1134	506
V/C Ratio(X)	0.25	0.26		0.36	0.00		0.44	0.49		0.31	0.49	0.01
Avail Cap(c_a), veh/h	751	789		751	0		751	4307		751	2998	1337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	17.3	0.0	19.1	0.0	0.0	23.1	13.0	0.0	23.1	13.0	11.0
Incr Delay (d2), s/veh	0.3	0.3	0.0	1.0	0.0	0.0	4.0	0.4	0.0	5.7	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.7	0.0	0.8	0.0	0.0	0.1	1.6	0.0	0.1	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	17.6	0.0	20.1	0.0	0.0	27.2	13.4	0.0	28.8	13.6	11.0
LnGrp LOS	B	B		C	A		C	B		C	B	B
Approach Vol, veh/h		154	A		77	A		800	A		572	
Approach Delay, s/veh		17.6			20.1			13.6			13.9	
Approach LOS		B			C			B			B	

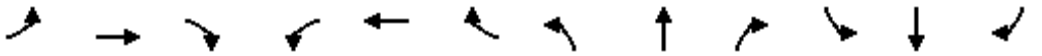
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	21.1		11.8	4.7	21.1		9.7				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	20.0	40.0		20.0	20.0	40.0		20.0				
Max Q Clear Time (g_c+I1), s	2.2	7.9		3.8	2.3	8.0		3.9				
Green Ext Time (p_c), s	0.0	7.2		0.4	0.0	4.8		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		14.4
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

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



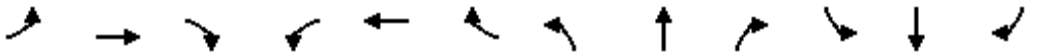
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	0	27	35	0	0	18	436	18	7	1003	8
Future Volume (veh/h)	19	0	27	35	0	0	18	436	18	7	1003	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	0	0	39	0	0	20	484	11	8	1114	9
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	0	82	282	0	125	53	1462	652	15	2038	16
Arrive On Green	0.05	0.00	0.00	0.08	0.00	0.00	0.03	0.41	0.41	0.01	0.39	0.39
Sat Flow, veh/h	1781	0	1585	3563	0	1585	1781	3554	1585	1781	5225	42
Grp Volume(v), veh/h	21	0	0	39	0	0	20	484	11	8	726	397
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1702	1863
Q Serve(g_s), s	0.5	0.0	0.0	0.4	0.0	0.0	0.4	3.7	0.2	0.2	6.6	6.6
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.4	0.0	0.0	0.4	3.7	0.2	0.2	6.6	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	93	0	82	282	0	125	53	1462	652	15	1328	726
V/C Ratio(X)	0.23	0.00	0.00	0.14	0.00	0.00	0.38	0.33	0.02	0.53	0.55	0.55
Avail Cap(c_a), veh/h	667	0	593	1777	0	791	667	2659	1186	667	2548	1394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	0.0	17.2	0.0	0.0	19.1	8.0	7.0	19.8	9.5	9.5
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.0	1.6	0.2	0.0	10.2	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.2	0.0	0.0	0.2	0.7	0.0	0.1	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	0.0	0.0	17.3	0.0	0.0	20.7	8.2	7.0	30.0	10.0	10.4
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	B
Approach Vol, veh/h		21			39			515			1131	
Approach Delay, s/veh		18.7			17.3			8.7			10.2	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	22.5		6.1	5.2	21.6		7.2				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	15.0	30.0		15.0	15.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	2.2	5.7		2.5	2.4	8.6		2.4				
Green Ext Time (p_c), s	0.0	3.0		0.0	0.0	7.0		0.0				

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

Notes

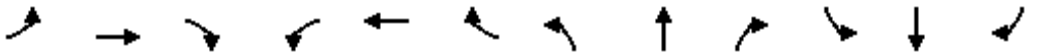
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	8	107	63	6	22	93	1141	25	35	1451	39
Future Volume (veh/h)	110	8	107	63	6	22	93	1141	25	35	1451	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	9	3	70	7	0	103	1268	27	39	1612	41
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	11	143	90	9	87	128	3407	73	50	3167	81
Arrive On Green	0.09	0.09	0.09	0.06	0.06	0.00	0.07	0.66	0.66	0.03	0.62	0.62
Sat Flow, veh/h	1664	123	1534	1626	163	1585	1781	5144	110	1781	5120	130
Grp Volume(v), veh/h	131	0	3	77	0	0	103	839	456	39	1072	581
Grp Sat Flow(s),veh/h/ln	1787	0	1534	1789	0	1585	1781	1702	1850	1781	1702	1846
Q Serve(g_s), s	8.6	0.0	0.2	5.1	0.0	0.0	6.8	13.3	13.3	2.6	21.0	21.0
Cycle Q Clear(g_c), s	8.6	0.0	0.2	5.1	0.0	0.0	6.8	13.3	13.3	2.6	21.0	21.0
Prop In Lane	0.93		1.00	0.91		1.00	1.00		0.06	1.00		0.07
Lane Grp Cap(c), veh/h	167	0	143	99	0	87	128	2255	1225	50	2106	1142
V/C Ratio(X)	0.78	0.00	0.02	0.78	0.00	0.00	0.80	0.37	0.37	0.78	0.51	0.51
Avail Cap(c_a), veh/h	219	0	188	239	0	211	238	2255	1225	238	2106	1142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	0.0	49.4	56.0	0.0	0.0	54.9	9.1	9.1	57.9	12.7	12.7
Incr Delay (d2), s/veh	9.3	0.0	0.0	4.9	0.0	0.0	4.4	0.2	0.4	9.3	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.1	2.5	0.0	0.0	3.1	4.1	4.5	1.3	7.1	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	0.0	49.4	60.9	0.0	0.0	59.3	9.3	9.5	67.3	13.6	14.4
LnGrp LOS	E	A	D	E	A	A	E	A	A	E	B	B
Approach Vol, veh/h		134			77			1398			1692	
Approach Delay, s/veh		62.2			60.9			13.1			15.1	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	80.2		10.6	7.4	85.5		16.5				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		5.3				
Max Green Setting (Gmax), s	16.0	54.0		16.0	16.0	54.0		14.7				
Max Q Clear Time (g_c+I1), s	8.8	23.0		7.1	4.6	15.3		10.6				
Green Ext Time (p_c), s	0.1	19.4		0.1	0.0	16.1		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			17.2									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	196	86	195	368	198	152	1031	156	213	1125	166
Future Volume (veh/h)	165	196	86	195	368	198	152	1031	156	213	1125	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	218	7	217	409	19	169	1146	0	237	1250	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	419	182	246	487	212	198	2198		266	2394	
Arrive On Green	0.12	0.12	0.12	0.14	0.14	0.14	0.11	0.43	0.00	0.15	0.47	0.00
Sat Flow, veh/h	1781	3554	1545	1781	3554	1550	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	183	218	7	217	409	19	169	1146	0	237	1250	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1545	1781	1777	1550	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	12.1	6.9	0.5	14.3	13.5	1.3	11.2	19.8	0.0	15.7	20.7	0.0
Cycle Q Clear(g_c), s	12.1	6.9	0.5	14.3	13.5	1.3	11.2	19.8	0.0	15.7	20.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	419	182	246	487	212	198	2198		266	2394	
V/C Ratio(X)	0.86	0.52	0.04	0.88	0.84	0.09	0.85	0.52		0.89	0.52	
Avail Cap(c_a), veh/h	327	512	223	341	542	236	341	2198		371	2394	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.9	49.7	46.9	50.8	50.5	45.2	52.4	25.1	0.0	50.1	22.4	0.0
Incr Delay (d2), s/veh	9.0	1.2	0.1	14.3	10.8	0.2	4.0	0.9	0.0	14.3	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	3.0	0.2	7.1	6.5	0.5	5.1	7.7	0.0	7.8	7.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	51.0	47.0	65.1	61.3	45.5	56.4	26.0	0.0	64.4	23.2	0.0
LnGrp LOS	E	D	D	E	E	D	E	C		E	C	
Approach Vol, veh/h		408			645			1315	A		1487	A
Approach Delay, s/veh		55.4			62.1			29.9			29.8	
Approach LOS		E			E			C			C	

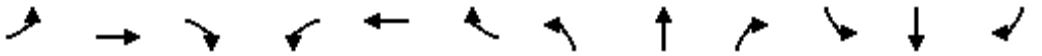
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	62.3	18.3	22.1	21.9	57.7	20.6	19.9
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	* 6	4.0	5.7
Max Green Setting (Gmax), s	23.0	37.0	22.0	18.3	25.0	* 35	23.0	17.3
Max Q Clear Time (g_c+I1), s	13.2	22.7	14.1	15.5	17.7	21.8	16.3	8.9
Green Ext Time (p_c), s	0.2	7.4	0.2	0.6	0.3	7.2	0.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

Notes

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

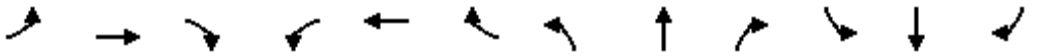
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1	26	26	1	15	47	1385	0	16	1386	11
Future Volume (veh/h)	25	1	26	26	1	15	47	1385	0	16	1386	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	1	0	29	1	0	52	1539	0	18	1540	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	2	0	214	2	0	63	2240	999	24	3184	23
Arrive On Green	0.03	0.03	0.00	0.03	0.03	0.00	0.04	0.63	0.00	0.01	0.61	0.61
Sat Flow, veh/h	1584	57	0	1577	54	0	1781	3554	1585	1781	5230	37
Grp Volume(v), veh/h	29	0	0	30	0	0	52	1539	0	18	1002	549
Grp Sat Flow(s),veh/h/ln	1640	0	0	1631	0	0	1781	1777	1585	1781	1702	1864
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.2	11.8	0.0	0.4	6.8	6.8
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.7	0.0	0.0	1.2	11.8	0.0	0.4	6.8	6.8
Prop In Lane	0.97		0.00	0.97		0.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	216	0	0	215	0	0	63	2240	999	24	2072	1134
V/C Ratio(X)	0.13	0.00	0.00	0.14	0.00	0.00	0.83	0.69	0.00	0.75	0.48	0.48
Avail Cap(c_a), veh/h	688	0	0	688	0	0	639	3402	1517	639	3259	1784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	0.0	20.1	0.0	0.0	20.0	5.0	0.0	20.5	4.5	4.5
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	9.8	0.5	0.0	15.5	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.0	0.0	0.6	0.9	0.0	0.2	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	0.0	20.4	0.0	0.0	29.8	5.5	0.0	36.1	4.8	5.0
LnGrp LOS	C	A	A	C	A	A	C	A	A	D	A	A
Approach Vol, veh/h		29			30			1591			1569	
Approach Delay, s/veh		20.3			20.4			6.3			5.2	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	32.0		5.2	5.5	31.1		5.2				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	15.0	40.0		15.0	15.0	40.0		15.0				
Max Q Clear Time (g_c+I1), s	2.4	13.8		2.7	3.2	8.8		2.7				
Green Ext Time (p_c), s	0.0	12.5		0.0	0.0	12.1		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		6.0	
HCM 6th LOS		A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	37	68	154	79	105	139	1589	71	61	1365	17
Future Volume (veh/h)	85	37	68	154	79	105	139	1589	71	61	1365	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	41	2	171	88	0	154	1766	0	68	1517	18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	230	100	232	122		181	3344		88	3132	37
Arrive On Green	0.07	0.06	0.06	0.07	0.07	0.00	0.10	0.65	0.00	0.05	0.60	0.60
Sat Flow, veh/h	1781	3554	1548	3456	1870	1585	1781	5106	1585	1781	5201	62
Grp Volume(v), veh/h	94	41	2	171	88	0	154	1766	0	68	993	542
Grp Sat Flow(s),veh/h/ln	1781	1777	1548	1728	1870	1585	1781	1702	1585	1781	1702	1859
Q Serve(g_s), s	6.2	1.3	0.1	5.8	5.5	0.0	10.2	21.9	0.0	4.5	19.7	19.7
Cycle Q Clear(g_c), s	6.2	1.3	0.1	5.8	5.5	0.0	10.2	21.9	0.0	4.5	19.7	19.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	118	230	100	232	122		181	3344		88	2050	1119
V/C Ratio(X)	0.80	0.18	0.02	0.74	0.72		0.85	0.53		0.78	0.48	0.48
Avail Cap(c_a), veh/h	238	423	185	461	223		238	3344		238	2050	1119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	53.1	52.6	54.9	55.0	0.0	53.0	10.9	0.0	56.4	13.4	13.4
Incr Delay (d2), s/veh	4.5	0.5	0.1	1.7	10.0	0.0	15.9	0.6	0.0	5.4	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.6	0.1	2.6	3.0	0.0	5.3	7.5	0.0	2.1	7.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	53.6	52.7	56.7	65.0	0.0	68.9	11.5	0.0	61.8	13.6	13.8
LnGrp LOS	E	D	D	E	E		E	B		E	B	B
Approach Vol, veh/h		137			259	A		1920	A		1603	
Approach Delay, s/veh		57.8			59.5			16.1			15.7	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	13.6	9.9	84.6	12.1	13.5	16.2	78.3
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	16.0	14.3	16.0	54.0	16.0	14.3	16.0	54.0
Max Q Clear Time (g_c+I1), s	8.2	7.5	6.5	23.9	7.8	3.3	12.2	21.7
Green Ext Time (p_c), s	0.1	0.2	0.1	13.6	0.3	0.1	0.1	10.5

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

Notes

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	203	133	1709	230	98	1429
Future Volume (veh/h)	203	133	1709	230	98	1429
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	226	0	1899	230	109	1588
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	274		2123	947	139	2552
Arrive On Green	0.15	0.00	0.60	0.60	0.08	0.72
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	226	0	1899	230	109	1588
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	11.5	0.0	43.3	6.4	5.6	21.4
Cycle Q Clear(g_c), s	11.5	0.0	43.3	6.4	5.6	21.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	274		2123	947	139	2552
V/C Ratio(X)	0.82		0.89	0.24	0.78	0.62
Avail Cap(c_a), veh/h	855		2273	1014	380	3031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	0.0	16.3	8.9	42.5	6.7
Incr Delay (d2), s/veh	6.2	0.0	4.9	0.2	3.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	15.6	1.9	2.5	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.6	0.0	21.2	9.0	46.1	7.1
LnGrp LOS	D		C	A	D	A
Approach Vol, veh/h	226	A	2129			1697
Approach Delay, s/veh	44.6		19.9			9.6
Approach LOS	D		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.3	62.0			73.4	20.4
Change Period (Y+Rc), s	4.0	6.0			* 6	6.0
Max Green Setting (Gmax), s	20.0	60.0			* 80	45.0
Max Q Clear Time (g_c+I1), s	7.6	45.3			23.4	13.5
Green Ext Time (p_c), s	0.1	10.7			14.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Notes

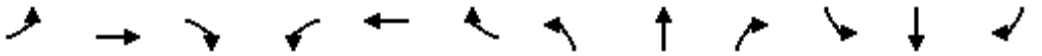
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	60	22	400	68	27	469
Future Volume (veh/h)	60	22	400	68	27	469
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	2	444	45	30	521
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	236	210	1197	534	79	973
Arrive On Green	0.13	0.13	0.34	0.34	0.04	0.52
Sat Flow, veh/h	1781	1585	3647	1585	1781	1870
Grp Volume(v), veh/h	67	2	444	45	30	521
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1870
Q Serve(g_s), s	1.0	0.0	2.7	0.6	0.5	5.3
Cycle Q Clear(g_c), s	1.0	0.0	2.7	0.6	0.5	5.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	236	210	1197	534	79	973
V/C Ratio(X)	0.28	0.01	0.37	0.08	0.38	0.54
Avail Cap(c_a), veh/h	1485	1321	5554	2477	1237	4287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	10.8	7.2	6.5	13.4	4.6
Incr Delay (d2), s/veh	0.7	0.0	0.4	0.1	1.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.7	0.1	0.2	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.9	10.9	7.6	6.6	14.5	5.5
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	69		489			551
Approach Delay, s/veh	11.9		7.5			6.0
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.3	15.7			21.0	7.8
Change Period (Y+Rc), s	4.0	6.0			6.0	4.0
Max Green Setting (Gmax), s	20.0	45.0			66.0	24.0
Max Q Clear Time (g_c+I1), s	2.5	4.7			7.3	3.0
Green Ext Time (p_c), s	0.0	5.0			5.6	0.2

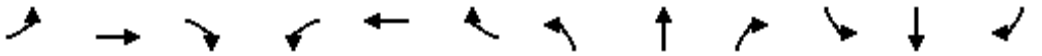
Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	3	9	78	0	141	11	808	75	139	750	29
Future Volume (veh/h)	5	3	9	78	0	141	11	808	75	139	750	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	3	1	87	0	16	12	898	75	154	833	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	64	15	288	0	186	37	1911	160	196	1243	1050
Arrive On Green	0.12	0.12	0.12	0.12	0.00	0.12	0.02	0.58	0.58	0.11	0.66	0.66
Sat Flow, veh/h	565	540	123	1553	0	1554	1781	3319	277	1781	1870	1579
Grp Volume(v), veh/h	10	0	0	87	0	16	12	481	492	154	833	20
Grp Sat Flow(s),veh/h/ln	1227	0	0	1553	0	1554	1781	1777	1819	1781	1870	1579
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.6	0.5	11.1	11.1	5.9	18.9	0.3
Cycle Q Clear(g_c), s	3.2	0.0	0.0	3.2	0.0	0.6	0.5	11.1	11.1	5.9	18.9	0.3
Prop In Lane	0.60		0.10	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	229	0	0	288	0	186	37	1023	1047	196	1243	1050
V/C Ratio(X)	0.04	0.00	0.00	0.30	0.00	0.09	0.32	0.47	0.47	0.79	0.67	0.02
Avail Cap(c_a), veh/h	479	0	0	521	0	443	507	1518	1554	507	1598	1349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	0.0	28.6	0.0	27.5	33.9	8.7	8.7	30.5	7.1	4.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.1	1.9	0.6	0.6	2.7	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.3	0.0	0.2	0.2	3.1	3.2	2.4	4.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	0.0	0.0	28.8	0.0	27.6	35.8	9.2	9.2	33.1	8.3	4.0
LnGrp LOS	C	A	A	C	A	C	D	A	A	C	A	A
Approach Vol, veh/h		10			103			985			1007	
Approach Delay, s/veh		27.4			28.7			9.6			12.0	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	46.1		12.4	5.5	52.4		12.4				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	20.0	60.0		20.0	20.0	60.0		20.0				
Max Q Clear Time (g_c+I1), s	7.9	13.1		5.2	2.5	20.9		5.2				
Green Ext Time (p_c), s	0.2	27.4		0.2	0.0	24.1		0.0				

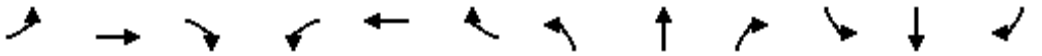
Intersection Summary			
HCM 6th Ctrl Delay		11.7	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	0	37	50	5	35	54	843	23	14	761	32
Future Volume (veh/h)	51	0	37	50	5	35	54	843	23	14	761	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	0	0	56	6	0	60	937	15	16	846	34
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	0	66	73	8	72	78	2506	1116	20	2340	94
Arrive On Green	0.04	0.00	0.00	0.05	0.05	0.00	0.04	0.71	0.71	0.01	0.67	0.67
Sat Flow, veh/h	1781	0	1585	1616	173	1585	1781	3554	1583	1781	3482	140
Grp Volume(v), veh/h	57	0	0	62	0	0	60	937	15	16	432	448
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1790	0	1585	1781	1777	1583	1781	1777	1845
Q Serve(g_s), s	2.9	0.0	0.0	3.1	0.0	0.0	3.0	9.5	0.3	0.8	9.5	9.5
Cycle Q Clear(g_c), s	2.9	0.0	0.0	3.1	0.0	0.0	3.0	9.5	0.3	0.8	9.5	9.5
Prop In Lane	1.00		1.00	0.90		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	74	0	66	81	0	72	78	2506	1116	20	1194	1240
V/C Ratio(X)	0.77	0.00	0.00	0.76	0.00	0.00	0.76	0.37	0.01	0.82	0.36	0.36
Avail Cap(c_a), veh/h	317	0	282	318	0	282	317	2506	1116	317	1194	1240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	0.0	0.0	42.5	0.0	0.0	42.6	5.3	3.9	44.4	6.4	6.4
Incr Delay (d2), s/veh	6.1	0.0	0.0	5.5	0.0	0.0	5.7	0.2	0.0	25.3	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.5	0.0	0.0	1.4	2.2	0.1	0.5	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.7	0.0	0.0	47.9	0.0	0.0	48.2	5.5	4.0	69.7	7.2	7.2
LnGrp LOS	D	A	A	D	A	A	D	A	A	E	A	A
Approach Vol, veh/h		57			62			1012			896	
Approach Delay, s/veh		48.7			47.9			8.0			8.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	66.2		8.1	5.0	69.2		7.8				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	16.0	24.3		16.0	16.0	24.3		16.0				
Max Q Clear Time (g_c+I1), s	5.0	11.5		5.1	2.8	11.5		4.9				
Green Ext Time (p_c), s	0.1	10.4		0.1	0.0	10.8		0.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	0	242	5	4	3	508	655	0	8	579	240
Future Volume (veh/h)	258	0	242	5	4	3	508	655	0	8	579	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	287	0	0	6	4	0	564	728	0	9	643	267
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	0		39	41	0	680	2326	0	28	1722	768
Arrive On Green	0.11	0.00	0.00	0.02	0.02	0.00	0.20	0.65	0.00	0.02	0.48	0.48
Sat Flow, veh/h	3563	0	1585	1781	1870	0	3456	3647	0	1781	3554	1585
Grp Volume(v), veh/h	287	0	0	6	4	0	564	728	0	9	643	267
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1728	1777	0	1781	1777	1585
Q Serve(g_s), s	7.0	0.0	0.0	0.3	0.2	0.0	14.1	8.0	0.0	0.4	10.2	9.4
Cycle Q Clear(g_c), s	7.0	0.0	0.0	0.3	0.2	0.0	14.1	8.0	0.0	0.4	10.2	9.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	0		39	41	0	680	2326	0	28	1722	768
V/C Ratio(X)	0.73	0.00		0.15	0.10	0.00	0.83	0.31	0.00	0.32	0.37	0.35
Avail Cap(c_a), veh/h	633	0		238	249	0	883	2326	0	238	1722	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	0.0	43.2	43.1	0.0	34.7	6.8	0.0	43.8	14.6	14.4
Incr Delay (d2), s/veh	2.5	0.0	0.0	1.8	1.0	0.0	5.2	0.4	0.0	6.5	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	0.1	0.1	0.0	6.3	2.7	0.0	0.2	3.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	0.0	0.0	44.9	44.1	0.0	39.9	7.1	0.0	50.3	14.7	14.7
LnGrp LOS	D	A		D	D	A	D	A	A	D	B	B
Approach Vol, veh/h		287	A		10			1292			919	
Approach Delay, s/veh		41.2			44.6			21.4			15.1	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	64.6		14.0	20.7	49.3		6.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	3.0	* 5.7		4.0				
Max Green Setting (Gmax), s	12.0	32.3		16.0	23.0	* 23		12.0				
Max Q Clear Time (g_c+I1), s	2.4	10.0		9.0	16.1	12.2		2.3				
Green Ext Time (p_c), s	0.0	3.6		0.7	1.6	3.0		0.0				

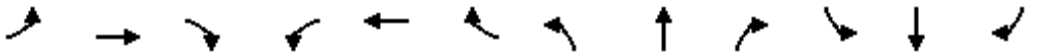
Intersection Summary		
HCM 6th Ctrl Delay		21.5
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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

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



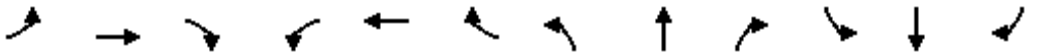
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	0	34	27	0	22	40	634	30	51	732	22
Future Volume (veh/h)	63	0	34	27	0	22	40	634	30	51	732	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	0	1	30	0	0	44	704	13	57	813	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	0	181	110	115	0	115	1421	634	118	1428	637
Arrive On Green	0.11	0.00	0.11	0.06	0.00	0.00	0.06	0.40	0.40	0.07	0.40	0.40
Sat Flow, veh/h	3563	0	1585	1781	1870	0	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	70	0	1	30	0	0	44	704	13	57	813	10
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.9	0.0	0.0	0.8	0.0	0.0	1.1	7.2	0.2	1.5	8.6	0.2
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.8	0.0	0.0	1.1	7.2	0.2	1.5	8.6	0.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	407	0	181	110	115	0	115	1421	634	118	1428	637
V/C Ratio(X)	0.17	0.00	0.01	0.27	0.00	0.00	0.38	0.50	0.02	0.48	0.57	0.02
Avail Cap(c_a), veh/h	1473	0	655	736	773	0	736	2938	1311	736	2938	1311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	19.0	21.7	0.0	0.0	21.7	10.9	8.8	21.8	11.2	8.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.8	0.4	0.0	1.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.0	0.0	0.5	2.4	0.1	0.6	2.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	0.0	19.0	22.2	0.0	0.0	22.5	11.2	8.8	22.9	11.7	8.7
LnGrp LOS	B	A	B	C	A	A	C	B	A	C	B	A
Approach Vol, veh/h		71			30			761			880	
Approach Delay, s/veh		19.4			22.2			11.8			12.4	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	24.6		7.0	7.1	24.7		9.5				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	20.0	40.0		20.0	20.0	40.0		20.0				
Max Q Clear Time (g_c+I1), s	3.5	9.2		2.8	3.1	10.6		2.9				
Green Ext Time (p_c), s	0.0	7.6		0.0	0.0	8.8		0.1				

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

Notes

User approved volume balancing among the lanes for turning movement.



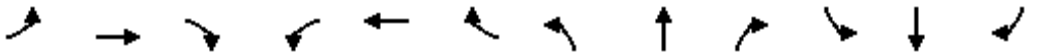
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	727	44	88	652	41	79	29	25	4	29	0
Future Volume (veh/h)	50	727	44	88	652	41	79	29	25	4	29	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	808	21	98	724	22	60	71	0	4	32	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	1333	594	127	1450	647	137	144	122	7	55	0
Arrive On Green	0.04	0.37	0.37	0.07	0.41	0.41	0.08	0.08	0.00	0.03	0.03	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	207	1653	0
Grp Volume(v), veh/h	56	808	21	98	724	22	60	71	0	36	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1860	0	0
Q Serve(g_s), s	1.2	7.3	0.3	2.2	6.0	0.3	1.3	1.5	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	1.2	7.3	0.3	2.2	6.0	0.3	1.3	1.5	0.0	0.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.11		0.00
Lane Grp Cap(c), veh/h	68	1333	594	127	1450	647	137	144	122	61	0	0
V/C Ratio(X)	0.82	0.61	0.04	0.77	0.50	0.03	0.44	0.49	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	670	2675	1193	894	3120	1392	670	704	596	700	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.0	10.1	7.9	18.2	8.8	7.1	17.6	17.7	0.0	19.0	0.0	0.0
Incr Delay (d2), s/veh	8.9	0.6	0.0	3.7	0.4	0.0	0.8	1.0	0.0	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.9	0.1	0.8	1.4	0.1	0.5	0.6	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	10.7	7.9	21.9	9.2	7.1	18.4	18.6	0.0	22.3	0.0	0.0
LnGrp LOS	C	B	A	C	A	A	B	B	A	C	A	A
Approach Vol, veh/h		885			844			131			36	
Approach Delay, s/veh		11.7			10.6			18.5			22.3	
Approach LOS		B			B			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.3	6.8	20.6		7.1	5.5	22.0				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		15.0	20.0	30.0		15.0	15.0	35.0				
Max Q Clear Time (g_c+I1), s		2.8	4.2	9.3		3.5	3.2	8.0				
Green Ext Time (p_c), s		0.0	0.1	5.6		0.2	0.0	5.4				

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	689	139	121	862	34	127	34	74	23	27	63
Future Volume (veh/h)	69	689	139	121	862	34	127	34	74	23	27	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	766	58	134	958	16	90	110	2	26	30	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	1541	687	175	1583	706	167	175	148	75	79	67
Arrive On Green	0.06	0.43	0.43	0.10	0.45	0.45	0.09	0.09	0.09	0.04	0.04	0.04
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	77	766	58	134	958	16	90	110	2	26	30	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.3	8.6	1.2	4.0	11.3	0.3	2.7	3.1	0.1	0.8	0.9	0.0
Cycle Q Clear(g_c), s	2.3	8.6	1.2	4.0	11.3	0.3	2.7	3.1	0.1	0.8	0.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	1541	687	175	1583	706	167	175	148	75	79	67
V/C Ratio(X)	0.78	0.50	0.08	0.77	0.61	0.02	0.54	0.63	0.01	0.35	0.38	0.01
Avail Cap(c_a), veh/h	453	1763	786	518	1892	844	518	544	461	401	421	357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	11.2	9.2	24.2	11.6	8.6	23.8	24.0	22.6	25.6	25.7	25.3
Incr Delay (d2), s/veh	4.9	0.4	0.1	2.7	0.6	0.0	1.0	1.4	0.0	3.8	4.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.6	0.3	1.6	3.3	0.1	1.0	1.3	0.0	0.4	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	11.6	9.2	26.9	12.1	8.6	24.8	25.4	22.7	29.4	29.9	25.4
LnGrp LOS	C	B	A	C	B	A	C	C	C	C	C	C
Approach Vol, veh/h		901			1108			202			57	
Approach Delay, s/veh		13.1			13.9			25.1			29.6	
Approach LOS		B			B			C			C	

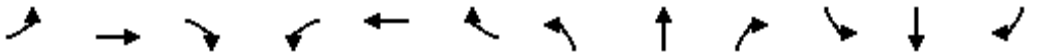
Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	6.9	9.4	29.6	9.1	8.8	30.2
Change Period (Y+Rc), s	4.6	4.0	5.7	4.0	5.7	* 5.7
Max Green Setting (Gmax), s	12.4	16.0	27.3	16.0	14.0	* 29
Max Q Clear Time (g_c+I1), s	2.9	6.0	10.6	5.1	4.3	13.3
Green Ext Time (p_c), s	0.2	0.2	9.9	0.3	0.1	11.2

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	759	64	48	665	4	153	33	8	3	20	19
Future Volume (veh/h)	37	759	64	48	665	4	153	33	8	3	20	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	843	18	53	739	1	107	125	7	3	22	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	1137	507	68	1209	539	317	312	17	59	432	419
Arrive On Green	0.03	0.32	0.32	0.04	0.34	0.34	0.18	0.18	0.18	0.26	0.26	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1754	98	223	1636	1585
Grp Volume(v), veh/h	41	843	18	53	739	1	107	0	132	25	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1853	1859	0	1585
Q Serve(g_s), s	2.1	19.0	0.7	2.7	15.6	0.0	4.7	0.0	5.7	0.9	0.0	0.0
Cycle Q Clear(g_c), s	2.1	19.0	0.7	2.7	15.6	0.0	4.7	0.0	5.7	0.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	0.12		1.00
Lane Grp Cap(c), veh/h	52	1137	507	68	1209	539	317	0	329	491	0	419
V/C Ratio(X)	0.79	0.74	0.04	0.78	0.61	0.00	0.34	0.00	0.40	0.05	0.00	0.00
Avail Cap(c_a), veh/h	238	1264	564	257	1303	581	317	0	329	491	0	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.4	27.3	21.1	42.9	24.7	19.6	32.4	0.0	32.8	24.7	0.0	0.0
Incr Delay (d2), s/veh	9.6	2.5	0.0	6.9	1.0	0.0	2.9	0.0	3.6	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.8	0.3	1.3	6.5	0.0	2.3	0.0	2.9	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	29.8	21.1	49.8	25.7	19.6	35.2	0.0	36.4	24.7	0.0	0.0
LnGrp LOS	D	C	C	D	C	B	D	A	D	C	A	A
Approach Vol, veh/h		902			793			239			25	
Approach Delay, s/veh		30.7			27.3			35.9			24.7	
Approach LOS		C			C			D			C	

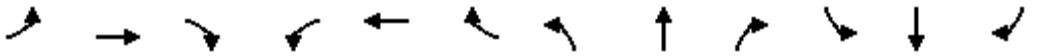
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.8	8.4	33.8		20.0	6.6	35.6				
Change Period (Y+Rc), s		4.0	5.0	* 5		4.0	4.0	5.0				
Max Green Setting (Gmax), s		12.0	13.0	* 32		16.0	12.0	33.0				
Max Q Clear Time (g_c+I1), s		2.9	4.7	21.0		7.7	4.1	17.6				
Green Ext Time (p_c), s		0.0	0.0	7.7		0.7	0.0	10.0				

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	411	369	31	290	29	332	57	32	13	54	36
Future Volume (veh/h)	28	411	369	31	290	29	332	57	32	13	54	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	457	277	34	322	14	414	0	5	14	60	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	38	1137	746	42	1106	493	537	0	239	18	79	83
Arrive On Green	0.02	0.32	0.32	0.02	0.31	0.31	0.15	0.00	0.15	0.05	0.05	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	351	1502	1585
Grp Volume(v), veh/h	31	457	277	34	322	14	414	0	5	74	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1853	0	1585
Q Serve(g_s), s	1.6	9.0	10.1	1.7	6.2	0.6	10.0	0.0	0.2	3.5	0.0	0.0
Cycle Q Clear(g_c), s	1.6	9.0	10.1	1.7	6.2	0.6	10.0	0.0	0.2	3.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.19		1.00
Lane Grp Cap(c), veh/h	38	1137	746	42	1106	493	537	0	239	97	0	83
V/C Ratio(X)	0.81	0.40	0.37	0.81	0.29	0.03	0.77	0.00	0.02	0.76	0.00	0.00
Avail Cap(c_a), veh/h	257	1145	750	238	1106	493	792	0	352	247	0	211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.9	23.9	15.3	43.7	23.5	21.5	36.7	0.0	32.6	42.1	0.0	0.0
Incr Delay (d2), s/veh	14.0	0.4	0.5	12.4	0.7	0.1	3.2	0.0	0.0	4.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.6	4.7	0.9	2.6	0.2	4.6	0.0	0.1	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	24.2	15.8	56.1	24.2	21.7	39.9	0.0	32.6	46.6	0.0	0.0
LnGrp LOS	E	C	B	E	C	C	D	A	C	D	A	A
Approach Vol, veh/h		765			370			419			74	
Approach Delay, s/veh		22.5			27.0			39.9			46.6	
Approach LOS		C			C			D			D	

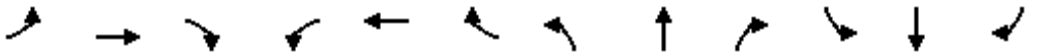
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.6	6.1	33.8		8.7	6.9	33.0				
Change Period (Y+Rc), s		4.0	4.0	5.0		4.0	5.0	* 5				
Max Green Setting (Gmax), s		20.0	12.0	29.0		12.0	13.0	* 28				
Max Q Clear Time (g_c+I1), s		12.0	3.7	12.1		5.5	3.6	8.2				
Green Ext Time (p_c), s		1.5	0.0	4.9		0.1	0.0	2.2				

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

Notes

User approved volume balancing among the lanes for turning movement.

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



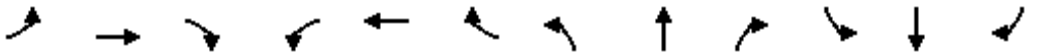
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	16	44	18	7	4	46	984	8	7	752	101
Future Volume (veh/h)	96	16	44	18	7	4	46	984	8	7	752	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1864	1864	1870	1870	1870	1776	1776	1776	2027	2027	2027
Adj Flow Rate, veh/h	107	18	1	20	8	0	51	1093	6	8	836	61
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	157	9	175	50	0	76	2760	855	20	2957	916
Arrive On Green	0.11	0.09	0.09	0.05	0.03	0.00	0.05	0.57	0.57	0.01	0.53	0.53
Sat Flow, veh/h	1776	1749	97	3456	1870	0	1692	4849	1503	1931	5535	1715
Grp Volume(v), veh/h	107	0	19	20	8	0	51	1093	6	8	836	61
Grp Sat Flow(s),veh/h/ln	1776	0	1846	1728	1870	0	1692	1616	1503	1931	1845	1715
Q Serve(g_s), s	3.9	0.0	0.7	0.4	0.3	0.0	2.0	8.6	0.1	0.3	5.7	0.5
Cycle Q Clear(g_c), s	3.9	0.0	0.7	0.4	0.3	0.0	2.0	8.6	0.1	0.3	5.7	0.5
Prop In Lane	1.00		0.05	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	0	166	175	50	0	76	2760	855	20	2957	916
V/C Ratio(X)	0.53	0.00	0.11	0.11	0.16	0.00	0.67	0.40	0.01	0.40	0.28	0.07
Avail Cap(c_a), veh/h	541	0	394	802	434	0	393	3447	1068	448	3935	1219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	28.9	31.2	32.8	0.0	32.4	8.3	6.4	33.9	8.8	1.3
Incr Delay (d2), s/veh	0.8	0.0	0.3	0.1	0.6	0.0	3.7	0.2	0.0	4.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.3	0.2	0.1	0.0	0.8	2.0	0.0	0.1	1.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	0.0	29.1	31.3	33.3	0.0	36.1	8.4	6.4	38.7	8.9	1.3
LnGrp LOS	C	A	C	C	C	A	D	A	A	D	A	A
Approach Vol, veh/h		126			28			1150			905	
Approach Delay, s/veh		29.5			31.9			9.7			8.7	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	45.2	7.5	11.5	7.1	42.8	13.1	5.8
Change Period (Y+Rc), s	4.0	6.0	4.0	5.3	4.0	6.0	5.3	* 4
Max Green Setting (Gmax), s	16.0	49.0	16.0	14.7	16.0	49.0	21.0	* 16
Max Q Clear Time (g_c+I1), s	2.3	10.6	2.4	2.7	4.0	7.7	5.9	2.3
Green Ext Time (p_c), s	0.0	28.6	0.0	0.0	0.0	24.1	0.2	0.0

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

Notes

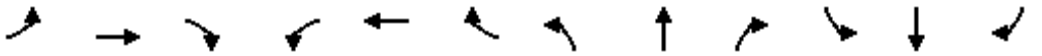
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	27	25	16	14	16	93	169	0	32	177	177
Future Volume (veh/h)	25	27	25	16	14	16	93	169	0	32	177	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	30	8	18	16	0	103	188	0	36	197	161
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	35	9	284	38	0	127	1431	0	48	341	279
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.00	0.07	0.40	0.00	0.03	0.36	0.36
Sat Flow, veh/h	720	771	206	945	840	0	1781	3647	0	1781	952	778
Grp Volume(v), veh/h	66	0	0	34	0	0	103	188	0	36	0	358
Grp Sat Flow(s),veh/h/ln	1696	0	0	1784	0	0	1781	1777	0	1781	0	1730
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	1.3	0.8	0.0	0.5	0.0	3.8
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.4	0.0	0.0	1.3	0.8	0.0	0.5	0.0	3.8
Prop In Lane	0.42		0.12	0.53		0.00	1.00		0.00	1.00		0.45
Lane Grp Cap(c), veh/h	301	0	0	321	0	0	127	1431	0	48	0	619
V/C Ratio(X)	0.22	0.00	0.00	0.11	0.00	0.00	0.81	0.13	0.00	0.75	0.00	0.58
Avail Cap(c_a), veh/h	931	0	0	1623	0	0	1560	6225	0	624	0	2652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.8	0.0	0.0	10.6	0.0	0.0	10.4	4.3	0.0	11.0	0.0	5.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	4.5	0.0	0.0	8.6	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.0	0.5	0.1	0.0	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	0.0	0.0	10.7	0.0	0.0	15.0	4.3	0.0	19.6	0.0	6.8
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		66			34			291			394	
Approach Delay, s/veh		11.0			10.7			8.1			7.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	13.2		5.0	5.6	12.2		5.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	40.0		20.0	20.0	35.0		10.0				
Max Q Clear Time (g_c+I1), s	2.5	2.8		2.4	3.3	5.8		2.9				
Green Ext Time (p_c), s	0.0	1.2		0.1	0.1	2.3		0.1				

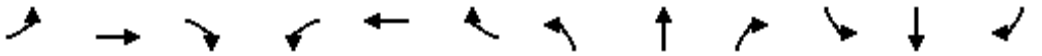
Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	0	142	10	2	6	129	1355	6	35	1061	79
Future Volume (veh/h)	62	0	142	10	2	6	129	1355	6	35	1061	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	0	10	11	2	0	143	1506	7	39	1179	37
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	0	190	44	8	46	186	1840	9	70	1572	701
Arrive On Green	0.12	0.00	0.12	0.03	0.03	0.00	0.10	0.51	0.51	0.04	0.44	0.44
Sat Flow, veh/h	1781	0	1585	1518	276	1585	1781	3627	17	1781	3554	1585
Grp Volume(v), veh/h	69	0	10	13	0	0	143	738	775	39	1179	37
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1794	0	1585	1781	1777	1867	1781	1777	1585
Q Serve(g_s), s	2.2	0.0	0.3	0.4	0.0	0.0	4.9	21.7	21.7	1.3	17.2	0.8
Cycle Q Clear(g_c), s	2.2	0.0	0.3	0.4	0.0	0.0	4.9	21.7	21.7	1.3	17.2	0.8
Prop In Lane	1.00		1.00	0.85		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	213	0	190	52	0	46	186	901	947	70	1572	701
V/C Ratio(X)	0.32	0.00	0.05	0.25	0.00	0.00	0.77	0.82	0.82	0.56	0.75	0.05
Avail Cap(c_a), veh/h	574	0	511	347	0	306	574	1002	1053	344	2003	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	24.2	29.5	0.0	0.0	27.1	12.9	12.9	29.3	14.4	9.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.9	0.0	0.0	2.5	5.4	5.2	2.5	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.1	0.2	0.0	0.0	2.1	8.4	8.8	0.6	6.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	24.2	30.4	0.0	0.0	29.6	18.3	18.1	31.8	15.9	9.9
LnGrp LOS	C	A	C	C	A	A	C	B	B	C	B	A
Approach Vol, veh/h		79			13			1656			1255	
Approach Delay, s/veh		25.2			30.4			19.2			16.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	37.5		5.8	10.5	33.5		12.3				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.9				
Max Green Setting (Gmax), s	12.0	35.0		12.0	20.0	35.0		20.0				
Max Q Clear Time (g_c+I1), s	3.3	23.7		2.4	6.9	19.2		4.2				
Green Ext Time (p_c), s	0.0	7.7		0.0	0.2	8.3		0.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	5	193	8	9	9	210	1186	4	3	866	353
Future Volume (veh/h)	293	5	193	8	9	9	210	1186	4	3	866	353
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	330	0	54	9	10	0	233	1318	4	3	962	269
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	523	0	396	12	13	21	356	2042	6	4	1640	731
Arrive On Green	0.15	0.00	0.15	0.01	0.01	0.00	0.10	0.56	0.56	0.00	0.46	0.46
Sat Flow, veh/h	3563	0	1585	865	962	1585	3456	3634	11	1781	3554	1585
Grp Volume(v), veh/h	330	0	54	19	0	0	233	644	678	3	962	269
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1827	0	1585	1728	1777	1868	1781	1777	1585
Q Serve(g_s), s	5.5	0.0	1.7	0.7	0.0	0.0	4.1	15.8	15.8	0.1	12.7	7.0
Cycle Q Clear(g_c), s	5.5	0.0	1.7	0.7	0.0	0.0	4.1	15.8	15.8	0.1	12.7	7.0
Prop In Lane	1.00		1.00	0.47		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	523	0	396	25	0	21	356	998	1050	4	1640	731
V/C Ratio(X)	0.63	0.00	0.14	0.77	0.00	0.00	0.66	0.65	0.65	0.69	0.59	0.37
Avail Cap(c_a), veh/h	1682	0	911	431	0	374	1359	1174	1235	336	2516	1122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	18.5	31.3	0.0	0.0	27.4	9.6	9.6	31.7	12.6	11.1
Incr Delay (d2), s/veh	1.3	0.0	0.2	17.1	0.0	0.0	0.8	1.7	1.7	53.8	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.6	0.4	0.0	0.0	1.6	4.9	5.2	0.1	4.2	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	0.0	18.7	48.4	0.0	0.0	28.2	11.3	11.2	85.5	13.4	11.8
LnGrp LOS	C	A	B	D	A	A	C	B	B	F	B	B
Approach Vol, veh/h		384			19			1555			1234	
Approach Delay, s/veh		25.6			48.4			13.8			13.2	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	41.2		4.9	10.5	34.8		13.3				
Change Period (Y+Rc), s	4.0	5.5		4.0	4.0	5.5		4.0				
Max Green Setting (Gmax), s	12.0	42.0		15.0	25.0	45.0		30.0				
Max Q Clear Time (g_c+I1), s	2.1	17.8		2.7	6.1	14.7		7.5				
Green Ext Time (p_c), s	0.0	13.9		0.0	0.5	14.6		1.8				

Intersection Summary			
HCM 6th Ctrl Delay		15.2	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	436	790	574	248	456	676
Future Volume (veh/h)	436	790	574	248	456	676
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	484	855	638	65	507	751
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	642	1028	777	347	1599	2610
Arrive On Green	0.19	0.19	0.22	0.22	0.46	0.73
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	484	855	638	65	507	751
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	13.3	0.0	17.1	3.3	9.2	7.1
Cycle Q Clear(g_c), s	13.3	0.0	17.1	3.3	9.2	7.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	642	1028	777	347	1599	2610
V/C Ratio(X)	0.75	0.83	0.82	0.19	0.32	0.29
Avail Cap(c_a), veh/h	829	1114	949	423	1599	2610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	13.4	37.2	31.8	16.9	4.5
Incr Delay (d2), s/veh	2.0	4.7	5.4	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	25.1	7.9	1.3	3.6	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.5	18.1	42.6	32.2	17.0	4.8
LnGrp LOS	D	B	D	C	B	A
Approach Vol, veh/h	1339		703			1258
Approach Delay, s/veh	26.2		41.6			9.7
Approach LOS	C		D			A

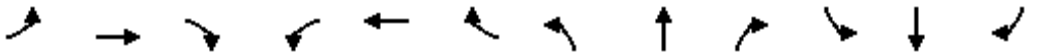
Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				77.4		22.6	50.3	27.2
Change Period (Y+Rc), s				4.0		4.0	4.0	5.3
Max Green Setting (Gmax), s				68.0		24.0	36.0	26.7
Max Q Clear Time (g_c+I1), s				9.1		15.3	11.2	19.1
Green Ext Time (p_c), s				5.2		3.3	1.5	2.8

Intersection Summary								
HCM 6th Ctrl Delay			23.2					
HCM 6th LOS			C					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	21	62	642	8	30	651
Future Volume (veh/h)	21	62	642	8	30	651
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	7	713	5	33	723
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	245	112	2757	856	82	3503
Arrive On Green	0.07	0.07	0.54	0.54	0.05	0.69
Sat Flow, veh/h	3456	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	23	7	713	5	33	723
Grp Sat Flow(s),veh/h/ln	1728	1585	1702	1585	1781	1702
Q Serve(g_s), s	0.2	0.2	3.0	0.1	0.7	2.1
Cycle Q Clear(g_c), s	0.2	0.2	3.0	0.1	0.7	2.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	245	112	2757	856	82	3503
V/C Ratio(X)	0.09	0.06	0.26	0.01	0.40	0.21
Avail Cap(c_a), veh/h	1731	794	5116	1588	892	5116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	17.3	4.9	4.2	18.5	2.3
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.0	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.4	0.0	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	17.4	5.0	4.2	19.7	2.3
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	30		718			756
Approach Delay, s/veh	17.4		5.0			3.1
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.8	27.3			33.1	6.8
Change Period (Y+Rc), s	4.0	5.7			5.7	4.0
Max Green Setting (Gmax), s	20.0	40.0			40.0	20.0
Max Q Clear Time (g_c+I1), s	2.7	5.0			4.1	2.2
Green Ext Time (p_c), s	0.0	16.6			17.0	0.0

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



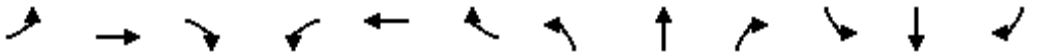
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	325	33	179	528	146	170	21	69	190	6	75
Future Volume (veh/h)	69	325	33	179	528	146	170	21	69	190	6	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	361	24	199	587	43	189	23	9	216	0	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	960	63	254	1216	377	279	34	277	622	0	277
Arrive On Green	0.10	0.20	0.20	0.14	0.24	0.24	0.17	0.17	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1781	4895	322	1781	5106	1585	1596	194	1585	3563	0	1585
Grp Volume(v), veh/h	77	250	135	199	587	43	212	0	9	216	0	7
Grp Sat Flow(s),veh/h/ln	1781	1702	1812	1781	1702	1585	1791	0	1585	1781	0	1585
Q Serve(g_s), s	2.3	3.5	3.6	6.0	5.5	1.2	6.1	0.0	0.3	3.0	0.0	0.2
Cycle Q Clear(g_c), s	2.3	3.5	3.6	6.0	5.5	1.2	6.1	0.0	0.3	3.0	0.0	0.2
Prop In Lane	1.00		0.18	1.00		1.00	0.89		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	667	355	254	1216	377	313	0	277	622	0	277
V/C Ratio(X)	0.43	0.37	0.38	0.78	0.48	0.11	0.68	0.00	0.03	0.35	0.00	0.03
Avail Cap(c_a), veh/h	643	1844	982	643	2766	859	647	0	572	1286	0	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	19.3	19.3	22.9	18.2	16.5	21.4	0.0	19.0	20.1	0.0	18.9
Incr Delay (d2), s/veh	0.6	0.7	1.4	2.0	0.6	0.3	1.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.3	1.5	2.4	1.9	0.4	2.5	0.0	0.1	1.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	20.0	20.7	25.0	18.8	16.8	22.4	0.0	19.0	20.2	0.0	19.0
LnGrp LOS	C	C	C	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		462			829			221			223	
Approach Delay, s/veh		20.9			20.2			22.2			20.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	16.2		13.7	9.6	18.5		13.7				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	20.0	30.0		20.0	20.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	8.0	5.6		5.0	4.3	7.5		8.1				
Green Ext Time (p_c), s	0.3	3.2		0.5	0.1	5.7		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		20.6	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.



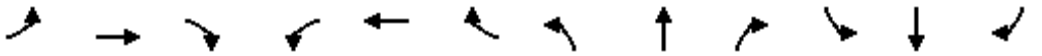
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	303	277	202	551	125	448	540	55	107	600	168
Future Volume (veh/h)	100	303	277	202	551	125	448	540	55	107	600	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	2145	2145	2145
Adj Flow Rate, veh/h	111	337	25	224	612	28	498	600	54	119	667	33
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	494	221	254	724	323	529	1519	136	154	975	435
Arrive On Green	0.08	0.14	0.14	0.14	0.20	0.20	0.30	0.46	0.46	0.08	0.24	0.24
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3298	296	2043	4076	1818
Grp Volume(v), veh/h	111	337	25	224	612	28	498	323	331	119	667	33
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1817	2043	2038	1818
Q Serve(g_s), s	6.3	9.2	1.4	12.6	16.9	1.5	27.9	12.2	12.3	5.8	15.2	1.4
Cycle Q Clear(g_c), s	6.3	9.2	1.4	12.6	16.9	1.5	27.9	12.2	12.3	5.8	15.2	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	140	494	221	254	724	323	529	818	837	154	975	435
V/C Ratio(X)	0.80	0.68	0.11	0.88	0.85	0.09	0.94	0.39	0.40	0.77	0.68	0.08
Avail Cap(c_a), veh/h	261	695	310	261	724	323	575	869	889	400	1276	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	41.9	38.5	43.0	39.2	33.0	35.1	18.2	18.2	46.4	35.4	30.1
Incr Delay (d2), s/veh	3.9	3.4	0.5	25.9	9.6	0.2	22.4	0.5	0.5	3.0	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.2	0.6	7.3	8.3	0.6	14.8	4.8	5.0	3.0	7.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	45.2	39.0	68.9	48.7	33.2	57.5	18.7	18.7	49.4	36.9	30.3
LnGrp LOS	D	D	D	E	D	C	E	B	B	D	D	C
Approach Vol, veh/h		473			864			1152			819	
Approach Delay, s/veh		46.0			53.4			35.4			38.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	19.5	34.4	29.8	12.0	26.1	11.7	52.4
Change Period (Y+Rc), s	4.0	* 5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	15.0	* 20	33.0	32.0	15.0	20.0	20.0	50.0
Max Q Clear Time (g_c+I1), s	14.6	11.2	29.9	17.2	8.3	18.9	7.8	14.3
Green Ext Time (p_c), s	0.0	3.0	0.5	7.2	0.1	0.7	0.2	10.4

Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Notes

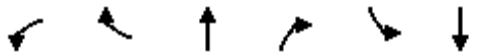
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	12	72	148	13	340	63	611	32	200	808	66
Future Volume (veh/h)	73	12	72	148	13	340	63	611	32	200	808	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1988	1988	1988	1870	1945	1870	2145	2231	2145
Adj Flow Rate, veh/h	81	13	3	164	14	206	70	679	33	222	898	23
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	27	171	247	21	467	113	1330	65	279	1883	807
Arrive On Green	0.11	0.11	0.11	0.14	0.14	0.14	0.06	0.37	0.37	0.14	0.44	0.44
Sat Flow, veh/h	1545	248	1585	1751	149	1681	1781	3585	174	2043	4239	1818
Grp Volume(v), veh/h	94	0	3	178	0	206	70	350	362	222	898	23
Grp Sat Flow(s),veh/h/ln	1793	0	1585	1900	0	1681	1781	1848	1912	2043	2120	1818
Q Serve(g_s), s	3.5	0.0	0.1	6.3	0.0	7.2	2.7	10.4	10.5	7.5	10.6	0.5
Cycle Q Clear(g_c), s	3.5	0.0	0.1	6.3	0.0	7.2	2.7	10.4	10.5	7.5	10.6	0.5
Prop In Lane	0.86		1.00	0.92		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	194	0	171	268	0	467	113	685	709	279	1883	807
V/C Ratio(X)	0.49	0.00	0.02	0.66	0.00	0.44	0.62	0.51	0.51	0.80	0.48	0.03
Avail Cap(c_a), veh/h	505	0	446	535	0	703	501	1144	1184	575	2625	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	28.3	28.9	0.0	21.1	32.5	17.3	17.4	29.7	13.9	11.1
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.1	0.0	0.2	2.1	1.3	1.3	2.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	2.8	0.0	2.6	1.2	4.2	4.3	3.6	4.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	0.0	28.3	30.0	0.0	21.4	34.5	18.7	18.6	31.7	14.4	11.2
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		97			384			782			1143	
Approach Delay, s/veh		30.5			25.4			20.1			17.7	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.7	8.5	36.9		14.0	13.7	31.7				
Change Period (Y+Rc), s		4.0	4.0	5.3		4.0	4.0	5.3				
Max Green Setting (Gmax), s		20.0	20.0	44.0		20.0	20.0	44.0				
Max Q Clear Time (g_c+I1), s		5.5	4.7	12.6		9.2	9.5	12.5				
Green Ext Time (p_c), s		0.2	0.1	18.5		0.8	0.3	13.9				

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C



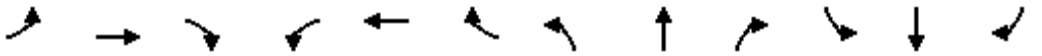
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	36	38	732	14	22	709
Future Volume (veh/h)	36	38	732	14	22	709
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	2	813	15	24	788
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	143	127	1389	26	76	2077
Arrive On Green	0.08	0.08	0.39	0.39	0.04	0.58
Sat Flow, veh/h	1781	1585	3663	66	1781	3647
Grp Volume(v), veh/h	40	2	405	423	24	788
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1859	1781	1777
Q Serve(g_s), s	0.6	0.0	4.7	4.7	0.3	3.1
Cycle Q Clear(g_c), s	0.6	0.0	4.7	4.7	0.3	3.1
Prop In Lane	1.00	1.00		0.04	1.00	
Lane Grp Cap(c), veh/h	143	127	692	723	76	2077
V/C Ratio(X)	0.28	0.02	0.59	0.59	0.31	0.38
Avail Cap(c_a), veh/h	1696	1509	2910	3044	1493	8921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	11.1	6.3	6.3	12.2	2.9
Incr Delay (d2), s/veh	1.0	0.0	0.8	0.8	2.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	0.8	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.4	11.2	7.1	7.1	14.5	3.0
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	42		828			812
Approach Delay, s/veh	12.3		7.1			3.4
Approach LOS	B		A			A

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		20.1		6.1	5.1	15.0
Change Period (Y+Rc), s		* 4.8		4.0	4.0	* 4.8
Max Green Setting (Gmax), s		* 66		25.0	22.0	* 43
Max Q Clear Time (g_c+I1), s		5.1		2.6	2.3	6.7
Green Ext Time (p_c), s		4.0		0.1	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Notes

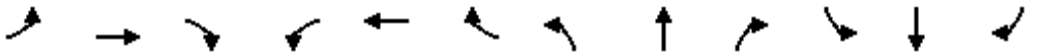
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	18	0	25	0	1418	27	22	1585	0
Future Volume (veh/h)	0	0	0	18	0	25	0	1418	27	22	1585	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	20	0	0	0	1576	29	24	1761	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	5	4	0	0	0	0	2737	50	31	3132	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.77	0.02	0.88	0.00
Sat Flow, veh/h	0	1870	1585		0		0	3663	66	1781	3647	0
Grp Volume(v), veh/h	0	0	0		0.0		0	783	822	24	1761	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585				0	1777	1859	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	7.6	7.6	0.6	4.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	7.6	7.6	0.6	4.8	0.0
Prop In Lane	0.00		1.00				0.00		0.04	1.00		0.00
Lane Grp Cap(c), veh/h	0	5	4				0	1362	1425	31	3132	0
V/C Ratio(X)	0.00	0.00	0.00				0.00	0.57	0.58	0.77	0.56	0.00
Avail Cap(c_a), veh/h	0	1088	922				0	1723	1802	691	3446	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	2.0	2.0	20.2	0.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	1.1	1.0	13.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0				0.0	0.4	0.4	0.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0				0.0	3.1	3.0	33.9	1.0	0.0
LnGrp LOS	A	A	A				A	A	A	C	A	A
Approach Vol, veh/h		0						1605			1785	
Approach Delay, s/veh		0.0						3.0			1.4	
Approach LOS								A			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	4.7	36.5				41.3		0.0				
Change Period (Y+Rc), s	4.0	4.9				4.9		4.0				
Max Green Setting (Gmax), s	16.0	40.0				40.0		24.0				
Max Q Clear Time (g_c+I1), s	2.6	9.6				6.8		0.0				
Green Ext Time (p_c), s	0.0	22.0				24.8		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		2.2	
HCM 6th LOS		A	



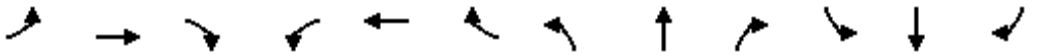
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	17	26	45	8	67	27	1390	38	92	1500	22
Future Volume (veh/h)	47	17	26	45	8	67	27	1390	38	92	1500	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	19	0	50	9	0	30	1544	41	102	1667	23
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	146	0	152	159	0	75	1949	52	136	2101	29
Arrive On Green	0.08	0.08	0.00	0.09	0.09	0.00	0.04	0.55	0.55	0.08	0.59	0.59
Sat Flow, veh/h	1781	1870	0	1781	1870	0	1781	3536	94	1781	3588	49
Grp Volume(v), veh/h	52	19	0	50	9	0	30	774	811	102	824	866
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	1870	0	1781	1777	1852	1781	1777	1861
Q Serve(g_s), s	2.3	0.8	0.0	2.2	0.4	0.0	1.4	28.7	28.9	4.6	29.7	29.8
Cycle Q Clear(g_c), s	2.3	0.8	0.0	2.2	0.4	0.0	1.4	28.7	28.9	4.6	29.7	29.8
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	139	146	0	152	159	0	75	979	1021	136	1040	1090
V/C Ratio(X)	0.38	0.13	0.00	0.33	0.06	0.00	0.40	0.79	0.79	0.75	0.79	0.79
Avail Cap(c_a), veh/h	345	362	0	345	362	0	345	1225	1277	345	1225	1283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	35.5	0.0	35.6	34.8	0.0	38.6	14.8	14.8	37.4	13.2	13.3
Incr Delay (d2), s/veh	1.4	0.3	0.0	1.1	0.1	0.0	1.3	3.5	3.4	3.1	3.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.4	0.0	1.0	0.2	0.0	0.6	10.3	10.8	2.0	10.2	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	35.9	0.0	36.7	34.9	0.0	39.9	18.2	18.2	40.5	16.7	16.6
LnGrp LOS	D	D	A	D	C	A	D	B	B	D	B	B
Approach Vol, veh/h		71			59			1615			1792	
Approach Delay, s/veh		37.2			36.4			18.6			18.0	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	53.7		10.4	10.3	50.9		11.0				
Change Period (Y+Rc), s	4.0	* 5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	16.0	* 57		16.0	16.0	57.0		16.0				
Max Q Clear Time (g_c+I1), s	3.4	31.8		4.3	6.6	30.9		4.2				
Green Ext Time (p_c), s	0.0	13.8		0.1	0.1	14.7		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		19.0	
HCM 6th LOS		B	

Notes

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



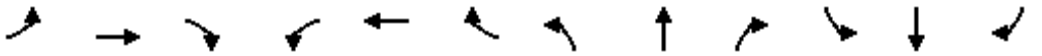
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	21	11	99	29	49	3	1324	12	44	1412	54
Future Volume (veh/h)	42	21	11	99	29	49	3	1324	12	44	1412	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1945	1870	1870	1841	1841	1870	1841	1870
Adj Flow Rate, veh/h	47	23	12	110	32	54	3	1471	13	49	1569	60
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	4	2
Cap, veh/h	63	31	78	140	41	152	68	1472	13	63	1396	631
Arrive On Green	0.05	0.05	0.05	0.10	0.10	0.10	0.04	0.41	0.41	0.04	0.40	0.40
Sat Flow, veh/h	1264	618	1566	1451	422	1575	1781	3552	31	1781	3497	1581
Grp Volume(v), veh/h	70	0	12	142	0	54	3	724	760	49	1569	60
Grp Sat Flow(s),veh/h/ln	1882	0	1566	1873	0	1575	1781	1749	1835	1781	1749	1581
Q Serve(g_s), s	4.8	0.0	1.0	9.7	0.0	4.2	0.2	54.2	54.2	3.6	52.3	3.1
Cycle Q Clear(g_c), s	4.8	0.0	1.0	9.7	0.0	4.2	0.2	54.2	54.2	3.6	52.3	3.1
Prop In Lane	0.67		1.00	0.77		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	94	0	78	181	0	152	68	725	761	63	1396	631
V/C Ratio(X)	0.74	0.00	0.15	0.78	0.00	0.35	0.04	1.00	1.00	0.77	1.12	0.10
Avail Cap(c_a), veh/h	230	0	191	386	0	325	245	725	761	218	1396	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.82	0.82	0.82	0.49	0.49	0.49
Uniform Delay (d), s/veh	61.4	0.0	59.6	57.8	0.0	55.4	60.7	38.3	38.3	62.6	39.3	24.6
Incr Delay (d2), s/veh	4.3	0.0	0.3	2.8	0.0	0.5	0.1	29.9	29.4	3.6	60.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.4	4.8	0.0	1.7	0.1	28.2	29.5	1.7	33.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	0.0	59.9	60.7	0.0	55.9	60.8	68.2	67.7	66.3	100.3	24.7
LnGrp LOS	E	A	E	E	A	E	E	E	E	E	F	C
Approach Vol, veh/h		82			196			1487			1678	
Approach Delay, s/veh		64.9			59.4			68.0			96.6	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	10.5	8.7	60.0	16.7	10.7	58.0
Change Period (Y+Rc), s	4.0	4.0	5.7	4.0	5.7	* 5.7
Max Green Setting (Gmax), s	16.0	16.0	54.3	27.0	18.0	* 52
Max Q Clear Time (g_c+I1), s	6.8	5.6	56.2	11.7	2.2	54.3
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	81.3
HCM 6th LOS	F

Notes

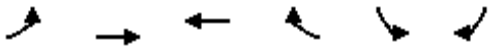
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	16	35	0	14	19	1378	14	21	1485	8
Future Volume (vph)	12	0	16	35	0	14	19	1378	14	21	1485	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Lane Util. Factor	1.00		1.00	1.00		1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00		0.97	1.00		0.96	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Frt	1.00		0.85	1.00		0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770		1534	1770		1518	1770	3532		1770	3536	
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770		1534	1770		1518	1770	3532		1770	3536	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	13	0	18	39	0	16	21	1531	16	23	1650	9
RTOR Reduction (vph)	0	0	17	0	0	15	0	0	0	0	0	0
Lane Group Flow (vph)	13	0	1	39	0	1	21	1547	0	23	1659	0
Confl. Peds. (#/hr)	4		4	4		4	4		4	4		4
Confl. Bikes (#/hr)			2			2			2			2
Turn Type	Prot		Perm	Prot		Perm	Prot	NA		Prot	NA	
Protected Phases	6			5			7	4		3	8	
Permitted Phases			6			5						
Actuated Green, G (s)	6.8		6.8	6.8		6.8	4.1	94.5		4.2	94.6	
Effective Green, g (s)	6.8		6.8	6.8		6.8	4.1	94.5		4.2	94.6	
Actuated g/C Ratio	0.05		0.05	0.05		0.05	0.03	0.76		0.03	0.76	
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Vehicle Extension (s)	2.0		2.0	2.0		2.0	2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)	96		83	96		82	58	2670		59	2676	
v/s Ratio Prot	0.01			c0.02			0.01	0.44		c0.01	c0.47	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.14		0.01	0.41		0.01	0.36	0.58		0.39	0.62	
Uniform Delay, d1	56.3		55.9	57.1		55.9	59.2	6.6		59.1	7.0	
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2		0.0	1.0		0.0	1.4	0.9		1.6	0.5	
Delay (s)	56.5		55.9	58.2		55.9	60.6	7.5		60.7	7.4	
Level of Service	E		E	E		E	E	A		E	A	
Approach Delay (s)		56.2			57.5			8.3			8.2	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

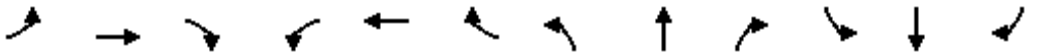
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	327	343	8	35	38
Future Volume (veh/h)	18	327	343	8	35	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	363	381	5	39	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	28	1808	1133	506	54	48
Arrive On Green	0.02	0.51	0.32	0.32	0.03	0.03
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	20	363	381	5	39	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.3	1.3	1.9	0.0	0.5	0.0
Cycle Q Clear(g_c), s	0.3	1.3	1.9	0.0	0.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	28	1808	1133	506	54	48
V/C Ratio(X)	0.72	0.20	0.34	0.01	0.73	0.04
Avail Cap(c_a), veh/h	1550	10052	6804	3035	1938	1724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	3.1	6.0	5.3	11.1	10.8
Incr Delay (d2), s/veh	12.0	0.1	0.3	0.0	6.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.4	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.3	3.2	6.3	5.4	17.9	11.0
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		383	386		41	
Approach Delay, s/veh		4.2	6.3		17.6	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			17.4		5.6	4.4	13.0
Change Period (Y+Rc), s			5.7		4.9	4.0	5.7
Max Green Setting (Gmax), s			65.0		25.0	20.0	44.0
Max Q Clear Time (g_c+I1), s			3.3		2.5	2.3	3.9
Green Ext Time (p_c), s			3.3		0.1	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	202	271	120	313	19	365	497	85	8	460	117
Future Volume (veh/h)	43	202	271	120	313	19	365	497	85	8	460	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	224	0	133	348	0	406	552	0	9	511	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	399		174	556		466	1716		29	844	
Arrive On Green	0.05	0.11	0.00	0.10	0.16	0.00	0.26	0.48	0.00	0.02	0.24	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	48	224	0	133	348	0	406	552	0	9	511	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.7	3.9	0.0	4.8	6.0	0.0	14.2	6.2	0.0	0.3	8.4	0.0
Cycle Q Clear(g_c), s	1.7	3.9	0.0	4.8	6.0	0.0	14.2	6.2	0.0	0.3	8.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	399		174	556		466	1716		29	844	
V/C Ratio(X)	0.50	0.56		0.76	0.63		0.87	0.32		0.31	0.61	
Avail Cap(c_a), veh/h	546	1089		546	1089		819	2723		546	2178	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.0	27.4	0.0	28.7	25.7	0.0	23.0	10.3	0.0	31.7	22.2	0.0
Incr Delay (d2), s/veh	1.5	2.0	0.0	2.6	2.4	0.0	2.0	0.2	0.0	2.3	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.7	0.0	2.1	2.6	0.0	5.8	2.2	0.0	0.2	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	29.4	0.0	31.3	28.1	0.0	25.1	10.5	0.0	34.0	23.6	0.0
LnGrp LOS	C	C		C	C		C	B		C	C	
Approach Vol, veh/h		272	A		481	A		958	A		520	A
Approach Delay, s/veh		29.8			29.0			16.7			23.8	
Approach LOS		C			C			B			C	

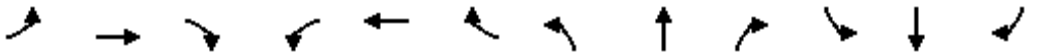
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	13.0	21.1	20.8	7.5	15.9	5.1	36.8
Change Period (Y+Rc), s	4.0	5.7	4.0	5.3	4.0	* 5.7	4.0	5.3
Max Green Setting (Gmax), s	20.0	20.0	30.0	40.0	20.0	* 20	20.0	50.0
Max Q Clear Time (g_c+I1), s	6.8	5.9	16.2	10.4	3.7	8.0	2.3	8.2
Green Ext Time (p_c), s	0.2	1.2	0.8	5.1	0.1	2.2	0.0	6.0

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	21	164	163	34	165	46	618	18	43	1034	19
Future Volume (veh/h)	5	21	164	163	34	165	46	618	18	43	1034	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	23	26	181	38	0	51	687	17	48	1149	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	307	293	312	43		306	1908	47	59	1321	
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.00	0.17	0.54	0.54	0.03	0.37	0.00
Sat Flow, veh/h	189	1658	1585	1095	230	1585	1781	3544	88	1781	3647	0
Grp Volume(v), veh/h	29	0	26	219	0	0	51	344	360	48	1149	0
Grp Sat Flow(s),veh/h/ln	1847	0	1585	1325	0	1585	1781	1777	1855	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.8	9.0	0.0	0.0	1.5	6.7	6.7	1.6	18.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.8	9.8	0.0	0.0	1.5	6.7	6.7	1.6	18.0	0.0
Prop In Lane	0.21		1.00	0.83		1.00	1.00		0.05	1.00		0.00
Lane Grp Cap(c), veh/h	414	0	293	355	0		306	956	998	59	1321	
V/C Ratio(X)	0.07	0.00	0.09	0.62	0.00		0.17	0.36	0.36	0.81	0.87	
Avail Cap(c_a), veh/h	414	0	293	355	0		356	956	998	356	1321	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.2	0.0	20.3	24.3	0.0	0.0	21.2	7.9	7.9	28.8	17.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	2.9	0.0	0.0	0.1	0.3	0.3	9.2	8.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	3.1	0.0	0.0	0.5	1.9	1.9	0.8	7.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	20.4	27.2	0.0	0.0	21.3	8.2	8.2	38.0	25.5	0.0
LnGrp LOS	C	A	C	C	A		C	A	A	D	C	
Approach Vol, veh/h		55			219	A		755			1197	A
Approach Delay, s/veh		20.3			27.2			9.1			26.0	
Approach LOS		C			C			A			C	

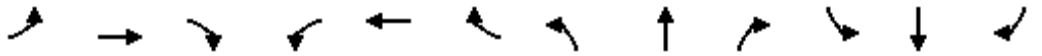
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.0	16.0	28.0		16.0	6.0	38.0				
Change Period (Y+Rc), s		4.9	5.7	* 5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		11.1	12.0	* 22		11.1	12.0	22.3				
Max Q Clear Time (g_c+I1), s		2.8	3.5	20.0		11.8	3.6	8.7				
Green Ext Time (p_c), s		0.1	0.0	1.5		0.0	0.0	3.3				

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	2	4	46	4	56	5	640	20	42	1234	14
Future Volume (veh/h)	9	2	4	46	4	56	5	640	20	42	1234	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	2	1	51	4	3	6	711	21	47	1371	16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	13	2	143	5	66	8	2721	80	61	2884	34
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.00	0.77	0.77	0.03	0.80	0.80
Sat Flow, veh/h	304	316	52	1578	124	1585	1781	3524	104	1781	3598	42
Grp Volume(v), veh/h	13	0	0	55	0	3	6	358	374	47	677	710
Grp Sat Flow(s),veh/h/ln	672	0	0	1702	0	1585	1781	1777	1852	1781	1777	1863
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.2	0.3	5.2	5.2	2.4	11.0	11.0
Cycle Q Clear(g_c), s	2.8	0.0	0.0	2.7	0.0	0.2	0.3	5.2	5.2	2.4	11.0	11.0
Prop In Lane	0.77		0.08	0.93		1.00	1.00		0.06	1.00		0.02
Lane Grp Cap(c), veh/h	99	0	0	148	0	66	8	1372	1430	61	1424	1493
V/C Ratio(X)	0.13	0.00	0.00	0.37	0.00	0.05	0.73	0.26	0.26	0.77	0.48	0.48
Avail Cap(c_a), veh/h	464	0	0	504	0	458	396	1372	1430	396	1424	1493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	0.0	0.0	42.7	0.0	41.4	44.7	2.9	2.9	43.1	2.9	2.9
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.6	0.0	0.3	34.9	0.2	0.1	18.6	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.3	0.0	0.1	0.2	1.1	1.2	1.3	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	0.0	44.2	0.0	41.7	79.6	3.1	3.1	61.7	4.0	4.0
LnGrp LOS	D	A	A	D	A	D	E	A	A	E	A	A
Approach Vol, veh/h		13			58			738			1434	
Approach Delay, s/veh		42.4			44.1			3.7			5.9	
Approach LOS		D			D			A			A	

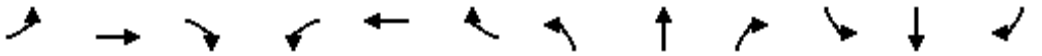
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	77.8		7.7	7.1	75.2		7.7				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	20.0	30.3		26.0	20.0	30.3		26.0				
Max Q Clear Time (g_c+I1), s	2.3	13.0		4.8	4.4	7.2		4.7				
Green Ext Time (p_c), s	0.0	9.8		0.0	0.1	5.2		0.1				

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	70	614	13	95	1193
Future Volume (veh/h)	25	70	614	13	95	1193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	2	682	13	106	1326
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	42	37	2669	51	136	3087
Arrive On Green	0.02	0.02	0.75	0.75	0.10	1.00
Sat Flow, veh/h	1781	1585	3661	68	1781	3647
Grp Volume(v), veh/h	28	2	340	355	106	1326
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1858	1781	1777
Q Serve(g_s), s	1.4	0.1	5.4	5.4	5.2	0.0
Cycle Q Clear(g_c), s	1.4	0.1	5.4	5.4	5.2	0.0
Prop In Lane	1.00	1.00		0.04	1.00	
Lane Grp Cap(c), veh/h	42	37	1329	1390	136	3087
V/C Ratio(X)	0.67	0.05	0.26	0.26	0.78	0.43
Avail Cap(c_a), veh/h	396	352	1329	1390	396	3087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.84	0.84
Uniform Delay (d), s/veh	43.6	43.0	3.5	3.5	39.7	0.0
Incr Delay (d2), s/veh	6.7	0.2	0.1	0.1	3.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	1.5	1.5	2.3	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.3	43.2	3.7	3.6	42.8	0.4
LnGrp LOS	D	D	A	A	D	A
Approach Vol, veh/h	30		695			1432
Approach Delay, s/veh	49.8		3.6			3.5
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		83.9		6.1	10.8	73.0
Change Period (Y+Rc), s		5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s		60.3		20.0	20.0	36.3
Max Q Clear Time (g_c+I1), s		2.0		3.4	7.2	7.4
Green Ext Time (p_c), s		12.7		0.0	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A



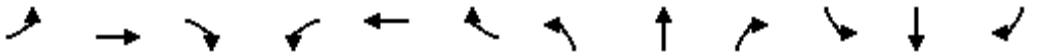
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	0	179	1	3	2	233	876	1	1	655	122
Future Volume (veh/h)	167	0	179	1	3	2	233	876	1	1	655	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1856	1870	1870	1870	1664	1708	1723	2067	2007	2052
Adj Flow Rate, veh/h	186	0	19	1	3	0	259	973	1	1	728	136
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	2	3	2	2	2	6	3	2	2	6	3
Cap, veh/h	401	0	175	4	13	0	302	1881	846	4	1492	681
Arrive On Green	0.11	0.00	0.11	0.01	0.01	0.00	0.19	0.58	0.58	0.00	0.39	0.39
Sat Flow, veh/h	3534	0	1539	462	1385	0	1585	3246	1460	1968	3813	1739
Grp Volume(v), veh/h	186	0	19	4	0	0	259	973	1	1	728	136
Grp Sat Flow(s),veh/h/ln	1767	0	1539	1847	0	0	1585	1623	1460	1968	1906	1739
Q Serve(g_s), s	3.4	0.0	0.8	0.1	0.0	0.0	10.9	12.4	0.0	0.0	9.9	3.6
Cycle Q Clear(g_c), s	3.4	0.0	0.8	0.1	0.0	0.0	10.9	12.4	0.0	0.0	9.9	3.6
Prop In Lane	1.00		1.00	0.25		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	401	0	175	18	0	0	302	1881	846	4	1492	681
V/C Ratio(X)	0.46	0.00	0.11	0.22	0.00	0.00	0.86	0.52	0.00	0.23	0.49	0.20
Avail Cap(c_a), veh/h	1023	0	445	534	0	0	458	1881	846	569	2206	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	27.5	34.0	0.0	0.0	27.1	8.7	6.1	34.4	15.8	13.9
Incr Delay (d2), s/veh	1.2	0.0	0.4	2.3	0.0	0.0	6.6	0.4	0.0	9.7	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.3	0.1	0.0	0.0	4.1	2.9	0.0	0.0	3.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	0.0	27.9	36.3	0.0	0.0	33.6	9.1	6.1	44.2	16.2	14.1
LnGrp LOS	C	A	C	D	A	A	C	A	A	D	B	B
Approach Vol, veh/h		205			4			1233			865	
Approach Delay, s/veh		29.7			36.3			14.3			15.9	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	46.5		4.7	17.2	33.5		13.8				
Change Period (Y+Rc), s	4.0	6.4		4.0	4.0	6.4		6.0				
Max Green Setting (Gmax), s	20.0	40.0		20.0	20.0	40.0		20.0				
Max Q Clear Time (g_c+I1), s	2.0	14.4		2.1	12.9	11.9		5.4				
Green Ext Time (p_c), s	0.0	17.4		0.0	0.3	15.1		1.1				

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

Notes

User approved volume balancing among the lanes for turning movement.



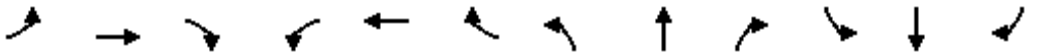
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	8	2	0	2	6	1096	2	5	826	5
Future Volume (veh/h)	5	0	8	2	0	2	6	1096	2	5	826	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	0	0	2	0	0	7	1218	1	6	918	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	0	25	10	0	9	13	1994	889	14	1996	890
Arrive On Green	0.02	0.00	0.00	0.01	0.00	0.00	0.01	0.56	0.56	0.01	0.56	0.56
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	6	0	0	2	0	0	7	1218	1	6	918	4
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.1	0.0	0.0	0.1	0.0	0.0	0.2	10.3	0.0	0.2	6.9	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.1	0.0	0.0	0.2	10.3	0.0	0.2	6.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	29	0	25	10	0	9	13	1994	889	14	1996	890
V/C Ratio(X)	0.21	0.00	0.00	0.20	0.00	0.00	0.53	0.61	0.00	0.42	0.46	0.00
Avail Cap(c_a), veh/h	793	0	705	1149	0	1023	793	3558	1587	793	3558	1587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	0.0	22.3	0.0	0.0	22.2	6.6	4.3	22.2	5.8	4.3
Incr Delay (d2), s/veh	1.3	0.0	0.0	3.8	0.0	0.0	11.5	0.5	0.0	7.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.1	2.6	0.0	0.1	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	0.0	0.0	26.0	0.0	0.0	33.8	7.1	4.3	29.3	6.1	4.3
LnGrp LOS	C	A	A	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		6			2			1226			928	
Approach Delay, s/veh		23.2			26.0			7.2			6.2	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.7	4.3	31.6		4.2	4.4	31.6				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		20.0	20.0	45.0		29.0	20.0	45.0				
Max Q Clear Time (g_c+I1), s		2.1	2.2	8.9		2.1	2.2	12.3				
Green Ext Time (p_c), s		0.0	0.0	9.1		0.0	0.0	12.9				

Intersection Summary												
HCM 6th Ctrl Delay			6.9									
HCM 6th LOS			A									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	2	243	13	9	2	242	1002	19	6	801	34
Future Volume (veh/h)	108	2	243	13	9	2	242	1002	19	6	801	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	0	27	8	19	0	269	1113	11	7	890	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	0	188	93	195	0	320	1834	818	19	1775	551
Arrive On Green	0.12	0.00	0.12	0.05	0.05	0.00	0.18	0.52	0.52	0.01	0.35	0.35
Sat Flow, veh/h	3563	0	1585	1781	3741	0	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	121	0	27	8	19	0	269	1113	11	7	890	10
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	2.2	0.0	1.1	0.3	0.3	0.0	10.5	15.9	0.2	0.3	9.9	0.3
Cycle Q Clear(g_c), s	2.2	0.0	1.1	0.3	0.3	0.0	10.5	15.9	0.2	0.3	9.9	0.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	422	0	188	93	195	0	320	1834	818	19	1775	551
V/C Ratio(X)	0.29	0.00	0.14	0.09	0.10	0.00	0.84	0.61	0.01	0.36	0.50	0.02
Avail Cap(c_a), veh/h	989	0	440	494	1038	0	741	1972	880	494	2125	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	28.5	32.5	32.5	0.0	28.6	12.3	8.5	35.4	18.6	15.4
Incr Delay (d2), s/veh	0.6	0.0	0.6	0.6	0.3	0.0	2.3	0.7	0.0	4.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.4	0.1	0.2	0.0	4.2	5.0	0.1	0.1	3.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	0.0	29.0	33.1	32.9	0.0	30.9	13.0	8.5	39.5	18.9	15.5
LnGrp LOS	C	A	C	C	C	A	C	B	A	D	B	B
Approach Vol, veh/h		148			27			1393			907	
Approach Delay, s/veh		29.5			33.0			16.5			19.0	
Approach LOS		C			C			B			B	

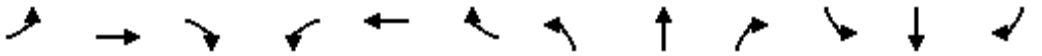
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	43.6		14.2	16.9	31.4		9.5				
Change Period (Y+Rc), s	4.0	* 6.4		5.7	4.0	6.4		5.7				
Max Green Setting (Gmax), s	20.0	* 40		20.0	30.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	2.3	17.9		4.2	12.5	11.9		2.3				
Green Ext Time (p_c), s	0.0	19.0		0.7	0.5	13.1		0.1				

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	4	175	110	7	83	121	1152	48	89	1035	61
Future Volume (veh/h)	215	4	175	110	7	83	121	1152	48	89	1035	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	242	0	6	122	8	2	134	1280	25	99	1150	34
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	0	145	152	10	144	162	1885	585	522	2989	928
Arrive On Green	0.09	0.00	0.09	0.09	0.09	0.09	0.09	0.37	0.37	0.29	0.59	0.59
Sat Flow, veh/h	3563	0	1585	1677	110	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	242	0	6	130	0	2	134	1280	25	99	1150	34
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1787	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	7.9	0.0	0.4	8.6	0.0	0.1	8.9	25.3	1.2	5.0	14.5	1.1
Cycle Q Clear(g_c), s	7.9	0.0	0.4	8.6	0.0	0.1	8.9	25.3	1.2	5.0	14.5	1.1
Prop In Lane	1.00		1.00	0.94		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	0	145	162	0	144	162	1885	585	522	2989	928
V/C Ratio(X)	0.74	0.00	0.04	0.80	0.00	0.01	0.83	0.68	0.04	0.19	0.38	0.04
Avail Cap(c_a), veh/h	623	0	277	313	0	277	312	1885	585	522	2989	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.1	0.0	49.7	53.5	0.0	49.7	53.6	31.9	24.3	31.8	13.3	10.5
Incr Delay (d2), s/veh	1.3	0.0	0.0	3.5	0.0	0.0	4.1	2.0	0.1	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.2	4.0	0.0	0.1	4.0	10.2	0.5	2.1	5.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	0.0	49.7	57.0	0.0	49.7	57.7	33.9	24.4	31.8	13.5	10.6
LnGrp LOS	D	A	D	E	A	D	E	C	C	C	B	B
Approach Vol, veh/h		248			132			1439			1283	
Approach Delay, s/veh		54.3			56.9			35.9			14.9	
Approach LOS		D			E			D			B	

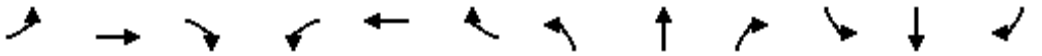
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.1	50.0		14.9	14.9	75.2		15.0				
Change Period (Y+Rc), s	5.0	* 5.7		4.0	4.0	5.0		4.0				
Max Green Setting (Gmax), s	16.0	* 44		21.0	21.0	40.0		21.0				
Max Q Clear Time (g_c+I1), s	7.0	27.3		10.6	10.9	16.5		9.9				
Green Ext Time (p_c), s	0.1	11.1		0.2	0.1	12.6		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		29.6	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

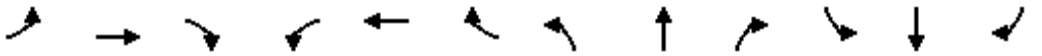
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	122	211	36	82	0	297	1297	67	22	1354	288
Future Volume (veh/h)	174	122	211	36	82	0	297	1297	67	22	1354	288
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	136	35	40	91	0	330	1441	37	24	1504	211
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	267	227	109	148	126	395	2098	936	74	1838	820
Arrive On Green	0.12	0.14	0.14	0.06	0.08	0.00	0.11	0.59	0.59	0.04	0.52	0.52
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	193	136	35	40	91	0	330	1441	37	24	1504	211
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	12.8	8.1	2.3	2.6	5.7	0.0	11.2	33.5	1.2	1.6	42.5	8.9
Cycle Q Clear(g_c), s	12.8	8.1	2.3	2.6	5.7	0.0	11.2	33.5	1.2	1.6	42.5	8.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	267	227	109	148	126	395	2098	936	74	1838	820
V/C Ratio(X)	0.87	0.51	0.15	0.37	0.61	0.00	0.83	0.69	0.04	0.33	0.82	0.26
Avail Cap(c_a), veh/h	386	301	255	312	223	189	605	2098	936	312	1838	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	47.5	45.1	54.1	53.5	0.0	52.0	16.9	10.3	55.9	24.3	16.1
Incr Delay (d2), s/veh	4.0	2.4	0.5	0.8	6.4	0.0	3.6	1.9	0.1	0.9	3.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	3.8	0.9	1.2	2.8	0.0	4.9	12.4	0.4	0.7	16.8	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	49.9	45.6	54.8	59.8	0.0	55.6	18.8	10.4	56.8	27.6	16.4
LnGrp LOS	E	D	D	D	E	A	E	B	B	E	C	B
Approach Vol, veh/h		364			131			1808			1739	
Approach Delay, s/veh		52.4			58.3			25.4			26.6	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	76.8	11.4	22.9	17.7	68.1	19.0	15.2
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	21.0	39.0	21.0	19.3	21.0	39.0	26.0	14.3
Max Q Clear Time (g_c+I1), s	3.6	35.5	4.6	10.1	13.2	44.5	14.8	7.7
Green Ext Time (p_c), s	0.0	2.9	0.0	0.6	0.5	0.0	0.3	0.2

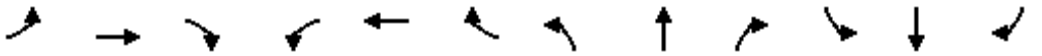
Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	313	20	1	211	7	0	2	0	5	0	5
Future Volume (veh/h)	6	313	20	1	211	7	0	2	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	348	20	1	234	7	0	2	0	6	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	1263	72	6	1255	37	0	8	0	26	0	0
Arrive On Green	0.02	0.37	0.37	0.00	0.36	0.36	0.00	0.00	0.00	0.01	0.00	0.00
Sat Flow, veh/h	1781	3416	196	1781	3523	105	0	1870	0	1781	0	0
Grp Volume(v), veh/h	7	180	188	1	118	123	0	2	0	6	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1835	1781	1777	1851	0	1870	0	1781	0	0
Q Serve(g_s), s	0.1	2.1	2.1	0.0	1.3	1.3	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.1	2.1	2.1	0.0	1.3	1.3	0.0	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.06	0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	27	657	678	6	633	659	0	8	0	26	0	0
V/C Ratio(X)	0.26	0.27	0.28	0.16	0.19	0.19	0.00	0.24	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	1227	1653	1707	1227	1653	1722	0	1482	0	1227	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.1	6.4	6.4	14.4	6.4	6.4	0.0	14.4	0.0	14.1	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.4	0.4	4.5	0.2	0.2	0.0	5.5	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.4	0.0	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	6.8	6.8	19.0	6.7	6.7	0.0	19.9	0.0	15.8	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	B	A	B	A	A
Approach Vol, veh/h		375			242			2			6	
Approach Delay, s/veh		7.0			6.7			19.9			15.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.1	4.0	16.4		4.4	4.4	16.0				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		23.0	20.0	27.0		20.0	20.0	27.0				
Max Q Clear Time (g_c+I1), s		2.0	2.0	4.1		2.1	2.1	3.3				
Green Ext Time (p_c), s		0.0	0.0	6.6		0.0	0.0	4.2				

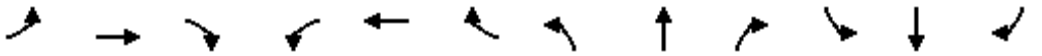
Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	329	18	16	251	29	5	1	12	25	0	103
Future Volume (veh/h)	190	329	18	16	251	29	5	1	12	25	0	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	211	366	10	18	279	9	6	1	0	28	0	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	1084	483	41	607	271	26	4	0	129	0	115
Arrive On Green	0.16	0.30	0.30	0.02	0.17	0.17	0.02	0.02	0.00	0.07	0.00	0.07
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1537	256	0	1781	0	1585
Grp Volume(v), veh/h	211	366	10	18	279	9	7	0	0	28	0	11
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1793	0	0	1781	0	1585
Q Serve(g_s), s	3.8	2.7	0.1	0.3	2.4	0.2	0.1	0.0	0.0	0.5	0.0	0.2
Cycle Q Clear(g_c), s	3.8	2.7	0.1	0.3	2.4	0.2	0.1	0.0	0.0	0.5	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	0.86		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	1084	483	41	607	271	30	0	0	129	0	115
V/C Ratio(X)	0.75	0.34	0.02	0.44	0.46	0.03	0.23	0.00	0.00	0.22	0.00	0.10
Avail Cap(c_a), veh/h	1054	3153	1406	1054	3153	1406	1061	0	0	1422	0	1266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	9.1	8.2	16.3	12.6	11.7	16.4	0.0	0.0	14.8	0.0	14.6
Incr Delay (d2), s/veh	1.6	0.2	0.0	2.7	0.6	0.1	1.4	0.0	0.0	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.6	0.0	0.1	0.7	0.0	0.1	0.0	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	9.3	8.2	19.0	13.2	11.7	17.8	0.0	0.0	15.1	0.0	14.8
LnGrp LOS	B	A	A	B	B	B	B	A	A	B	A	B
Approach Vol, veh/h		587			306			7			39	
Approach Delay, s/veh		11.4			13.5			17.8			15.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.6	4.8	16.3		8.2	9.3	11.8				
Change Period (Y+Rc), s		4.0	4.0	6.0		5.7	4.0	6.0				
Max Green Setting (Gmax), s		20.0	20.0	30.0		27.0	20.0	30.0				
Max Q Clear Time (g_c+I1), s		2.1	2.3	4.7		2.5	5.8	4.4				
Green Ext Time (p_c), s		0.0	0.0	1.9		0.1	0.3	1.4				

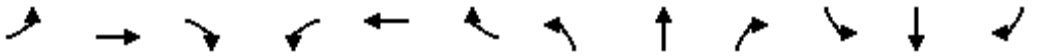
Intersection Summary												
HCM 6th Ctrl Delay			12.3									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	206	11	10	157	97	2	8	8	78	7	38
Future Volume (veh/h)	50	206	11	10	157	97	2	8	8	78	7	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	229	4	11	174	35	2	9	0	87	8	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	784	350	21	652	291	10	44	46	302	28	292
Arrive On Green	0.05	0.22	0.22	0.01	0.18	0.18	0.03	0.03	0.00	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	337	1517	1585	1638	151	1585
Grp Volume(v), veh/h	56	229	4	11	174	35	11	0	0	95	0	6
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1854	0	1585	1788	0	1585
Q Serve(g_s), s	1.0	1.7	0.1	0.2	1.4	0.6	0.2	0.0	0.0	1.5	0.0	0.1
Cycle Q Clear(g_c), s	1.0	1.7	0.1	0.2	1.4	0.6	0.2	0.0	0.0	1.5	0.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	0.18		1.00	0.92		1.00
Lane Grp Cap(c), veh/h	87	784	350	21	652	291	54	0	46	329	0	292
V/C Ratio(X)	0.64	0.29	0.01	0.53	0.27	0.12	0.20	0.00	0.00	0.29	0.00	0.02
Avail Cap(c_a), veh/h	1097	4378	1953	1097	4378	1953	1142	0	976	1102	0	976
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	10.5	9.9	16.0	11.4	11.1	15.4	0.0	0.0	11.4	0.0	10.8
Incr Delay (d2), s/veh	2.9	0.2	0.0	7.6	0.3	0.2	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.0	0.1	0.4	0.2	0.1	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	10.8	9.9	23.6	11.6	11.3	16.1	0.0	0.0	11.6	0.0	10.9
LnGrp LOS	B	B	A	C	B	B	B	A	A	B	A	B
Approach Vol, veh/h		289			220			11			101	
Approach Delay, s/veh		12.2			12.2			16.1			11.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	13.2		4.9	5.6	12.0		10.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	20.0	40.0		20.0	20.0	40.0		20.0				
Max Q Clear Time (g_c+I1), s	2.2	3.7		2.2	3.0	3.4		3.5				
Green Ext Time (p_c), s	0.0	3.4		0.0	0.1	2.6		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			12.1									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	243	177	21	53	235	130	37	242	36	83	225	276
Future Volume (veh/h)	243	177	21	53	235	130	37	242	36	83	225	276
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	270	197	0	59	261	0	41	269	0	92	250	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	550	825		311	580		241	565		403	731	
Arrive On Green	0.16	0.23	0.00	0.09	0.16	0.00	0.07	0.16	0.00	0.12	0.21	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	270	197	0	59	261	0	41	269	0	92	250	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	3.5	2.2	0.0	0.8	3.3	0.0	0.5	3.4	0.0	1.2	2.9	0.0
Cycle Q Clear(g_c), s	3.5	2.2	0.0	0.8	3.3	0.0	0.5	3.4	0.0	1.2	2.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	550	825		311	580		241	565		403	731	
V/C Ratio(X)	0.49	0.24		0.19	0.45		0.17	0.48		0.23	0.34	
Avail Cap(c_a), veh/h	1410	2175		1410	2175		1410	1450		1410	1450	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.8	15.3	0.0	20.6	18.5	0.0	21.5	18.7	0.0	19.6	16.6	0.0
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.1	0.9	0.0	0.1	0.9	0.0	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.7	0.0	0.3	1.1	0.0	0.2	1.2	0.0	0.4	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	15.5	0.0	20.7	19.5	0.0	21.6	19.7	0.0	19.8	17.1	0.0
LnGrp LOS	B	B		C	B		C	B		B	B	
Approach Vol, veh/h		467	A		320	A		310	A		342	A
Approach Delay, s/veh		17.6			19.7			19.9			17.8	
Approach LOS		B			B			B			B	

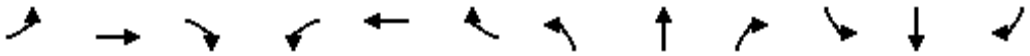
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	17.1	7.4	16.1	11.8	13.7	9.7	13.8
Change Period (Y+Rc), s	4.0	5.7	4.0	* 6	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	20.0	30.0	20.0	* 20	20.0	30.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	2.8	4.2	2.5	4.9	5.5	5.3	3.2	5.4
Green Ext Time (p_c), s	0.1	1.3	0.0	1.5	0.5	1.8	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

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

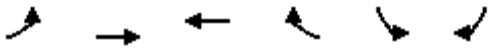
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	284	18	29	394	44	15	116	25	49	52	39
Future Volume (veh/h)	20	284	18	29	394	44	15	116	25	49	52	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	316	16	32	438	41	17	129	20	54	58	21
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	775	39	80	780	73	61	259	40	162	289	104
Arrive On Green	0.03	0.23	0.23	0.05	0.24	0.24	0.03	0.16	0.16	0.09	0.22	0.22
Sat Flow, veh/h	1781	3442	174	1781	3286	306	1781	1581	245	1781	1310	474
Grp Volume(v), veh/h	22	163	169	32	236	243	17	0	149	54	0	79
Grp Sat Flow(s),veh/h/ln	1781	1777	1839	1781	1777	1815	1781	0	1826	1781	0	1785
Q Serve(g_s), s	0.5	3.1	3.1	0.7	4.6	4.6	0.4	0.0	2.9	1.1	0.0	1.4
Cycle Q Clear(g_c), s	0.5	3.1	3.1	0.7	4.6	4.6	0.4	0.0	2.9	1.1	0.0	1.4
Prop In Lane	1.00		0.09	1.00		0.17	1.00		0.13	1.00		0.27
Lane Grp Cap(c), veh/h	58	400	414	80	422	431	61	0	299	162	0	393
V/C Ratio(X)	0.38	0.41	0.41	0.40	0.56	0.56	0.28	0.00	0.50	0.33	0.00	0.20
Avail Cap(c_a), veh/h	910	1589	1644	910	1589	1623	910	0	933	910	0	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	12.9	12.9	18.2	13.1	13.1	18.4	0.0	14.9	16.7	0.0	12.5
Incr Delay (d2), s/veh	1.5	0.9	0.9	1.2	1.5	1.5	0.9	0.0	1.8	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.0	1.0	0.3	1.5	1.6	0.1	0.0	1.2	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	13.8	13.8	19.4	14.7	14.7	19.3	0.0	16.7	17.1	0.0	12.8
LnGrp LOS	C	B	B	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		354			511			166			133	
Approach Delay, s/veh		14.2			15.0			16.9			14.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	11.3	5.8	14.5	5.4	13.5	5.3	15.0
Change Period (Y+Rc), s	4.0	4.9	4.0	5.7	4.0	4.9	4.0	5.7
Max Green Setting (Gmax), s	20.0	20.0	20.0	35.0	20.0	20.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	3.1	4.9	2.7	5.1	2.4	3.4	2.5	6.6
Green Ext Time (p_c), s	0.1	0.6	0.0	1.8	0.0	0.3	0.0	2.7

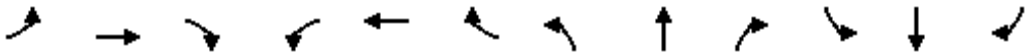
Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	386	591	33	39	0
Future Volume (veh/h)	10	386	591	33	39	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	429	657	34	43	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	31	1958	1312	68	146	130
Arrive On Green	0.02	0.55	0.38	0.38	0.08	0.00
Sat Flow, veh/h	1781	3647	3531	178	1781	1585
Grp Volume(v), veh/h	11	429	339	352	43	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1838	1781	1585
Q Serve(g_s), s	0.2	1.6	3.9	3.9	0.6	0.0
Cycle Q Clear(g_c), s	0.2	1.6	3.9	3.9	0.6	0.0
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	31	1958	678	702	146	130
V/C Ratio(X)	0.35	0.22	0.50	0.50	0.29	0.00
Avail Cap(c_a), veh/h	1349	8072	4036	4176	1349	1200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.8	3.0	6.2	6.2	11.4	0.0
Incr Delay (d2), s/veh	2.5	0.1	0.8	0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.5	0.6	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.3	3.1	7.0	7.0	11.8	0.0
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h		440	691		43	
Approach Delay, s/veh		3.4	7.0		11.8	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.3		6.2	4.5	15.8
Change Period (Y+Rc), s		5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s		60.0		20.0	20.0	60.0
Max Q Clear Time (g_c+I1), s		3.6		2.6	2.2	5.9
Green Ext Time (p_c), s		2.8		0.0	0.0	4.2

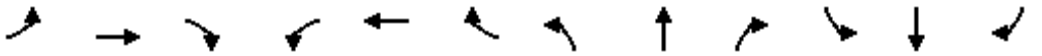
Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	372	51	65	635	0	59	0	49	0	0	0
Future Volume (veh/h)	0	372	51	65	635	0	59	0	49	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	413	49	72	706	0	66	0	7	0	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	818	97	139	1729	0	252	0	225	0	7	0
Arrive On Green	0.00	0.26	0.26	0.08	0.49	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Sat Flow, veh/h	1781	3201	378	1781	3647	0	1781	0	1585	0	1870	0
Grp Volume(v), veh/h	0	228	234	72	706	0	66	0	7	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1802	1781	1777	0	1781	0	1585	0	1870	0
Q Serve(g_s), s	0.0	2.9	2.9	1.0	3.3	0.0	0.9	0.0	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.9	2.9	1.0	3.3	0.0	0.9	0.0	0.1	0.0	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	7	454	461	139	1729	0	252	0	225	0	7	0
V/C Ratio(X)	0.00	0.50	0.51	0.52	0.41	0.00	0.26	0.00	0.03	0.00	0.00	0.00
Avail Cap(c_a), veh/h	1365	2723	2762	1365	5446	0	1365	0	1215	0	1433	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	8.3	8.3	11.6	4.3	0.0	10.0	0.0	9.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.9	3.0	0.2	0.0	0.5	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.7	0.4	0.2	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.2	9.2	14.5	4.4	0.0	10.5	0.0	9.7	0.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		462			778			73			0	
Approach Delay, s/veh		9.2			5.4			10.5			0.0	
Approach LOS		A			A			B				

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	12.4		7.7	0.0	18.4		0.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	20.0	40.0		20.0	20.0	40.0		20.0				
Max Q Clear Time (g_c+I1), s	3.0	4.9		2.9	0.0	5.3		0.0				
Green Ext Time (p_c), s	0.2	1.8		0.2	0.0	3.4		0.0				

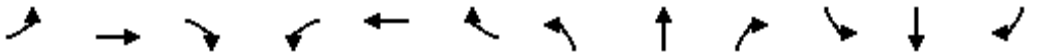
Intersection Summary			
HCM 6th Ctrl Delay		7.0	
HCM 6th LOS		A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	443	13	86	693	8	34	15	94	19	10	24
Future Volume (veh/h)	21	443	13	86	693	8	34	15	94	19	10	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	492	12	96	770	9	38	17	12	21	11	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	1174	29	163	1394	16	312	89	203	293	107	203
Arrive On Green	0.03	0.33	0.33	0.09	0.39	0.39	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3545	86	1781	3598	42	878	697	1585	761	839	1585
Grp Volume(v), veh/h	23	246	258	96	380	399	55	0	12	32	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1855	1781	1777	1863	1575	0	1585	1600	0	1585
Q Serve(g_s), s	0.4	3.3	3.3	1.6	5.1	5.1	0.2	0.0	0.2	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.4	3.3	3.3	1.6	5.1	5.1	0.8	0.0	0.2	0.5	0.0	0.1
Prop In Lane	1.00		0.05	1.00		0.02	0.69		1.00	0.66		1.00
Lane Grp Cap(c), veh/h	62	588	614	163	689	722	401	0	203	400	0	203
V/C Ratio(X)	0.37	0.42	0.42	0.59	0.55	0.55	0.14	0.00	0.06	0.08	0.00	0.01
Avail Cap(c_a), veh/h	1170	2450	2558	1404	2684	2813	1403	0	1249	1402	0	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.4	7.9	7.9	13.3	7.3	7.3	11.9	0.0	11.7	11.8	0.0	11.6
Incr Delay (d2), s/veh	1.4	0.6	0.6	1.3	0.9	0.9	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	0.7	0.5	0.9	0.9	0.3	0.0	0.1	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	8.5	8.5	14.6	8.2	8.2	12.0	0.0	11.7	11.8	0.0	11.6
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		527			875			67			35	
Approach Delay, s/veh		8.8			8.9			11.9			11.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	15.8		7.9	5.1	17.5		7.9				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	24.0	42.0		24.0	20.0	46.0		24.0				
Max Q Clear Time (g_c+I1), s	3.6	5.3		2.8	2.4	7.1		2.5				
Green Ext Time (p_c), s	0.1	2.8		0.1	0.0	4.7		0.0				

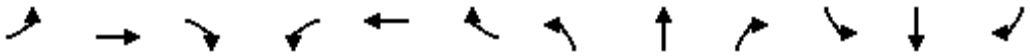
Intersection Summary			
HCM 6th Ctrl Delay		9.1	
HCM 6th LOS		A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	282	5	4	410	21	5	0	12	38	0	21
Future Volume (veh/h)	15	282	5	4	410	21	5	0	12	38	0	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	313	6	4	456	22	6	0	0	42	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	709	14	14	638	31	23	0	0	156	0	139
Arrive On Green	0.03	0.39	0.39	0.01	0.36	0.36	0.01	0.00	0.00	0.09	0.00	0.09
Sat Flow, veh/h	1781	1829	35	1781	1770	85	1781	0	0	1781	0	1585
Grp Volume(v), veh/h	17	0	319	4	0	478	6	0	0	42	0	1
Grp Sat Flow(s),veh/h/ln	1781	0	1864	1781	0	1855	1781	0	0	1781	0	1585
Q Serve(g_s), s	0.3	0.0	4.4	0.1	0.0	7.8	0.1	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	4.4	0.1	0.0	7.8	0.1	0.0	0.0	0.8	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.05	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	0	723	14	0	669	23	0	0	156	0	139
V/C Ratio(X)	0.27	0.00	0.44	0.29	0.00	0.71	0.26	0.00	0.00	0.27	0.00	0.01
Avail Cap(c_a), veh/h	1014	0	2388	1014	0	2376	1014	0	0	1014	0	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	7.9	17.3	0.0	9.7	17.2	0.0	0.0	15.0	0.0	14.6
Incr Delay (d2), s/veh	0.9	0.0	0.6	4.4	0.0	1.9	4.3	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.0	0.0	0.0	2.0	0.1	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	8.5	21.7	0.0	11.6	21.5	0.0	0.0	15.3	0.0	14.6
LnGrp LOS	B	A	A	C	A	B	C	A	A	B	A	B
Approach Vol, veh/h		336			482			6			43	
Approach Delay, s/veh		9.0			11.7			21.5			15.3	
Approach LOS		A			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	19.3		4.5	5.2	18.4		7.1				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	20.0	45.0		20.0	20.0	45.0		20.0				
Max Q Clear Time (g_c+I1), s	2.1	6.4		2.1	2.3	9.8		2.8				
Green Ext Time (p_c), s	0.0	1.8		0.0	0.0	2.9		0.0				

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



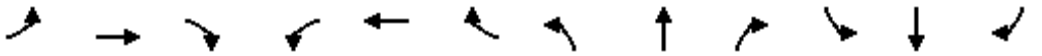
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	38	47	128	14	24	42	464	163	20	454	2
Future Volume (veh/h)	30	38	47	128	14	24	42	464	163	20	454	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	42	1	142	16	4	47	516	69	22	504	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	111	172	245	28	242	88	616	522	57	1134	4
Arrive On Green	0.11	0.11	0.11	0.15	0.15	0.15	0.05	0.33	0.33	0.03	0.31	0.31
Sat Flow, veh/h	805	1025	1585	1609	181	1585	1781	1870	1585	1781	3630	14
Grp Volume(v), veh/h	75	0	1	158	0	4	47	516	69	22	247	259
Grp Sat Flow(s),veh/h/ln	1830	0	1585	1790	0	1585	1781	1870	1585	1781	1777	1868
Q Serve(g_s), s	1.7	0.0	0.0	3.8	0.0	0.1	1.2	11.7	1.4	0.6	5.1	5.1
Cycle Q Clear(g_c), s	1.7	0.0	0.0	3.8	0.0	0.1	1.2	11.7	1.4	0.6	5.1	5.1
Prop In Lane	0.44		1.00	0.90		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	198	0	172	273	0	242	88	616	522	57	555	583
V/C Ratio(X)	0.38	0.00	0.01	0.58	0.00	0.02	0.54	0.84	0.13	0.39	0.44	0.44
Avail Cap(c_a), veh/h	639	0	554	1173	0	1038	622	1715	1454	622	1630	1713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	18.2	18.0	0.0	16.5	21.3	14.2	10.8	21.7	12.6	12.6
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.7	0.0	0.0	1.9	1.2	0.0	1.6	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.4	0.0	0.0	0.5	4.2	0.4	0.2	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	0.0	18.2	18.8	0.0	16.5	23.2	15.4	10.8	23.3	13.1	13.1
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		76			162			632			528	
Approach Delay, s/veh		19.4			18.7			15.5			13.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	20.4		9.0	6.3	19.6		11.0				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	* 5.3		4.0				
Max Green Setting (Gmax), s	16.0	42.0		16.0	16.0	* 42		30.0				
Max Q Clear Time (g_c+I1), s	2.6	13.7		3.7	3.2	7.1		5.8				
Green Ext Time (p_c), s	0.0	1.4		0.1	0.0	2.0		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		15.3
HCM 6th LOS		B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	85	0	232	256	4	0	244	244	0	233	210
Future Volume (veh/h)	137	85	0	232	256	4	0	244	244	0	233	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	152	94	0	258	284	4	0	271	39	0	259	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	335	352	0	515	532	7	0	392	333	0	392	
Arrive On Green	0.19	0.19	0.00	0.29	0.29	0.29	0.00	0.21	0.21	0.00	0.21	0.00
Sat Flow, veh/h	1781	1870	0	1781	1840	26	0	1870	1585	0	1870	1585
Grp Volume(v), veh/h	152	94	0	258	0	288	0	271	39	0	259	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1866	0	1870	1585	0	1870	1585
Q Serve(g_s), s	3.2	1.8	0.0	5.1	0.0	5.5	0.0	5.7	0.8	0.0	5.4	0.0
Cycle Q Clear(g_c), s	3.2	1.8	0.0	5.1	0.0	5.5	0.0	5.7	0.8	0.0	5.4	0.0
Prop In Lane	1.00		0.00	1.00		0.01	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	335	352	0	515	0	539	0	392	333	0	392	
V/C Ratio(X)	0.45	0.27	0.00	0.50	0.00	0.53	0.00	0.69	0.12	0.00	0.66	
Avail Cap(c_a), veh/h	1509	1585	0	1300	0	1361	0	1585	1343	0	1585	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	15.3	14.7	0.0	12.6	0.0	12.7	0.0	15.5	13.6	0.0	15.4	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.0	1.6	0.0	1.8	0.0	2.2	0.2	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.7	0.0	1.8	0.0	2.0	0.0	2.3	0.3	0.0	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	15.0	0.0	14.2	0.0	14.5	0.0	17.7	13.8	0.0	16.8	0.0
LnGrp LOS	B	B	A	B	A	B	A	B	B	A	B	
Approach Vol, veh/h		246			546			310			259	A
Approach Delay, s/veh		15.6			14.3			17.2			16.8	
Approach LOS		B			B			B			B	

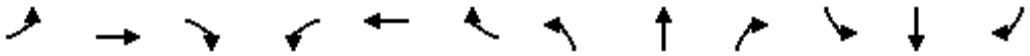
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.2		13.1		12.2		13.1				
Change Period (Y+Rc), s		4.9		* 4.2		4.2		* 4.2				
Max Green Setting (Gmax), s		31.0		* 36		36.0		* 36				
Max Q Clear Time (g_c+I1), s		7.5		7.4		5.2		7.7				
Green Ext Time (p_c), s		4.8		0.8		0.7		1.2				

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

Notes

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

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



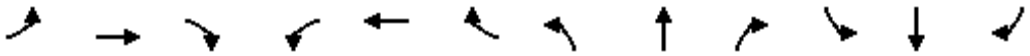
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	359	122	29	308	26	89	29	33	7	36	17
Future Volume (veh/h)	19	359	122	29	308	26	89	29	33	7	36	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	399	95	32	342	26	99	32	3	8	40	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	1343	1182	122	1175	86	226	39	186	76	139	3
Arrive On Green	0.75	0.75	0.75	0.75	0.75	0.75	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	38	1801	1585	77	1575	115	1023	331	1585	52	1177	26
Grp Volume(v), veh/h	420	0	95	400	0	0	131	0	3	49	0	0
Grp Sat Flow(s),veh/h/ln	1839	0	1585	1767	0	0	1354	0	1585	1255	0	0
Q Serve(g_s), s	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	1.0	4.2	0.0	0.0	5.8	0.0	0.1	5.8	0.0	0.0
Prop In Lane	0.05		1.00	0.08		0.06	0.76		1.00	0.16		0.02
Lane Grp Cap(c), veh/h	1434	0	1182	1382	0	0	265	0	186	218	0	0
V/C Ratio(X)	0.29	0.00	0.08	0.29	0.00	0.00	0.49	0.00	0.02	0.23	0.00	0.00
Avail Cap(c_a), veh/h	1434	0	1182	1382	0	0	483	0	423	480	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.96	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.5	0.0	2.1	2.5	0.0	0.0	25.9	0.0	23.4	24.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.1	0.5	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.2	0.9	0.0	0.0	1.7	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.0	0.0	2.2	3.0	0.0	0.0	26.4	0.0	23.4	24.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	C	C	A	A
Approach Vol, veh/h		515			400			134			49	
Approach Delay, s/veh		2.9			3.0			26.4			24.2	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.9		11.1		48.9		11.1				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 36		16.0		* 36		16.0				
Max Q Clear Time (g_c+I1), s		6.4		7.8		6.2		7.8				
Green Ext Time (p_c), s		1.8		0.1		1.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			6.7									
HCM 6th LOS			A									

Notes

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



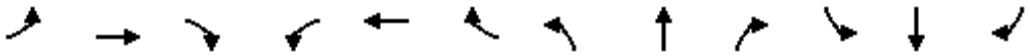
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	373	12	14	444	9	18	7	28	6	8	5
Future Volume (veh/h)	4	373	12	14	444	9	18	7	28	6	8	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	414	12	16	493	9	20	8	0	7	9	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	1520	44	77	1512	27	128	11	39	103	25	0
Arrive On Green	0.84	0.84	0.84	0.84	0.84	0.84	0.02	0.02	0.00	0.02	0.02	0.00
Sat Flow, veh/h	3	1803	52	20	1794	32	1154	462	1585	773	994	0
Grp Volume(v), veh/h	430	0	0	518	0	0	28	0	0	16	0	0
Grp Sat Flow(s),veh/h/ln	1858	0	0	1846	0	0	1615	0	1585	1767	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.0	3.7	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0
Prop In Lane	0.01		0.03	0.03		0.02	0.71		1.00	0.44		0.00
Lane Grp Cap(c), veh/h	1625	0	0	1616	0	0	139	0	39	127	0	0
V/C Ratio(X)	0.26	0.00	0.00	0.32	0.00	0.00	0.20	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1625	0	0	1616	0	0	541	0	460	561	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.0	0.0	0.0	1.1	0.0	0.0	30.0	0.0	0.0	29.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1.4	0.0	0.0	1.6	0.0	0.0	30.2	0.0	0.0	29.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		430			518			28			16	
Approach Delay, s/veh		1.4			1.6			30.2			29.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.5		5.5		56.5		5.5				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 36		18.0		* 36		18.0				
Max Q Clear Time (g_c+I1), s		4.9		3.0		5.7		2.5				
Green Ext Time (p_c), s		1.4		0.0		1.8		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	2.8	
HCM 6th LOS	A	

Notes

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



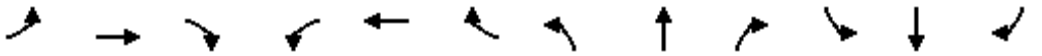
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	282	25	257	334	4	35	11	222	24	69	10
Future Volume (veh/h)	32	282	25	257	334	4	35	11	222	24	69	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	313	22	286	371	4	39	12	18	27	77	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	380	27	335	709	8	163	30	35	104	105	4
Arrive On Green	0.02	0.22	0.22	0.19	0.38	0.38	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	1727	121	1781	1847	20	887	390	451	371	1355	50
Grp Volume(v), veh/h	36	0	335	286	0	375	69	0	0	107	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1849	1781	0	1867	1727	0	0	1776	0	0
Q Serve(g_s), s	1.2	0.0	10.4	9.3	0.0	9.3	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	10.4	9.3	0.0	9.3	2.2	0.0	0.0	3.5	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.01	0.57		0.26	0.25		0.03
Lane Grp Cap(c), veh/h	43	0	407	335	0	716	228	0	0	213	0	0
V/C Ratio(X)	0.83	0.00	0.82	0.85	0.00	0.52	0.30	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	356	0	733	356	0	740	406	0	0	422	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.00	0.96	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.2	0.0	22.3	23.6	0.0	14.3	26.5	0.0	0.0	27.1	0.0	0.0
Incr Delay (d2), s/veh	13.5	0.0	3.3	16.1	0.0	2.7	0.3	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.5	5.1	0.0	4.0	0.9	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.0	25.6	39.7	0.0	17.0	26.8	0.0	0.0	27.8	0.0	0.0
LnGrp LOS	D	A	C	D	A	B	C	A	A	C	A	A
Approach Vol, veh/h		371			661			69			107	
Approach Delay, s/veh		27.2			26.8			26.8			27.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.3	17.4		8.6	5.5	27.2		8.6				
Change Period (Y+Rc), s	4.0	* 4.2		4.0	4.0	* 4.2		4.0				
Max Green Setting (Gmax), s	12.0	* 24		12.0	12.0	* 24		12.0				
Max Q Clear Time (g_c+I1), s	11.3	12.4		4.2	3.2	11.3		5.5				
Green Ext Time (p_c), s	0.1	0.8		0.1	0.0	1.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		27.0
HCM 6th LOS		C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	79	128	71	110	28	322	869	22	23	625	0
Future Volume (veh/h)	70	79	128	71	110	28	322	869	22	23	625	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	88	11	79	122	2	358	966	10	26	694	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	161	263	121	187	266	401	1226	547	209	925	
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.22	0.34	0.34	0.12	0.26	0.00
Sat Flow, veh/h	859	969	1585	721	1113	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	166	0	11	201	0	2	358	966	10	26	694	0
Grp Sat Flow(s),veh/h/ln	1827	0	1585	1834	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.9	0.0	0.5	8.5	0.0	0.1	16.1	20.2	0.3	1.1	14.9	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.5	8.5	0.0	0.1	16.1	20.2	0.3	1.1	14.9	0.0
Prop In Lane	0.47		1.00	0.39		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	304	0	263	307	0	266	401	1226	547	209	925	
V/C Ratio(X)	0.55	0.00	0.04	0.65	0.00	0.01	0.89	0.79	0.02	0.12	0.75	
Avail Cap(c_a), veh/h	442	0	383	443	0	383	538	1717	766	430	1717	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.6	0.0	29.0	32.2	0.0	28.7	31.1	24.4	17.9	32.7	28.2	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.9	0.0	0.0	11.7	2.1	0.0	0.1	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.2	3.8	0.0	0.0	7.8	8.1	0.1	0.5	6.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	0.0	29.0	33.1	0.0	28.7	42.8	26.5	17.9	32.8	29.9	0.0
LnGrp LOS	C	A	C	C	A	C	D	C	B	C	C	
Approach Vol, veh/h		177			203			1334			720	A
Approach Delay, s/veh		32.0			33.1			30.8			30.0	
Approach LOS		C			C			C			C	

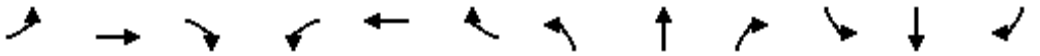
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.7	33.5		17.9	21.6	25.5		17.8				
Change Period (Y+Rc), s	4.0	4.9		4.0	3.0	* 4		4.0				
Max Green Setting (Gmax), s	20.0	40.0		20.0	25.0	* 40		20.0				
Max Q Clear Time (g_c+I1), s	3.1	22.2		10.5	18.1	16.9		8.9				
Green Ext Time (p_c), s	0.0	6.3		0.3	0.5	4.7		0.3				

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

Notes

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

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



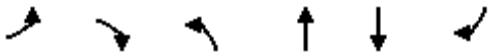
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	519	0	0	364	140	0	0	0	167	0	20
Future Volume (veh/h)	21	519	0	0	364	140	0	0	0	167	0	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	577	0	0	404	38	0	0	0	186	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	1699	0	0	603	511	0	524	0	1433	524	0
Arrive On Green	0.03	0.48	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.28	0.00	0.00
Sat Flow, veh/h	1781	3647	0	0	1870	1585	0	1870	0	3563	1870	0
Grp Volume(v), veh/h	23	577	0	0	404	38	0	0	0	186	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1870	1585	0	1870	0	1781	1870	0
Q Serve(g_s), s	0.4	3.3	0.0	0.0	6.2	0.6	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.4	3.3	0.0	0.0	6.2	0.6	0.0	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	62	1699	0	0	603	511	0	524	0	1433	524	0
V/C Ratio(X)	0.37	0.34	0.00	0.00	0.67	0.07	0.00	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	808	3225	0	0	1698	1439	0	679	0	2807	1245	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.6	5.4	0.0	0.0	9.7	7.8	0.0	0.0	0.0	9.0	0.0	0.0
Incr Delay (d2), s/veh	3.7	0.1	0.0	0.0	1.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.0	0.0	1.8	0.1	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	5.5	0.0	0.0	11.0	7.8	0.0	0.0	0.0	9.1	0.0	0.0
LnGrp LOS	B	A	A	A	B	A	A	A	A	A	A	A
Approach Vol, veh/h		600			442			0			186	
Approach Delay, s/veh		6.0			10.7			0.0			9.1	
Approach LOS		A			B						A	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		13.3		19.8		13.3	5.1	14.7				
Change Period (Y+Rc), s		4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		12.0		30.0		22.0	15.0	30.0				
Max Q Clear Time (g_c+I1), s		0.0		5.3		3.3	2.4	8.2				
Green Ext Time (p_c), s		0.0		4.1		0.5	0.0	2.5				

Intersection Summary		
HCM 6th Ctrl Delay	8.2	
HCM 6th LOS	A	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	402	505	252	51	369
Future Volume (veh/h)	240	402	505	252	51	369
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	267	106	420	477	57	176
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	404	359	805	955	955	810
Arrive On Green	0.23	0.23	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	1585	1147	1870	1870	1585
Grp Volume(v), veh/h	267	106	420	477	57	176
Grp Sat Flow(s),veh/h/ln	1781	1585	1147	1870	1870	1585
Q Serve(g_s), s	4.2	1.7	8.9	5.1	0.5	1.9
Cycle Q Clear(g_c), s	4.2	1.7	9.3	5.1	0.5	1.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	404	359	805	955	955	810
V/C Ratio(X)	0.66	0.30	0.52	0.50	0.06	0.22
Avail Cap(c_a), veh/h	1461	1300	1160	1534	1718	1456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	9.8	6.1	4.9	3.8	4.1
Incr Delay (d2), s/veh	1.9	0.5	0.5	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.4	1.0	0.9	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.6	10.2	6.6	5.3	3.8	4.2
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	373			897	233	
Approach Delay, s/veh	11.9			5.9	4.1	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		19.6		10.9		19.6
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		25.0		25.0		28.0
Max Q Clear Time (g_c+I1), s		11.3		6.2		3.9
Green Ext Time (p_c), s		4.2		1.1		0.8

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

Notes

User approved volume balancing among the lanes for turning movement.

Intersection 8 **New Meadow Dr/Blue Oaks Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	128	133	103.8%	40.4	5.8	D
	Through						
	Right Turn	24	30	126.7%	20.7	10.0	C
	Subtotal	**152**	**163**	**107.4%**	**36.9**	**5.5**	**D**
EB	Left Turn	36	31	86.7%	52.3	10.8	D
	Through	1,180	1,141	96.7%	9.9	3.0	A
	Right Turn						
	Subtotal	**1,216**	**1,172**	**96.4%**	**11.0**	**2.8**	**B**
WB	Left Turn						
	Through	1,892	1,664	87.9%	23.7	4.0	C
	Right Turn	240	212	88.5%	18.2	2.0	B
	Subtotal	**2,132**	**1,876**	**88.0%**	**23.1**	**3.7**	**C**
Total		**3,500**	**3,212**	**91.8%**	**19.4**	**2.7**	**B**

Intersection 10 **Diamond Creek Blvd/Blue Oaks Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	8	8	95.0%	38.2	30.1	D
	Through	8	11	140.0%	39.7	25.0	D
	Right Turn	52	48	93.1%	6.8	2.8	A
	Subtotal	**68**	**67**	**98.8%**	**18.2**	**7.7**	**B**
SB	Left Turn	216	216	100.0%	32.6	3.6	C
	Through	28	28	100.0%	36.3	16.6	D
	Right Turn	16	15	95.0%	34.9	16.9	C
	Subtotal	**260**	**259**	**99.7%**	**33.1**	**3.4**	**C**
EB	Left Turn	28	25	88.6%	46.6	12.5	D
	Through	724	714	98.6%	18.6	3.5	B
	Right Turn	32	27	85.0%	4.5	1.9	A
	Subtotal	**784**	**766**	**97.7%**	**18.9**	**3.3**	**B**
WB	Left Turn	56	53	94.3%	44.6	11.1	D
	Through	872	804	92.2%	18.8	3.7	B
	Right Turn	296	275	92.8%	10.0	1.4	A
	Subtotal	**1,224**	**1,131**	**92.4%**	**17.9**	**2.6**	**B**
Total		**2,336**	**2,224**	**95.2%**	**20.0**	**2.3**	**B**

Intersection 11 **Foothills Blvd/Blue Oaks Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	292	298	102.2%	53.7	6.0	D
	Through	56	52	93.6%	47.6	8.5	D
	Right Turn	616	590	95.8%	6.2	0.7	A
	Subtotal	**964**	**941**	**97.6%**	**23.6**	**2.8**	**C**
SB	Left Turn	412	428	104.0%	45.3	8.0	D
	Through	188	180	95.5%	43.4	6.6	D
	Right Turn	88	89	100.9%	29.3	4.3	C
	Subtotal	**688**	**697**	**101.3%**	**42.7**	**5.4**	**D**
EB	Left Turn	32	29	90.0%	61.0	16.6	E
	Through	1,128	1,081	95.9%	34.9	6.7	C
	Right Turn	148	148	100.3%	16.6	4.5	B
	Subtotal	**1,308**	**1,258**	**96.2%**	**33.2**	**6.0**	**C**
WB	Left Turn	256	242	94.7%	42.9	8.2	D
	Through	1,752	1,555	88.8%	35.1	3.1	D
	Right Turn	88	76	86.8%	2.2	0.7	A
	Subtotal	**2,096**	**1,874**	**89.4%**	**34.8**	**2.4**	**C**
Total		**5,056**	**4,770**	**94.4%**	**33.4**	**2.0**	**C**

Intersection 12 **Woodcreek Oaks Blvd/Blue Oaks Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	176	178	101.4%	42.2	6.5	D
	Through	128	125	97.5%	42.2	4.5	D
	Right Turn	220	212	96.2%	26.8	7.0	C
	Subtotal	**524**	**515**	**98.2%**	**35.8**	**4.0**	**D**
SB	Left Turn	220	209	94.9%	44.0	4.3	D
	Through	92	90	97.8%	41.7	8.4	D
	Right Turn	28	26	91.4%	11.1	6.4	B
	Subtotal	**340**	**324**	**95.4%**	**40.9**	**4.6**	**D**
EB	Left Turn	136	128	94.1%	49.7	6.7	D
	Through	772	754	97.7%	39.9	9.4	D
	Right Turn	76	79	104.2%	9.4	3.4	A
	Subtotal	**984**	**961**	**97.7%**	**38.8**	**7.5**	**D**
WB	Left Turn	528	490	92.7%	50.1	8.6	D
	Through	1,388	1,246	89.8%	29.9	4.9	C
	Right Turn						
	Subtotal	**1,916**	**1,736**	**90.6%**	**35.5**	**2.9**	**D**
Total		**3,764**	**3,536**	**93.9%**	**37.0**	**1.8**	**D**

SimTraffic Post-Processor **Amoruso Ranch Specific Plan EIR**
Average Results from 10 Runs **Existing Condition**
Volume and Delay by Movement **PM Peak Hour**

Intersection 146 **Washington Blvd/Blue Oaks Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	384	400	104.3%	63.9	12.1	E
	Through						
	Right Turn	436	425	97.4%	70.9	29.5	E
	Subtotal	**820**	**825**	**100.6%**	**68.2**	**14.3**	**E**
SB	Left Turn	140	157	112.0%	48.6	8.8	D
	Through	256	252	98.3%	44.8	3.1	D
	Right Turn	272	274	100.6%	4.0	0.3	A
	Subtotal	**668**	**682**	**102.1%**	**29.4**	**2.3**	**C**
EB	Left Turn						
	Through	1,036	948	91.5%	41.5	7.4	D
	Right Turn	1,204	1,078	89.5%	57.0	10.2	E
	Subtotal	**2,240**	**2,026**	**90.4%**	**49.8**	**8.6**	**D**
WB	Left Turn	228	221	96.8%	48.0	4.6	D
	Through	684	638	93.3%	21.2	3.1	C
	Right Turn	412	410	99.4%	4.3	0.5	A
	Subtotal	**1,324**	**1,269**	**95.8%**	**20.4**	**2.3**	**C**
Total		**5,052**	**4,802**	**95.0%**	**42.3**	**5.0**	**D**

Intersection 12 **Woodmeadow Dr/Blue Oaks Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	12	6	53.3%	43.0	31.7	D
	Through						
	Right Turn	12	10	80.0%	17.0	14.3	B
	Subtotal	**24**	**16**	**66.7%**	**32.4**	**16.9**	**C**
EB	Left Turn	12	10	83.3%	75.4	44.3	E
	Through	1,204	1,187	98.6%	4.7	0.6	A
	Right Turn						
	Subtotal	**1,216**	**1,197**	**98.4%**	**5.3**	**0.6**	**A**
WB	Left Turn						
	Through	1,904	1,802	94.6%	13.8	3.9	B
	Right Turn	12	11	90.0%	10.5	6.9	B
	Subtotal	**1,916**	**1,813**	**94.6%**	**13.8**	**3.9**	**B**
Total		**3,156**	**3,026**	**95.9%**	**10.5**	**2.3**	**B**

Intersection 90 **Eureka Rd/Douglas Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	420	417	99.2%	50.6	4.2	D
	Through	448	443	98.8%	51.6	6.4	D
	Right Turn	20	22	108.0%	23.7	11.0	C
	Subtotal	**888**	**881**	**99.2%**	**50.6**	**3.6**	**D**
SB	Left Turn	460	456	99.0%	49.1	4.1	D
	Through	496	484	97.7%	59.7	11.8	E
	Right Turn	140	130	93.1%	8.9	4.7	A
	Subtotal	**1,096**	**1,070**	**97.7%**	**49.1**	**7.5**	**D**
EB	Left Turn	176	173	98.4%	54.3	15.6	D
	Through	1,284	1,158	90.2%	33.7	8.8	C
	Right Turn	488	437	89.5%	30.2	4.8	C
	Subtotal	**1,948**	**1,768**	**90.8%**	**35.0**	**8.2**	**C**
WB	Left Turn	80	72	90.5%	63.4	11.0	E
	Through	1,424	1,418	99.6%	48.7	10.2	D
	Right Turn	460	434	94.3%	25.5	8.9	C
	Subtotal	**1,964**	**1,924**	**98.0%**	**44.0**	**9.6**	**D**
Total		**5,896**	**5,644**	**95.7%**	**43.2**	**4.2**	**D**

Intersection 105 **Rocky Ridge Dr/Douglas Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	336	323	96.1%	61.5	5.6	E
	Through	424	444	104.6%	49.1	7.3	D
	Right Turn	168	164	97.9%	24.1	5.7	C
	Subtotal	**928**	**931**	**100.3%**	**49.1**	**5.4**	**D**
SB	Left Turn	224	212	94.6%	59.0	8.2	E
	Through	620	638	102.9%	67.1	15.6	E
	Right Turn	132	124	93.6%	31.7	5.9	C
	Subtotal	**976**	**974**	**99.8%**	**61.0**	**12.4**	**E**
EB	Left Turn	200	183	91.6%	59.1	8.2	E
	Through	1,448	1,364	94.2%	56.7	10.4	E
	Right Turn	148	126	84.9%	38.9	9.2	D
	Subtotal	**1,796**	**1,673**	**93.1%**	**55.6**	**9.5**	**E**
WB	Left Turn	380	377	99.3%	61.7	14.5	E
	Through	1,712	1,624	94.8%	67.9	12.6	E
	Right Turn	132	123	93.0%	44.8	15.3	D
	Subtotal	**2,224**	**2,124**	**95.5%**	**65.3**	**11.8**	**E**
Total		**5,924**	**5,701**	**96.2%**	**59.1**	**5.3**	**E**

Intersection 102 **Santa Clara Dr/Douglas Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	40	33	83.0%	42.8	10.9	D
	Through	20	18	88.0%	42.2	13.5	D
	Right Turn	72	84	116.1%	20.4	3.5	C
	Subtotal	**132**	**134**	**101.8%**	**29.0**	**5.1**	**C**
SB	Left Turn	188	204	108.5%	34.3	3.0	C
	Through	56	54	95.7%	34.2	8.5	C
	Right Turn	184	176	95.9%	19.4	2.7	B
	Subtotal	**428**	**434**	**101.4%**	**28.2**	**2.6**	**C**
EB	Left Turn	152	140	92.1%	53.0	7.8	D
	Through	1,748	1,655	94.7%	29.1	2.9	C
	Right Turn	32	29	91.3%	33.8	8.2	C
	Subtotal	**1,932**	**1,824**	**94.4%**	**31.0**	**3.0**	**C**
WB	Left Turn	52	48	93.1%	51.5	15.6	D
	Through	1,936	1,738	89.8%	24.0	5.1	C
	Right Turn	40	36	90.0%	12.2	5.1	B
	Subtotal	**2,028**	**1,823**	**89.9%**	**24.5**	**5.3**	**C**
Total		**4,520**	**4,216**	**93.3%**	**27.8**	**3.7**	**C**

Intersection 103 **Sierra Gardens Dr/Douglas Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	156	149	95.4%	42.3	6.8	D
	Through	32	34	105.0%	39.1	10.5	D
	Right Turn	28	36	127.1%	30.3	7.2	C
	Subtotal	**216**	**218**	**100.9%**	**39.8**	**5.6**	**D**
SB	Left Turn	220	224	102.0%	35.6	3.7	D
	Through	28	40	142.9%	36.5	7.5	D
	Right Turn	36	34	93.3%	32.6	10.7	C
	Subtotal	**284**	**298**	**104.9%**	**35.3**	**3.7**	**D**
EB	Left Turn	48	44	91.7%	62.2	17.3	E
	Through	1,832	1,730	94.4%	51.3	10.4	D
	Right Turn	44	45	101.8%	58.7	10.9	E
	Subtotal	**1,924**	**1,819**	**94.5%**	**51.7**	**10.3**	**D**
WB	Left Turn	40	39	98.0%	49.6	9.2	D
	Through	2,008	1,843	91.8%	34.7	10.8	C
	Right Turn						
	Subtotal	**2,048**	**1,882**	**91.9%**	**35.0**	**10.2**	**C**
Total		**4,472**	**4,217**	**94.3%**	**42.5**	**5.9**	**D**

Intersection 101 **N. Sunrise Ave/Douglas Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	348	384	110.2%	50.0	2.9	D
	Through	476	497	104.4%	47.7	4.2	D
	Right Turn	136	136	100.3%	45.2	5.3	D
	Subtotal	**960**	**1,017**	**105.9%**	**48.2**	**3.2**	**D**
SB	Left Turn	132	121	91.5%	81.6	28.4	F
	Through	584	583	99.9%	84.2	28.8	F
	Right Turn	528	506	95.8%	45.7	18.5	D
	Subtotal	**1,244**	**1,210**	**97.3%**	**67.9**	**23.9**	**E**
EB	Left Turn	376	384	102.1%	72.9	11.7	E
	Through	1,636	1,531	93.6%	49.6	6.2	D
	Right Turn	152	150	98.9%	12.7	1.9	B
	Subtotal	**2,164**	**2,065**	**95.4%**	**51.3**	**6.8**	**D**
WB	Left Turn	268	226	84.3%	63.0	7.9	E
	Through	1,856	1,564	84.3%	76.7	9.3	E
	Right Turn	96	86	90.0%	53.9	13.0	D
	Subtotal	**2,220**	**1,876**	**84.5%**	**74.0**	**8.8**	**E**
Total		**6,588**	**6,168**	**93.6%**	**60.8**	**5.7**	**E**

Intersection 104 **Target Dwy/Douglas Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	104	111	106.5%	51.4	10.6	D
	Through	24	24	100.0%	39.0	14.9	D
	Right Turn	68	69	101.8%	21.7	8.6	C
	Subtotal	**196**	**204**	**104.1%**	**40.3**	**8.6**	**D**
SB	Left Turn	88	79	89.5%	48.7	9.4	D
	Through	12	6	53.3%	47.9	36.6	D
	Right Turn	108	103	95.2%	21.9	6.9	C
	Subtotal	**208**	**188**	**90.4%**	**34.6**	**8.0**	**C**
EB	Left Turn	160	148	92.3%	65.9	8.1	E
	Through	1,720	1,656	96.3%	28.5	5.1	C
	Right Turn	40	44	109.0%	29.7	8.4	C
	Subtotal	**1,920**	**1,847**	**96.2%**	**31.5**	**5.4**	**C**
WB	Left Turn	84	76	90.5%	52.4	11.1	D
	Through	1,904	1,808	95.0%	26.1	5.6	C
	Right Turn	12	14	120.0%	28.1	15.7	C
	Subtotal	**2,000**	**1,898**	**94.9%**	**27.1**	**5.5**	**C**
Total		**4,324**	**4,138**	**95.7%**	**30.0**	**4.5**	**C**

Intersection 98 **Harding Blvd/Douglas Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	28	22	80.0%	43.6	11.5	D
	Through	28	26	92.9%	33.4	15.3	C
	Right Turn	84	86	101.9%	14.9	3.6	B
	Subtotal	**140**	**134**	**95.7%**	**24.2**	**4.0**	**C**
SB	Left Turn	784	735	93.7%	100.6	38.1	F
	Through	8	8	105.0%	110.8	51.1	F
	Right Turn	236	238	100.8%	50.0	23.8	D
	Subtotal	**1,028**	**981**	**95.4%**	**88.6**	**35.3**	**F**
EB	Left Turn	188	191	101.7%	52.7	5.7	D
	Through	936	927	99.1%	28.6	1.7	C
	Right Turn	8	10	125.0%	22.2	8.5	C
	Subtotal	**1,132**	**1,128**	**99.7%**	**32.7**	**1.8**	**C**
WB	Left Turn	60	62	104.0%	57.4	6.8	E
	Through	1,128	1,119	99.2%	41.0	8.7	D
	Right Turn	464	439	94.7%	21.5	7.7	C
	Subtotal	**1,652**	**1,620**	**98.1%**	**36.4**	**8.2**	**D**
Total		**3,952**	**3,864**	**97.8%**	**48.2**	**9.9**	**D**

Intersection 178 **Harding Blvd/Estates Dr** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	72	72	100.6%	38.4	7.2	D
	Through	648	618	95.3%	9.0	2.7	A
	Right Turn						
	Subtotal	**720**	**690**	**95.8%**	**12.0**	**2.4**	**B**
SB	Left Turn	36	36	98.9%	45.9	9.1	D
	Through	972	977	100.5%	18.7	6.1	B
	Right Turn	124	144	115.8%	19.9	7.6	B
	Subtotal	**1,132**	**1,156**	**102.2%**	**19.7**	**6.3**	**B**
EB	Left Turn	244	259	106.1%	37.6	4.3	D
	Through	4	7	170.0%	32.1	22.2	C
	Right Turn	24	34	143.3%	41.6	17.3	D
	Subtotal	**272**	**300**	**110.3%**	**38.0**	**6.3**	**D**
WB	Left Turn	20	21	104.0%	45.1	10.8	D
	Through	8	9	115.0%	27.9	23.1	C
	Right Turn	20	20	100.0%	11.0	5.5	B
	Subtotal	**48**	**50**	**104.2%**	**27.4**	**4.5**	**C**
Total		**2,172**	**2,196**	**101.1%**	**19.9**	**4.3**	**B**

Intersection 179 **N Sunrise Ave/Roseville Square** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**

SimTraffic Post-Processor **Amoruso Ranch Specific Plan EIR**
Average Results from 10 Runs **Existing Condition**
Volume and Delay by Movement **PM Peak Hour**

NB	Left Turn	132	122	92.1%	37.2	6.4	D
	Through	536	512	95.6%	12.7	2.2	B
	Right Turn	8	11	135.0%	6.7	3.5	A
	Subtotal	**676**	**645**	**95.4%**	**17.3**	**2.4**	**B**
SB	Left Turn	28	26	92.9%	44.8	17.3	D
	Through	808	806	99.8%	27.2	14.0	C
	Right Turn	36	42	115.6%	25.0	13.6	C
	Subtotal	**872**	**874**	**100.2%**	**27.6**	**13.9**	**C**
EB	Left Turn	164	166	101.5%	39.1	6.1	D
	Through	20	24	120.0%	38.4	11.9	D
	Right Turn	108	106	97.8%	20.1	2.9	C
	Subtotal	**292**	**296**	**101.4%**	**32.5**	**4.2**	**C**
WB	Left Turn	112	100	89.3%	51.5	30.9	D
	Through	8	12	145.0%	40.7	26.2	D
	Right Turn	40	43	108.0%	4.3	1.2	A
	Subtotal	**160**	**155**	**96.8%**	**36.9**	**17.2**	**D**
Total		**2,000**	**1,970**	**98.5%**	**25.4**	**6.9**	**C**

Intersection 87 **N. Sunrise Ave./Eureka Rd** **Signalized**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	480	475	99.0%	63.2	14.2	E
	Through	416	401	96.4%	40.4	6.6	D
	Right Turn	180	162	90.0%	4.5	0.7	A
	Subtotal	**1076**	**1038**	**96.5%**	**45.4**	**7.5**	**D**
SB	Left Turn	172	174	101.2%	55.1	7.3	E
	Through	428	449	104.9%	45.2	3.8	D
	Right Turn	316	342	108.4%	21.3	4.2	C
	Subtotal	**916**	**965**	**105.4%**	**38.6**	**2.9**	**D**
EB	Left Turn	216	198	91.7%	52.6	3.5	D
	Through	1056	1059	100.3%	29.2	6.2	C
	Right Turn	376	374	99.6%	11.2	1.5	B
	Subtotal	**1648**	**1631**	**99.0%**	**27.9**	**4.8**	**C**
WB	Left Turn	132	124	93.9%	55.9	5.1	E
	Through	1612	1644	102.0%	35.8	6.6	D
	Right Turn	160	172	107.8%	9.8	2.9	A
	Subtotal	**1904**	**1941**	**101.9%**	**34.8**	**6.3**	**C**
Total		**5544**	**5576**	**100.6%**	**35.4**	**3.6**	**D**

Intersection 85 **I-80 WB Ramps/Atlantic St** **Signalized**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through						
	Right Turn	784	820	104.5%	1.6	0.3	A
	Subtotal	**784**	**820**	**104.5%**	**1.6**	**0.3**	**A**
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	720	737	102.4%	15.0	1.4	B
	Right Turn	268	267	99.7%	11.4	2.5	B
	Subtotal	**988**	**1004**	**101.7%**	**14.1**	**1.6**	**B**
WB	Left Turn	744	724	97.3%	25.1	1.7	C
	Through	1016	1014	99.8%	3.1	0.3	A
	Right Turn						
	Subtotal	**1760**	**1738**	**98.7%**	**12.2**	**0.8**	**B**
Total		**3532**	**3562**	**100.8%**	**10.3**	**0.8**	**B**

Intersection 86 **I-80 EB Ramps/Eureka Rd-Atlantic St** **Signalized**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	196	210	107.1%	61.5	15.4	E
	Through	628	588	93.6%	50.1	7.4	D
	Right Turn	424	408	96.3%	7.3	1.0	A
	Subtotal	**1248**	**1206**	**96.6%**	**37.7**	**4.8**	**D**
SB	Left Turn	284	271	95.4%	55.8	4.4	E
	Through						
	Right Turn	580	540	93.0%	55.1	14.6	E
	Subtotal	**864**	**810**	**93.8%**	**55.2**	**9.6**	**E**
EB	Left Turn	208	218	105.0%	51.9	5.8	D
	Through	1040	1094	105.2%	30.0	3.4	C
	Right Turn	260	258	99.2%	9.0	0.7	A
	Subtotal	**1508**	**1570**	**104.1%**	**29.6**	**2.9**	**C**
WB	Left Turn						
	Through	1100	1136	103.3%	53.9	11.9	D
	Right Turn	1264	1215	96.1%	49.8	10.2	D
	Subtotal	**2364**	**2351**	**99.4%**	**51.9**	**10.7**	**D**
Total		**5984**	**5937**	**99.2%**	**43.5**	**4.2**	**D**

Intersection 88 **Rocky Ridge Dr/Eureka Rd** **Signalized**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	384	374	97.4%	50.0	7.4	D
	Through	288	277	96.1%	26.7	4.4	C
	Right Turn	28	27	95.7%	3.0	0.6	A
	Subtotal	**700**	**678**	**96.8%**	**39.0**	**3.9**	**D**
SB	Left Turn	64	63	98.1%	49.9	6.4	D
	Through	300	286	95.3%	50.8	7.5	D
	Right Turn	128	136	106.3%	4.6	1.8	A
	Subtotal	**492**	**485**	**98.5%**	**37.8**	**7.1**	**D**
EB	Left Turn	124	128	102.9%	47.1	7.9	D
	Through	1004	1005	100.1%	26.7	4.0	C
	Right Turn	276	282	102.2%	2.8	0.4	A
	Subtotal	**1404**	**1414**	**100.7%**	**23.7**	**3.2**	**C**
WB	Left Turn	72	68	94.4%	55.1	6.7	E
	Through	1264	1257	99.5%	37.9	4.2	D
	Right Turn	40	41	103.0%	12.0	5.1	B
	Subtotal	**1376**	**1366**	**99.3%**	**38.0**	**4.1**	**D**
Total		**3972**	**3943**	**99.3%**	**33.1**	**2.9**	**C**

Intersection 77 **Roseville Pkwy-Roseville Rd/Douglas Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	176	168	95.7%	71.6	7.6	E
	Through	560	538	96.0%	54.6	8.7	D
	Right Turn	52	52	100.0%	18.1	3.9	B
	Subtotal	**788**	**758**	**96.2%**	**55.9**	**5.8**	**E**
SB	Left Turn	736	640	87.0%	89.5	15.2	F
	Through	680	611	89.8%	49.2	8.1	D
	Right Turn	100	99	98.8%	9.9	3.9	A
	Subtotal	**1,516**	**1,350**	**89.0%**	**65.9**	**8.5**	**E**
EB	Left Turn	180	179	99.3%	55.9	7.0	E
	Through	1,556	1,547	99.4%	44.8	4.1	D
	Right Turn	200	208	104.0%	26.9	3.7	C
	Subtotal	**1,936**	**1,934**	**99.9%**	**43.9**	**3.6**	**D**
WB	Left Turn	108	107	98.9%	51.0	3.4	D
	Through	1,344	1,393	103.7%	46.4	8.6	D
	Right Turn	716	698	97.5%	21.8	7.6	C
	Subtotal	**2,168**	**2,198**	**101.4%**	**38.8**	**7.6**	**D**
Total		**6,408**	**6,240**	**97.4%**	**48.4**	**3.4**	**D**

Intersection 31 **Foothills Blvd/Pleasant Grove Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	368	338	92.0%	83.1	32.0	F
	Through	372	375	100.9%	46.9	4.4	D
	Right Turn	536	554	103.4%	9.1	1.2	A
	Subtotal	**1,276**	**1,268**	**99.3%**	**40.3**	**10.0**	**D**
SB	Left Turn	256	232	90.6%	64.1	6.5	E
	Through	720	693	96.3%	57.1	4.3	E
	Right Turn	164	160	97.8%	16.1	3.5	B
	Subtotal	**1,140**	**1,086**	**95.2%**	**52.5**	**4.7**	**D**
EB	Left Turn	132	116	87.9%	52.9	8.7	D
	Through	1,068	1,076	100.8%	50.5	7.3	D
	Right Turn	172	173	100.5%	13.7	4.8	B
	Subtotal	**1,372**	**1,365**	**99.5%**	**46.1**	**7.0**	**D**
WB	Left Turn	800	738	92.3%	50.0	7.4	D
	Through	1,424	1,299	91.2%	71.1	18.4	E
	Right Turn	112	106	94.6%	40.3	16.2	D
	Subtotal	**2,336**	**2,143**	**91.7%**	**62.3**	**11.4**	**E**
Total		**6,124**	**5,861**	**95.7%**	**52.0**	**5.8**	**D**

SimTraffic Post-Processor **Amoruso Ranch Specific Plan EIR**
Average Results from 10 Runs **Existing Condition**
Volume and Delay by Movement **PM Peak Hour**

Intersection 174 **Galleria Blvd/Antelope Creek Dr** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	124	123	99.0%	44.7	6.9	D
	Through	1,676	1,573	93.9%	41.5	6.9	D
	Right Turn	188	170	90.4%	2.3	0.4	A
	Subtotal	**1,988**	**1,866**	**93.9%**	**38.1**	**6.0**	**D**
SB	Left Turn	236	222	93.9%	53.7	5.8	D
	Through	1,108	1,104	99.6%	32.9	4.9	C
	Right Turn	144	138	95.6%	11.7	3.7	B
	Subtotal	**1,488**	**1,463**	**98.3%**	**34.0**	**4.6**	**C**
EB	Left Turn	384	369	96.1%	42.4	4.3	D
	Through	72	76	105.0%	39.6	9.6	D
	Right Turn	132	136	103.0%	6.5	0.4	A
	Subtotal	**588**	**581**	**98.8%**	**33.5**	**2.9**	**C**
WB	Left Turn	240	236	98.5%	44.5	5.0	D
	Through	92	92	100.0%	43.9	7.3	D
	Right Turn	388	402	103.7%	8.7	0.6	A
	Subtotal	**720**	**731**	**101.5%**	**24.7**	**2.4**	**C**
Total		**4,784**	**4,640**	**97.0%**	**34.0**	**2.9**	**C**

Intersection 68 **Galleria Blvd/Roseville Pkwy** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	508	492	96.9%	96.3	33.3	F
	Through	788	770	97.7%	65.2	10.1	E
	Right Turn	68	67	98.8%	5.6	1.2	A
	Subtotal	**1,364**	**1,329**	**97.4%**	**74.4**	**15.1**	**E**
SB	Left Turn	608	574	94.3%	68.2	11.2	E
	Through	608	570	93.7%	62.2	13.9	E
	Right Turn	356	344	96.7%	11.0	3.8	B
	Subtotal	**1,572**	**1,488**	**94.6%**	**52.8**	**8.2**	**D**
EB	Left Turn	464	436	93.9%	70.6	20.5	E
	Through	1,100	1,019	92.7%	33.6	8.0	C
	Right Turn	464	440	94.8%	2.3	0.4	A
	Subtotal	**2,028**	**1,895**	**93.4%**	**34.9**	**7.8**	**C**
WB	Left Turn	264	226	85.5%	70.0	12.2	E
	Through	2,172	1,954	90.0%	55.7	16.8	E
	Right Turn						
	Subtotal	**2,436**	**2,180**	**89.5%**	**57.1**	**15.5**	**E**
Total		**7,400**	**6,892**	**93.1%**	**53.3**	**5.9**	**D**

Intersection 38 **Pleasant Grove Blvd/Faiway Dr** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	564	502	89.0%	52.2	6.8	D
	Through	964	908	94.1%	32.5	7.8	C
	Right Turn	504	466	92.5%	11.9	4.7	B
	Subtotal	**2,032**	**1,876**	**92.3%**	**32.7**	**6.0**	**C**
SB	Left Turn	104	100	96.2%	66.0	10.7	E
	Through	628	620	98.8%	54.9	8.7	D
	Right Turn	128	132	103.4%	18.0	2.9	B
	Subtotal	**860**	**853**	**99.2%**	**50.7**	**8.0**	**D**
EB	Left Turn	216	208	96.1%	58.7	5.2	E
	Through	408	403	98.7%	47.4	6.7	D
	Right Turn	352	347	98.5%	18.8	2.9	B
	Subtotal	**976**	**957**	**98.1%**	**39.5**	**3.5**	**D**
WB	Left Turn	596	568	95.3%	64.7	13.0	E
	Through	424	422	99.4%	35.6	4.1	D
	Right Turn	124	113	91.0%	10.2	2.8	B
	Subtotal	**1,144**	**1,102**	**96.4%**	**47.9**	**7.2**	**D**
Total		**5,012**	**4,788**	**95.5%**	**40.8**	**4.1**	**D**

Intersection 33 **Hallissy Dr/Pleasant Grove Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	48	45	94.2%	45.9	11.7	D
	Through	44	46	104.5%	34.4	6.5	C
	Right Turn	36	37	102.2%	11.4	10.2	B
	Subtotal	**128**	**128**	**100.0%**	**31.6**	**4.5**	**C**
SB	Left Turn	72	64	89.4%	62.1	25.4	E
	Through	4	2	60.0%	35.1	33.9	D
	Right Turn	20	25	124.0%	7.8	3.7	A
	Subtotal	**96**	**92**	**95.4%**	**47.1**	**18.8**	**D**
EB	Left Turn	20	22	112.0%	63.9	30.1	E
	Through	1,900	1,736	91.4%	37.4	23.6	D
	Right Turn	24	23	95.0%	17.4	14.5	B
	Subtotal	**1,944**	**1,781**	**91.6%**	**37.4**	**23.6**	**D**
WB	Left Turn	84	77	91.9%	35.5	6.8	D
	Through	2,024	1,818	89.8%	12.7	4.6	B
	Right Turn	100	87	87.2%	4.9	1.0	A
	Subtotal	**2,208**	**1,982**	**89.8%**	**13.2**	**4.3**	**B**
Total		**4,376**	**3,983**	**91.0%**	**25.0**	**11.6**	**C**

Intersection 34 **Roseville Pkwy/Pleasant Grove Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	1,172	1,067	91.1%	76.5	13.2	E
	Through	544	520	95.7%	39.5	6.0	D
	Right Turn	824	784	95.1%	4.2	0.3	A
	Subtotal	**2,540**	**2,372**	**93.4%**	**44.6**	**6.6**	**D**
SB	Left Turn	196	199	101.4%	52.6	6.5	D
	Through	364	364	100.0%	70.0	50.5	E
	Right Turn	24	25	105.0%	8.9	3.9	A
	Subtotal	**584**	**588**	**100.7%**	**59.6**	**25.6**	**E**
EB	Left Turn	52	40	76.2%	144.9	77.8	F
	Through	1,060	830	78.3%	171.9	84.8	F
	Right Turn	796	578	72.6%	69.3	40.6	E
	Subtotal	**1,908**	**1,447**	**75.8%**	**129.6**	**64.3**	**F**
WB	Left Turn	680	587	86.4%	123.0	116.0	F
	Through	1,272	1,126	88.5%	41.1	8.7	D
	Right Turn	160	142	89.0%	6.2	1.3	A
	Subtotal	**2,112**	**1,855**	**87.8%**	**57.4**	**16.8**	**E**
Total		**7,144**	**6,262**	**87.6%**	**67.4**	**15.2**	**E**

Intersection 35 **Pleasant Grove Blvd/Highland Pointe Dr** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	364	332	91.3%	50.5	8.4	D
	Through	1,692	1,460	86.3%	31.6	9.0	C
	Right Turn	4	5	120.0%	12.4	19.6	B
	Subtotal	**2,060**	**1,797**	**87.2%**	**35.0**	**7.8**	**C**
SB	Left Turn	140	126	90.0%	83.2	10.4	F
	Through	1,520	1,426	93.8%	56.6	14.5	E
	Right Turn	192	184	96.0%	12.5	4.1	B
	Subtotal	**1,852**	**1,737**	**93.8%**	**53.9**	**12.7**	**D**
EB	Left Turn	492	499	101.4%	65.2	13.3	E
	Through	4	3	80.0%	61.8	56.3	E
	Right Turn	360	353	98.0%	55.1	25.0	E
	Subtotal	**856**	**855**	**99.9%**	**60.8**	**18.0**	**E**
WB	Left Turn	160	166	103.8%	64.2	15.7	E
	Through	40	47	117.0%	49.5	8.4	D
	Right Turn	228	243	106.7%	16.3	5.2	B
	Subtotal	**428**	**456**	**106.5%**	**37.3**	**7.9**	**D**
Total		**5,196**	**4,845**	**93.2%**	**46.6**	**6.7**	**D**

Intersection 64 **Chase Dr/Roseville Pkwy** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**

NB	Left Turn	52	45	86.9%	40.4	4.2	D
	Through						
	Right Turn	80	80	100.5%	1.0	0.3	A
	Subtotal	**132**	**126**	**95.2%**	**15.1**	**2.3**	**B**
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,556	1,278	82.1%	11.1	2.4	B
	Right Turn	76	60	79.5%	4.7	0.8	A
	Subtotal	**1,632**	**1,338**	**82.0%**	**10.8**	**2.3**	**B**
WB	Left Turn	136	128	94.4%	50.8	7.5	D
	Through	2,020	1,902	94.1%	9.4	1.7	A
	Right Turn						
	Subtotal	**2,156**	**2,030**	**94.2%**	**12.0**	**1.8**	**B**
Total		**3,920**	**3,494**	**89.1%**	**11.6**	**1.8**	**B**

Intersection 69 **Creekside Ridge Dr/Roseville Pkwy** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	28	26	94.3%	51.4	10.3	D
	Through	12	12	96.7%	63.5	17.9	E
	Right Turn	24	20	85.0%	18.5	6.0	B
	Subtotal	**64**	**58**	**91.3%**	**42.2**	**6.7**	**D**
SB	Left Turn	392	384	98.1%	45.6	6.5	D
	Through	4	3	80.0%	31.0	28.1	C
	Right Turn	120	128	107.0%	27.4	4.6	C
	Subtotal	**516**	**516**	**100.0%**	**41.2**	**5.8**	**D**
EB	Left Turn	80	76	95.5%	40.4	8.9	D
	Through	1,624	1,527	94.0%	15.1	3.6	B
	Right Turn	16	13	82.5%	1.9	3.3	A
	Subtotal	**1,720**	**1,617**	**94.0%**	**16.2**	**3.6**	**B**
WB	Left Turn	44	40	90.9%	66.2	15.3	E
	Through	2,260	2,095	92.7%	50.2	13.8	D
	Right Turn	292	269	92.2%	43.6	21.8	D
	Subtotal	**2,596**	**2,404**	**92.6%**	**49.7**	**14.6**	**D**
Total		**4,896**	**4,595**	**93.9%**	**36.9**	**8.0**	**D**

Intersection 65 **Gibson Dr/Roseville Pkwy** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	4	1	20.0%	3.6	9.6	A
	Through						

NB	Right Turn	12	14	116.7%	9.2	4.0	A
	Subtotal	**16**	**15**	**92.5%**	**9.6**	**3.2**	**A**
SB	Left Turn	216	215	99.6%	47.5	6.2	D
	Through	4	2	60.0%	21.7	23.2	C
	Right Turn	36	29	80.0%	12.8	3.5	B
	Subtotal	**256**	**246**	**96.3%**	**43.3**	**6.0**	**D**
EB	Left Turn	12	10	86.7%	43.5	18.6	D
	Through	1,624	1,330	81.9%	9.1	2.5	A
	Right Turn						
	Subtotal	**1,636**	**1,340**	**81.9%**	**9.3**	**2.5**	**A**
WB	Left Turn	20	18	92.0%	55.9	13.9	E
	Through	2,116	2,012	95.1%	11.4	1.4	B
	Right Turn	188	173	91.9%	8.2	1.0	A
	Subtotal	**2,324**	**2,203**	**94.8%**	**11.5**	**1.4**	**B**
Total		**4,232**	**3,804**	**89.9%**	**12.8**	**1.2**	**B**

Intersection 71 **N Sunrise Ave/Roseville Pkwy** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	520	506	97.4%	56.6	11.0	E
	Through	76	82	107.4%	36.9	8.0	D
	Right Turn	228	232	101.6%	8.1	0.6	A
	Subtotal	**824**	**820**	**99.5%**	**41.2**	**7.3**	**D**
SB	Left Turn	60	61	102.0%	71.4	9.8	E
	Through	180	184	102.0%	55.4	6.7	E
	Right Turn	324	330	102.0%	31.0	4.5	C
	Subtotal	**564**	**575**	**102.0%**	**43.0**	**3.9**	**D**
EB	Left Turn	112	97	86.8%	63.3	6.7	E
	Through	1,748	1,614	92.3%	42.0	6.8	D
	Right Turn	324	311	95.9%	20.8	5.4	C
	Subtotal	**2,184**	**2,022**	**92.6%**	**39.8**	**6.2**	**D**
WB	Left Turn	188	190	101.1%	50.9	6.9	D
	Through	1,896	1,839	97.0%	33.8	4.1	C
	Right Turn	20	19	96.0%	7.4	3.0	A
	Subtotal	**2,104**	**2,048**	**97.3%**	**35.2**	**4.1**	**D**
Total		**5,676**	**5,464**	**96.3%**	**38.7**	**3.1**	**D**

Intersection 67 **Reserve Dr/Roseville Pkwy** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	324	306	94.3%	50.5	6.3	D
	Through	28	33	117.1%	49.6	10.8	D
	Right Turn	280	268	95.9%	8.0	1.2	A
	Subtotal	**632**	**607**	**96.0%**	**31.5**	**4.9**	**C**

SB	Left Turn	196	200	102.0%	49.7	10.7	D
	Through	24	18	76.7%	57.1	14.0	E
	Right Turn	88	83	94.5%	12.5	3.6	B
	Subtotal	**308**	**302**	**97.9%**	**39.6**	**6.7**	**D**
EB	Left Turn	36	32	88.9%	63.3	10.6	E
	Through	1,512	1,338	88.5%	45.2	6.2	D
	Right Turn	248	216	87.3%	17.8	4.8	B
	Subtotal	**1,796**	**1,586**	**88.3%**	**41.9**	**5.5**	**D**
WB	Left Turn	228	202	88.6%	74.6	32.8	E
	Through	1,824	1,631	89.4%	33.2	9.9	C
	Right Turn	196	168	85.5%	2.0	0.3	A
	Subtotal	**2,248**	**2,001**	**89.0%**	**34.7**	**10.1**	**C**
Total		**4,984**	**4,496**	**90.2%**	**37.1**	**5.9**	**D**

Intersection 72 **Secret Ravine Pkwy/Roseville Pkwy** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	124	120	97.1%	55.0	10.3	D
	Through						
	Right Turn	488	482	98.9%	29.3	5.7	C
	Subtotal	**612**	**603**	**98.5%**	**34.4**	**6.1**	**C**
EB	Left Turn	532	485	91.1%	45.6	7.5	D
	Through	1,528	1,407	92.1%	28.5	13.1	C
	Right Turn	4	2	60.0%	3.4	5.5	A
	Subtotal	**2,064**	**1,894**	**91.8%**	**32.9**	**10.5**	**C**
WB	Left Turn	12	10	86.7%	79.3	60.5	E
	Through	1,688	1,649	97.7%	31.8	7.7	C
	Right Turn	112	109	97.5%	16.0	3.0	B
	Subtotal	**1,812**	**1,768**	**97.6%**	**31.1**	**7.5**	**C**
Total		**4,488**	**4,266**	**95.0%**	**32.3**	**3.7**	**C**

Intersection 70 **Taylor Rd/Roseville Pkwy** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	556	551	99.1%	112.8	36.5	F
	Through	300	279	93.1%	76.8	14.5	E
	Right Turn	248	241	97.3%	51.2	15.5	D
	Subtotal	**1,104**	**1,071**	**97.0%**	**89.7**	**25.0**	**F**
SB	Left Turn	340	358	105.4%	74.8	9.1	E
	Through	152	146	96.3%	58.0	11.9	E

SB	Right Turn	144	132	91.7%	32.9	4.6	C
	Subtotal	**636**	**637**	**100.1%**	**62.3**	**7.1**	**E**
EB	Left Turn	180	166	92.4%	71.2	16.7	E
	Through	1,592	1,453	91.3%	44.7	8.3	D
	Right Turn	268	254	94.9%	23.6	8.2	C
	Subtotal	**2,040**	**1,874**	**91.9%**	**44.2**	**7.8**	**D**
WB	Left Turn	268	256	95.7%	67.7	12.3	E
	Through	1,896	1,814	95.7%	52.5	10.9	D
	Right Turn	576	558	96.9%	38.6	10.0	D
	Subtotal	**2,740**	**2,629**	**95.9%**	**51.1**	**10.7**	**D**
Total		**6,520**	**6,211**	**95.3%**	**57.0**	**6.5**	**E**

Intersection 66 **Roseville Pkwy/West Mall** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	40	33	82.0%	55.9	9.6	E
	Through	2,072	1,929	93.1%	29.7	11.5	C
	Right Turn	120	108	90.0%	8.4	1.0	A
	Subtotal	**2,232**	**2,070**	**92.7%**	**28.9**	**10.7**	**C**
SB	Left Turn	200	159	79.4%	50.9	10.3	D
	Through	1,628	1,403	86.2%	18.7	3.1	B
	Right Turn	24	21	88.3%	13.2	2.6	B
	Subtotal	**1,852**	**1,583**	**85.5%**	**21.9**	**3.0**	**C**
EB	Left Turn	24	29	120.0%	40.0	9.1	D
	Through						
	Right Turn	24	24	98.3%	11.5	4.9	B
	Subtotal	**48**	**52**	**109.2%**	**26.7**	**6.5**	**C**
WB	Left Turn	140	140	100.0%	34.9	4.2	C
	Through	4	2	40.0%	14.5	23.7	B
	Right Turn	228	234	102.8%	1.4	0.2	A
	Subtotal	**372**	**376**	**101.1%**	**14.0**	**1.7**	**B**
Total		**4,504**	**4,082**	**90.6%**	**24.7**	**6.0**	**C**

Intersection 73 **Roseville Pkwy/Alexandra Dr** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through	1,748	1,680	96.1%	11.5	1.6	B
	Right Turn	128	124	96.6%	8.2	2.1	A
	Subtotal	**1,876**	**1,804**	**96.1%**	**11.3**	**1.7**	**B**
SB	Left Turn	128	113	88.1%	55.4	9.8	E
	Through	1,524	1,415	92.9%	18.3	6.2	B
	Right Turn						
	Subtotal	**1,652**	**1,528**	**92.5%**	**21.1**	**6.3**	**C**

EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	64	64	99.4%	45.2	5.9	D
	Through						
	Right Turn	64	74	116.3%	12.2	3.5	B
	Subtotal	**128**	**138**	**107.8%**	**28.0**	**4.9**	**C**
Total		**3,656**	**3,470**	**94.9%**	**16.3**	**3.5**	**B**

Intersection 75 **Roseville Pkwy/Orvietto Dr** **Signal**

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	148	150	101.6%	45.5	12.9	D
	Through	1,524	1,464	96.0%	13.6	4.0	B
	Right Turn	4	2	50.0%	2.3	3.0	A
	Subtotal	**1,676**	**1,616**	**96.4%**	**16.7**	**3.8**	**B**
SB	Left Turn	20	18	92.0%	55.1	28.6	E
	Through	1,380	1,211	87.7%	41.8	36.8	D
	Right Turn	60	58	96.0%	25.6	32.3	C
	Subtotal	**1,460**	**1,287**	**88.1%**	**41.4**	**36.3**	**D**
EB	Left Turn	128	125	97.5%	43.9	8.1	D
	Through	24	28	118.3%	32.8	10.3	C
	Right Turn	204	204	100.0%	10.3	2.0	B
	Subtotal	**356**	**357**	**100.3%**	**24.1**	**5.0**	**C**
WB	Left Turn	4	5	120.0%	29.4	32.8	C
	Through	20	24	118.0%	46.5	11.9	D
	Right Turn						
	Subtotal	**24**	**28**	**118.3%**	**45.1**	**9.5**	**D**
Total		**3,516**	**3,288**	**93.5%**	**27.5**	**16.3**	**C**

Intersection 76 **Roseville Pkwy/Olympus Dr** **Signal**

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	12	12	100.0%	59.1	13.5	E
	Through	1,312	1,265	96.4%	23.9	6.2	C
	Right Turn	128	133	104.1%	1.5	0.1	A
	Subtotal	**1,452**	**1,410**	**97.1%**	**22.0**	**5.1**	**C**
SB	Left Turn	260	229	88.2%	61.3	16.8	E
	Through	1,508	1,385	91.9%	27.6	10.7	C
	Right Turn	44	38	87.3%	21.4	8.0	C
	Subtotal	**1,812**	**1,653**	**91.2%**	**32.2**	**11.2**	**C**
EB	Left Turn	100	91	90.8%	46.0	6.3	D
	Through	52	47	90.8%	41.9	11.3	D

EB	Right Turn	108	105	97.4%	23.5	6.2	C
	Subtotal	**260**	**243**	**93.5%**	**35.5**	**4.3**	**D**
WB	Left Turn	40	44	109.0%	59.0	29.2	E
	Through	72	78	108.3%	39.1	4.2	D
	Right Turn	196	194	99.0%	7.0	0.5	A
	Subtotal	**308**	**316**	**102.5%**	**22.3**	**6.3**	**C**
Total		**3,832**	**3,622**	**94.5%**	**27.5**	**6.3**	**C**

Intersection 74 **Roseville Pkwy/Rocky Ridge Dr** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	56	50	89.3%	54.1	6.4	D
	Through	1,596	1,530	95.9%	8.9	1.8	A
	Right Turn						
	Subtotal	**1,652**	**1,580**	**95.7%**	**10.4**	**2.0**	**B**
SB	Left Turn						
	Through	1,344	1,224	91.0%	19.4	7.7	B
	Right Turn	244	232	95.2%	14.3	5.5	B
	Subtotal	**1,588**	**1,456**	**91.7%**	**18.6**	**7.3**	**B**
EB	Left Turn	284	277	97.5%	44.6	4.7	D
	Through						
	Right Turn	112	113	100.7%	8.3	2.7	A
	Subtotal	**396**	**390**	**98.4%**	**34.0**	**3.7**	**C**
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		**3,636**	**3,426**	**94.2%**	**16.6**	**3.6**	**B**

Intersection 169 **Stanford Ranch Rd/Fairway Dr** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	156	146	93.8%	44.2	5.9	D
	Through	1,048	967	92.3%	21.5	3.4	C
	Right Turn	212	198	93.4%	5.5	1.8	A
	Subtotal	**1,416**	**1,312**	**92.6%**	**21.6**	**2.2**	**C**
SB	Left Turn	72	66	91.1%	49.0	5.0	D
	Through	796	830	104.3%	28.2	4.3	C
	Right Turn	52	48	92.3%	13.0	4.4	B
	Subtotal	**920**	**944**	**102.6%**	**28.8**	**4.3**	**C**
EB	Left Turn	88	85	96.8%	46.2	6.3	D
	Through	252	243	96.5%	34.9	4.7	C
	Right Turn	220	230	104.7%	17.8	5.3	B
	Subtotal	**560**	**559**	**99.8%**	**29.5**	**2.9**	**C**

WB	Left Turn	188	186	99.1%	41.4	10.4	D
	Through	140	139	99.4%	34.2	5.9	C
	Right Turn	20	18	92.0%	18.2	6.6	B
	Subtotal	**348**	**344**	**98.9%**	**37.1**	**4.8**	**D**
Total		**3,244**	**3,158**	**97.4%**	**26.9**	**1.8**	**C**

Intersection 170 **Stanford Ranch Rd/5 Star Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	576	553	96.0%	38.6	8.7	D
	Through	1,320	1,248	94.5%	25.9	6.1	C
	Right Turn	304	290	95.3%	4.2	1.3	A
	Subtotal	**2,200**	**2,091**	**95.0%**	**26.2**	**5.0**	**C**
SB	Left Turn	60	59	98.0%	82.6	17.9	F
	Through	1,132	1,097	96.9%	67.8	13.9	E
	Right Turn	120	124	103.7%	17.8	4.7	B
	Subtotal	**1,312**	**1,280**	**97.6%**	**63.7**	**12.4**	**E**
EB	Left Turn	120	116	97.0%	62.0	15.6	E
	Through	104	92	88.5%	62.4	14.1	E
	Right Turn	272	265	97.5%	13.2	3.9	B
	Subtotal	**496**	**474**	**95.5%**	**35.1**	**7.0**	**D**
WB	Left Turn	328	346	105.4%	50.2	14.3	D
	Through	88	85	96.4%	41.4	7.5	D
	Right Turn	36	35	97.8%	22.8	8.6	C
	Subtotal	**452**	**466**	**103.0%**	**46.5**	**11.0**	**D**
Total		**4,460**	**4,310**	**96.6%**	**40.5**	**4.4**	**D**

Intersection 32 **Washington Blvd/Pleasant Grove Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	260	262	100.6%	51.9	4.6	D
	Through	396	401	101.2%	39.3	3.3	D
	Right Turn	356	353	99.1%	10.7	1.9	B
	Subtotal	**1,012**	**1,015**	**100.3%**	**32.7**	**2.6**	**C**
SB	Left Turn	172	144	83.7%	66.0	6.3	E
	Through	480	480	100.1%	54.8	5.4	D
	Right Turn	224	216	96.4%	30.1	3.7	C
	Subtotal	**876**	**840**	**95.9%**	**50.4**	**4.5**	**D**
EB	Left Turn	144	160	111.1%	49.4	10.7	D
	Through	1,460	1,470	100.7%	46.3	11.9	D
	Right Turn	164	184	112.0%	30.9	8.9	C
	Subtotal	**1,768**	**1,814**	**102.6%**	**45.0**	**10.8**	**D**
WB	Left Turn	316	280	88.7%	49.7	7.2	D
	Through	1,708	1,548	90.6%	36.6	4.0	D

WB	Right Turn	60	57	95.3%	12.1	3.5	B
	Subtotal	**2,084**	**1,885**	**90.5%**	**37.8**	**4.2**	**D**
Total		**5,740**	**5,555**	**96.8%**	**41.2**	**3.9**	**D**

Intersection 37 **SR 65 NB Ramps/Pleasant Grove** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	464	426	91.9%	48.4	3.3	D
	Through						
	Right Turn	536	527	98.3%	24.3	3.3	C
	Subtotal	**1,000**	**953**	**95.3%**	**35.0**	**2.8**	**C**
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,576	1,474	93.5%	24.6	4.9	C
	Right Turn	436	409	93.9%	11.0	1.5	B
	Subtotal	**2,012**	**1,883**	**93.6%**	**21.7**	**4.2**	**C**
WB	Left Turn	192	205	106.9%	52.5	9.8	D
	Through	1,528	1,506	98.6%	7.3	1.6	A
	Right Turn						
	Subtotal	**1,720**	**1,711**	**99.5%**	**12.6**	**2.0**	**B**
Total		**4,732**	**4,548**	**96.1%**	**21.1**	**2.2**	**C**

Intersection 36 **SR 65 SB Ramps/Pleasant Grove Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	108	100	92.6%	46.2	30.9	D
	Through						
	Right Turn	328	302	92.1%	25.5	11.7	C
	Subtotal	**436**	**402**	**92.2%**	**30.6**	**16.1**	**C**
EB	Left Turn						
	Through	1,908	1,752	91.8%	6.5	1.7	A
	Right Turn	12	8	70.0%	6.2	8.0	A
	Subtotal	**1,920**	**1,760**	**91.7%**	**6.5**	**1.7**	**A**
WB	Left Turn						
	Through	1,684	1,667	99.0%	11.8	12.0	B
	Right Turn	308	307	99.7%	8.6	5.7	A
	Subtotal	**1,992**	**1,974**	**99.1%**	**11.3**	**11.1**	**B**
Total		**4,348**	**4,136**	**95.1%**	**11.1**	**7.2**	**B**

Intersection 171 **Galleria Blvd/SR 65 NB Ramps** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	724	680	93.9%	92.4	31.6	F
	Through	1,456	1,368	93.9%	8.0	2.8	A
	Right Turn						
	Subtotal	**2,180**	**2,047**	**93.9%**	**36.1**	**12.2**	**D**
SB	Left Turn						
	Through	1,892	1,778	94.0%	76.1	16.3	E
	Right Turn	68	54	79.4%	48.2	11.1	D
	Subtotal	**1,960**	**1,832**	**93.5%**	**75.3**	**16.0**	**E**
EB	Left Turn						
	Through						
	Right Turn	376	366	97.4%	2.7	0.9	A
	Subtotal	**376**	**366**	**97.4%**	**2.7**	**0.9**	**A**
WB	Left Turn						
	Through						
	Right Turn	744	743	99.9%	1.9	0.5	A
	Subtotal	**744**	**743**	**99.9%**	**1.9**	**0.5**	**A**
Total		**5,260**	**4,989**	**94.8%**	**42.9**	**7.1**	**D**

Intersection 172 **Galleria Blvd/SR 65 SB Ramps** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through	2,040	1,866	91.5%	14.8	4.0	B
	Right Turn	584	538	92.1%	14.2	3.4	B
	Subtotal	**2,624**	**2,404**	**91.6%**	**14.7**	**3.4**	**B**
SB	Left Turn	696	662	95.1%	66.1	3.4	E
	Through	1,572	1,502	95.6%	25.2	2.5	C
	Right Turn						
	Subtotal	**2,268**	**2,164**	**95.4%**	**37.7**	**2.6**	**D**
EB	Left Turn						
	Through						
	Right Turn	524	509	97.1%	5.1	1.3	A
	Subtotal	**524**	**509**	**97.1%**	**5.1**	**1.3**	**A**
WB	Left Turn						
	Through	140	132	94.0%	1.7	1.6	A
	Right Turn						
	Subtotal	**140**	**132**	**94.0%**	**1.7**	**1.6**	**A**
Total		**5,556**	**5,208**	**93.7%**	**23.0**	**2.0**	**C**

Intersection 107 **Foothills Blvd/Cirby Way** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through	101	97	95.7%	49.3	3.6	D
	Right Turn	53	51	95.7%	26.4	5.6	C
	Subtotal	**154**	**147**	**95.7%**	**41.5**	**4.0**	**D**
SB	Left Turn	339	345	101.9%	42.4	5.7	D
	Through	89	112	126.1%	33.1	11.6	C
	Right Turn						
	Subtotal	**428**	**458**	**106.9%**	**39.9**	**5.4**	**D**
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	95	86	90.2%	65.0	9.2	E
	Through						
	Right Turn	409	360	88.0%	34.2	7.2	C
	Subtotal	**504**	**446**	**88.4%**	**40.1**	**6.9**	**D**
Total		**1,086**	**1,051**	**96.7%**	**40.2**	**4.0**	**D**

Intersection 110 **Melody Ln/Cirby Way** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through						
	Right Turn	59	60	102.0%	15.4	8.9	B
	Subtotal	**59**	**60**	**102.0%**	**15.4**	**8.9**	**B**
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	403	382	94.9%	12.6	4.3	B
	Right Turn	2	2	100.0%	10.8	6.7	B
	Subtotal	**405**	**384**	**94.9%**	**12.6**	**4.3**	**B**
WB	Left Turn	63	61	96.5%	18.8	2.3	B
	Through	477	434	91.0%	2.9	0.1	A
	Right Turn						
	Subtotal	**540**	**495**	**91.7%**	**4.9**	**0.4**	**A**
Total		**1,004**	**940**	**93.6%**	**8.7**	**2.4**	**A**

Intersection 109 **Northridge Dr/Cirby Way** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	1	0	40.0%	8.8	12.7	A
	Through						
	Right Turn	4	4	90.0%	13.5	9.8	B
	Subtotal	**5**	**4**	**80.0%**	**16.7**	**12.0**	**B**
SB	Left Turn	9	9	97.8%	64.0	6.5	E
	Through						
	Right Turn	3	3	90.0%	52.2	18.2	D
	Subtotal	**12**	**12**	**95.8%**	**61.0**	**6.5**	**E**
EB	Left Turn	3	6	193.3%	51.7	8.4	D
	Through	393	380	96.6%	6.0	1.5	A
	Right Turn						
	Subtotal	**396**	**385**	**97.3%**	**6.7**	**1.3**	**A**
WB	Left Turn	4	3	80.0%	55.0	20.1	D
	Through	460	415	90.3%	3.8	2.2	A
	Right Turn	2	2	100.0%	4.8	6.2	A
	Subtotal	**466**	**421**	**90.3%**	**4.2**	**2.2**	**A**
Total		**879**	**821**	**93.4%**	**6.2**	**1.6**	**A**

Intersection 111 **Riverside Ave/Cirby Way** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	271	242	89.2%	94.3	14.3	F
	Through	146	141	96.6%	30.6	2.0	C
	Right Turn	49	50	101.0%	12.4	2.9	B
	Subtotal	**466**	**432**	**92.7%**	**64.3**	**8.4**	**E**
SB	Left Turn	41	44	107.1%	65.6	7.1	E
	Through	133	133	99.8%	75.5	14.8	E
	Right Turn	39	39	99.7%	51.3	9.3	D
	Subtotal	**213**	**216**	**101.2%**	**69.3**	**10.9**	**E**
EB	Left Turn	43	41	96.3%	57.8	10.8	E
	Through	183	167	91.1%	60.1	12.3	E
	Right Turn	237	226	95.4%	3.6	0.3	A
	Subtotal	**463**	**434**	**93.8%**	**30.7**	**7.1**	**C**
WB	Left Turn	98	97	99.4%	88.9	23.6	F
	Through	252	240	95.1%	81.9	25.7	F
	Right Turn						
	Subtotal	**350**	**337**	**96.3%**	**84.1**	**22.9**	**F**
Total		**1,492**	**1,419**	**95.1%**	**59.5**	**4.8**	**E**

Intersection 108 **Vernon St/Cirby Way** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	16	13	81.3%	53.0	9.8	D
	Through	17	18	102.9%	45.8	8.2	D
	Right Turn	33	32	98.2%	17.8	3.8	B
	Subtotal	**66**	**63**	**95.3%**	**32.1**	**2.7**	**C**
SB	Left Turn	23	23	101.7%	58.5	6.7	E
	Through	27	25	94.1%	53.3	8.6	D
	Right Turn	89	85	95.2%	43.4	3.8	D
	Subtotal	**139**	**134**	**96.0%**	**48.0**	**4.3**	**D**
EB	Left Turn	36	35	96.1%	63.5	14.2	E
	Through	348	346	99.3%	32.1	10.0	C
	Right Turn	8	8	95.0%	27.9	13.1	C
	Subtotal	**392**	**388**	**99.0%**	**34.8**	**10.1**	**C**
WB	Left Turn	22	17	78.2%	49.7	6.4	D
	Through	398	367	92.3%	28.0	5.2	C
	Right Turn	11	10	88.2%	14.8	4.6	B
	Subtotal	**431**	**394**	**91.5%**	**28.6**	**5.2**	**C**
Total		**1,028**	**979**	**95.2%**	**33.8**	**5.7**	**C**

Intersection 203 **Riverside Ave/I-80 WB Ramps** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through	387	366	94.5%	29.8	12.9	C
	Right Turn	57	55	96.5%	9.4	3.6	A
	Subtotal	**444**	**421**	**94.7%**	**27.1**	**11.6**	**C**
SB	Left Turn						
	Through	217	209	96.1%	26.6	4.4	C
	Right Turn	252	247	98.2%	15.8	3.7	B
	Subtotal	**469**	**456**	**97.2%**	**20.7**	**3.6**	**C**
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	132	133	101.0%	43.9	17.8	D
	Through						
	Right Turn	58	59	101.6%	12.7	4.4	B
	Subtotal	**190**	**192**	**101.2%**	**34.2**	**11.8**	**C**
Total		**1,103**	**1,069**	**96.9%**	**25.7**	**5.7**	**C**

Intersection 204 **Riverside Ave/I-80 EB Ramps** **Signal**

SimTraffic Post-Processor **Amoruso EIR**
Average Results from 10 Runs **Existing Conditions**
Volume and Delay by Movement **PM Peak Hour**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through	277	271	97.7%	30.3	3.8	C
	Right Turn						
	Subtotal	**277**	**271**	**97.7%**	**30.3**	**3.8**	**C**
SB	Left Turn	23	24	103.9%	65.7	6.1	E
	Through	262	254	96.9%	30.8	4.3	C
	Right Turn						
	Subtotal	**285**	**278**	**97.4%**	**33.8**	**4.6**	**C**
EB	Left Turn						
	Through	106	103	96.8%	41.5	3.6	D
	Right Turn	52	48	93.1%	21.7	4.5	C
	Subtotal	**158**	**151**	**95.6%**	**35.2**	**3.3**	**D**
WB	Left Turn	42	44	104.5%	46.7	6.0	D
	Through						
	Right Turn	52	49	95.0%	5.1	3.0	A
	Subtotal	**94**	**93**	**99.3%**	**25.0**	**4.6**	**C**
Total		**814**	**793**	**97.4%**	**31.8**	**2.8**	**C**

Cumulative No Project Conditions

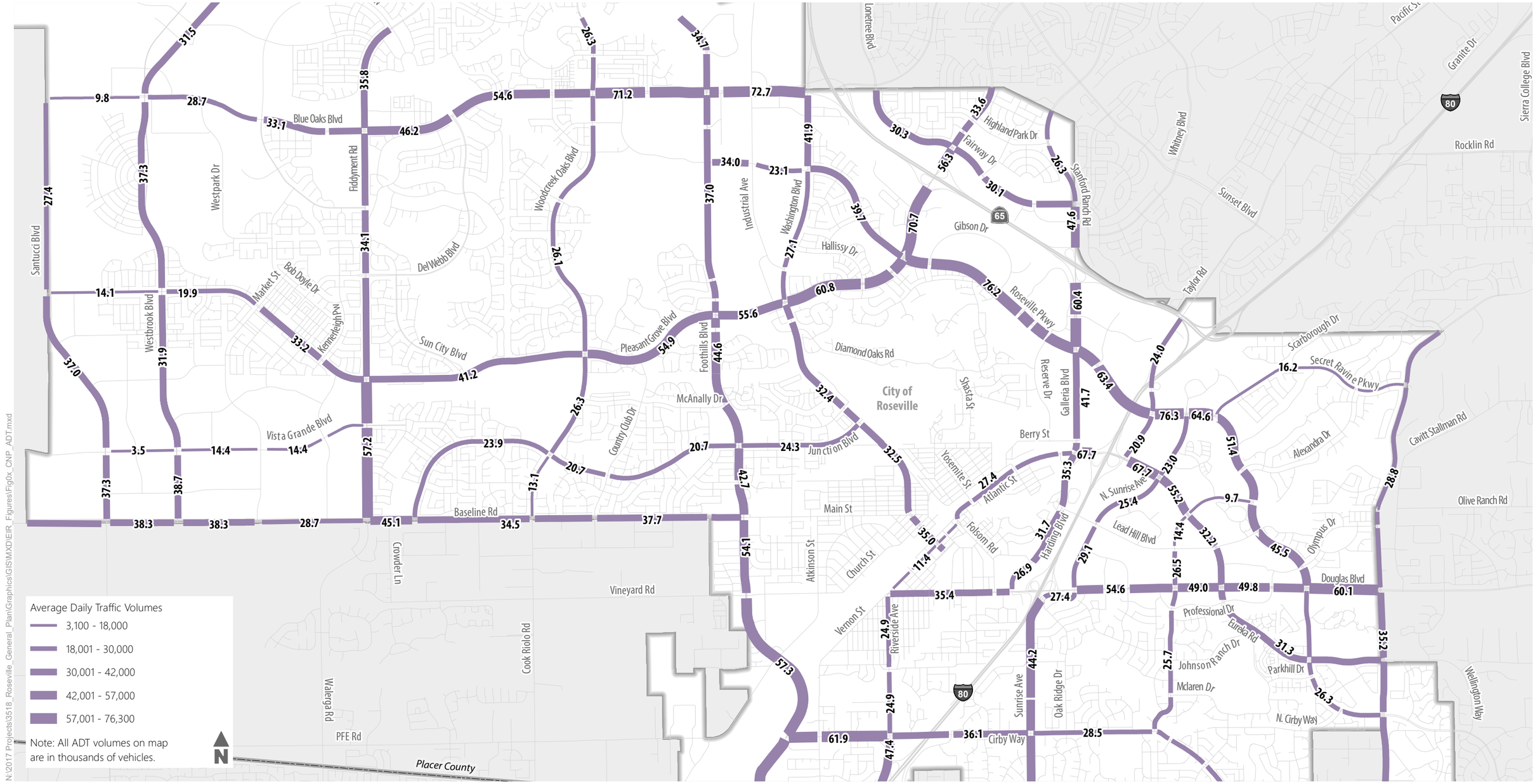


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Figure 4.3-A3

Cumulative No Project Average Daily Traffic Volumes

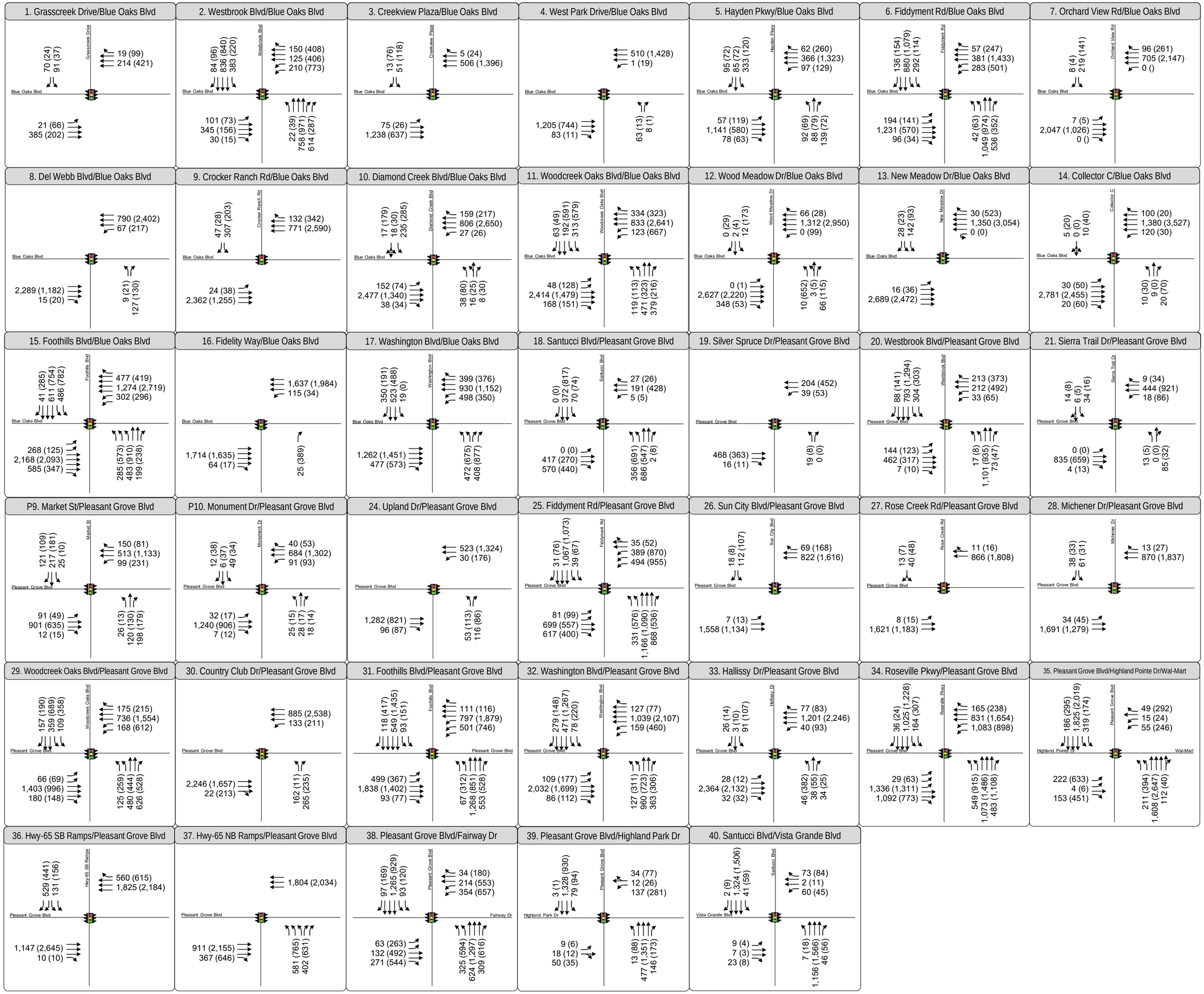
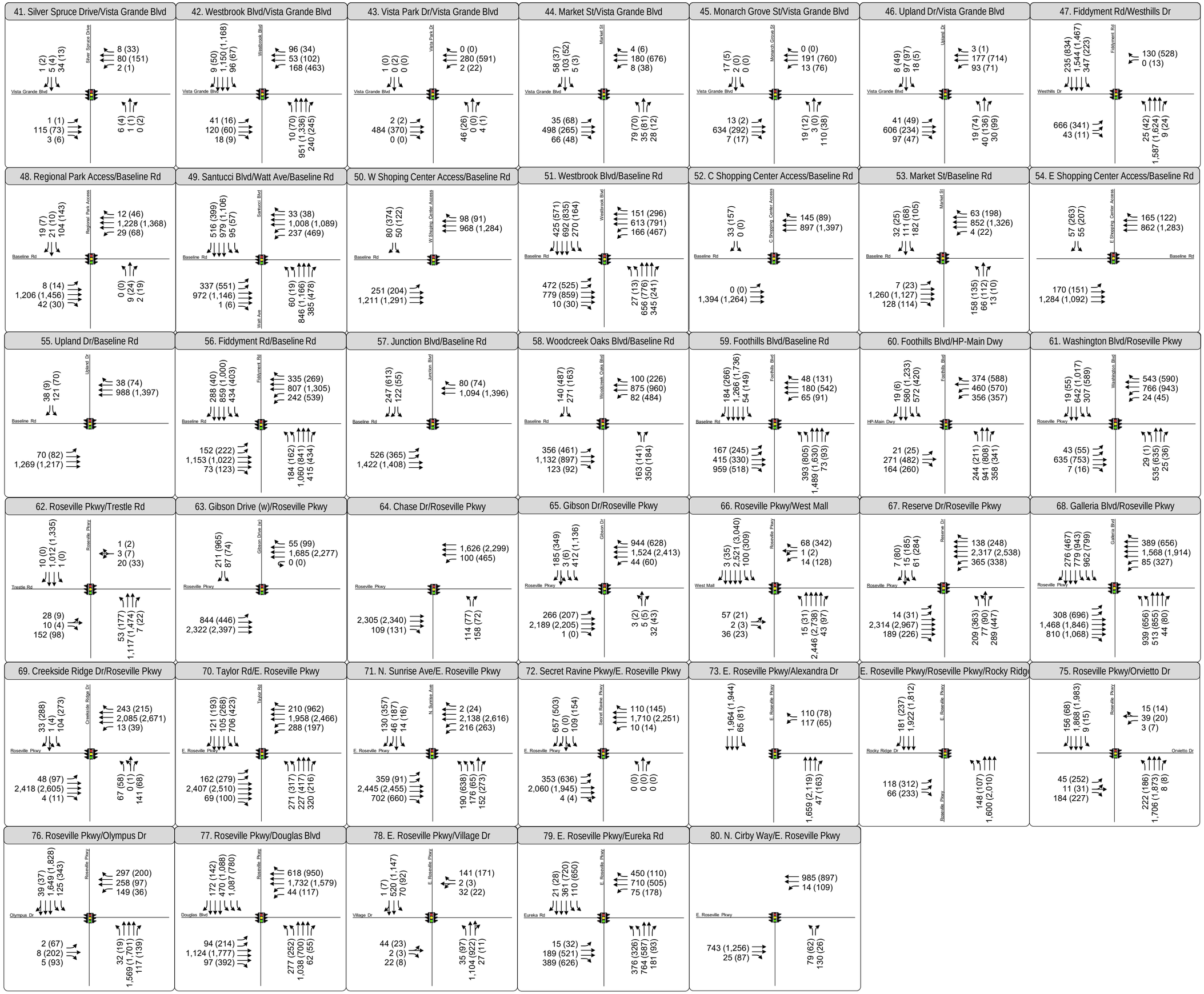


FIGURE 4.3-A4-a

Peak Hour Traffic Volumes and Lane Configurations
Cumulative No Project Conditions

ROSEVILLE GENERAL PLAN

FEHR PEERS



FEHR PEERS

FIGURE 4.3-A4-b

Peak Hour Traffic Volumes and Lane Configurations
Cumulative No Project Conditions

ROSEVILLE GENERAL PLAN

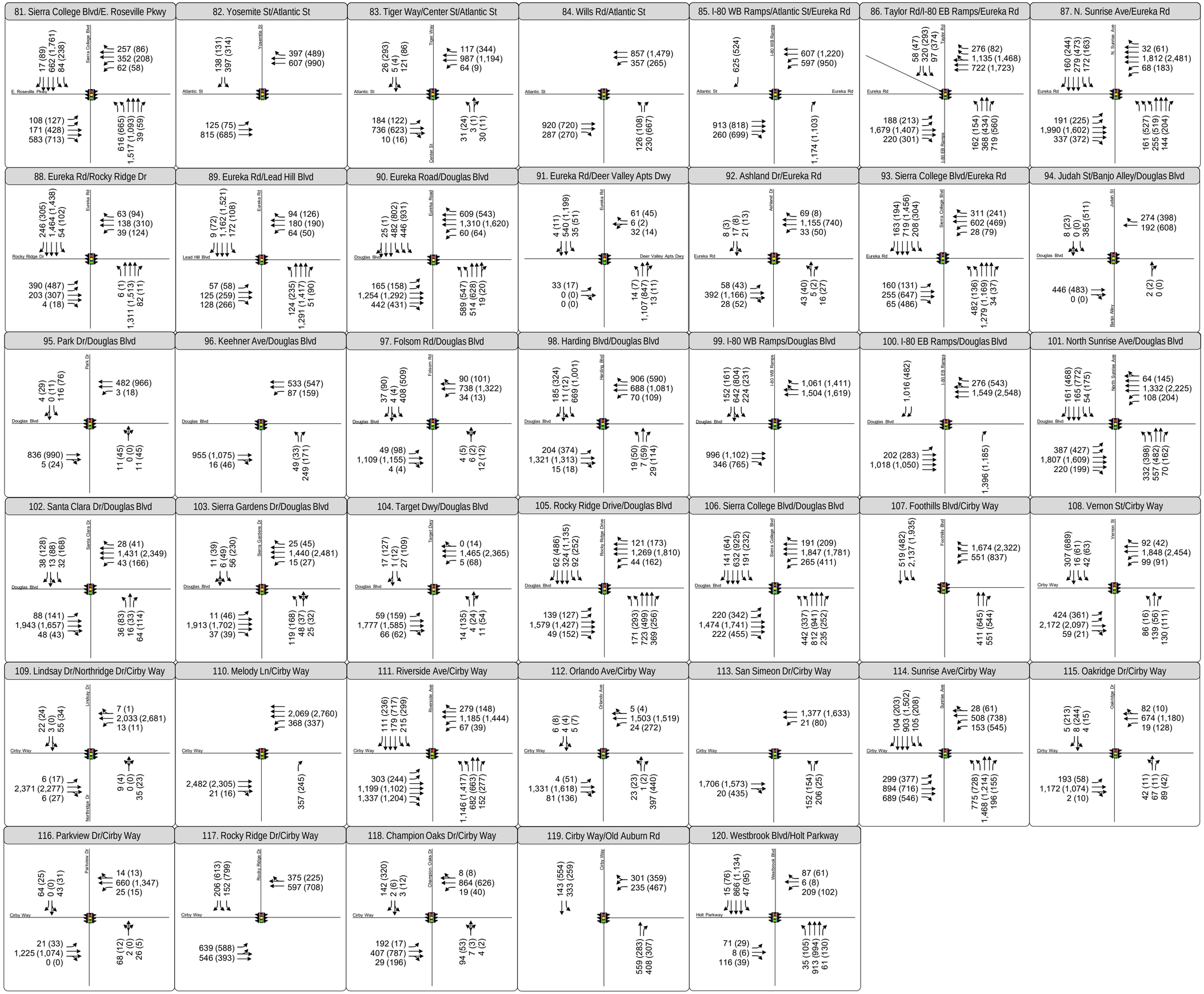
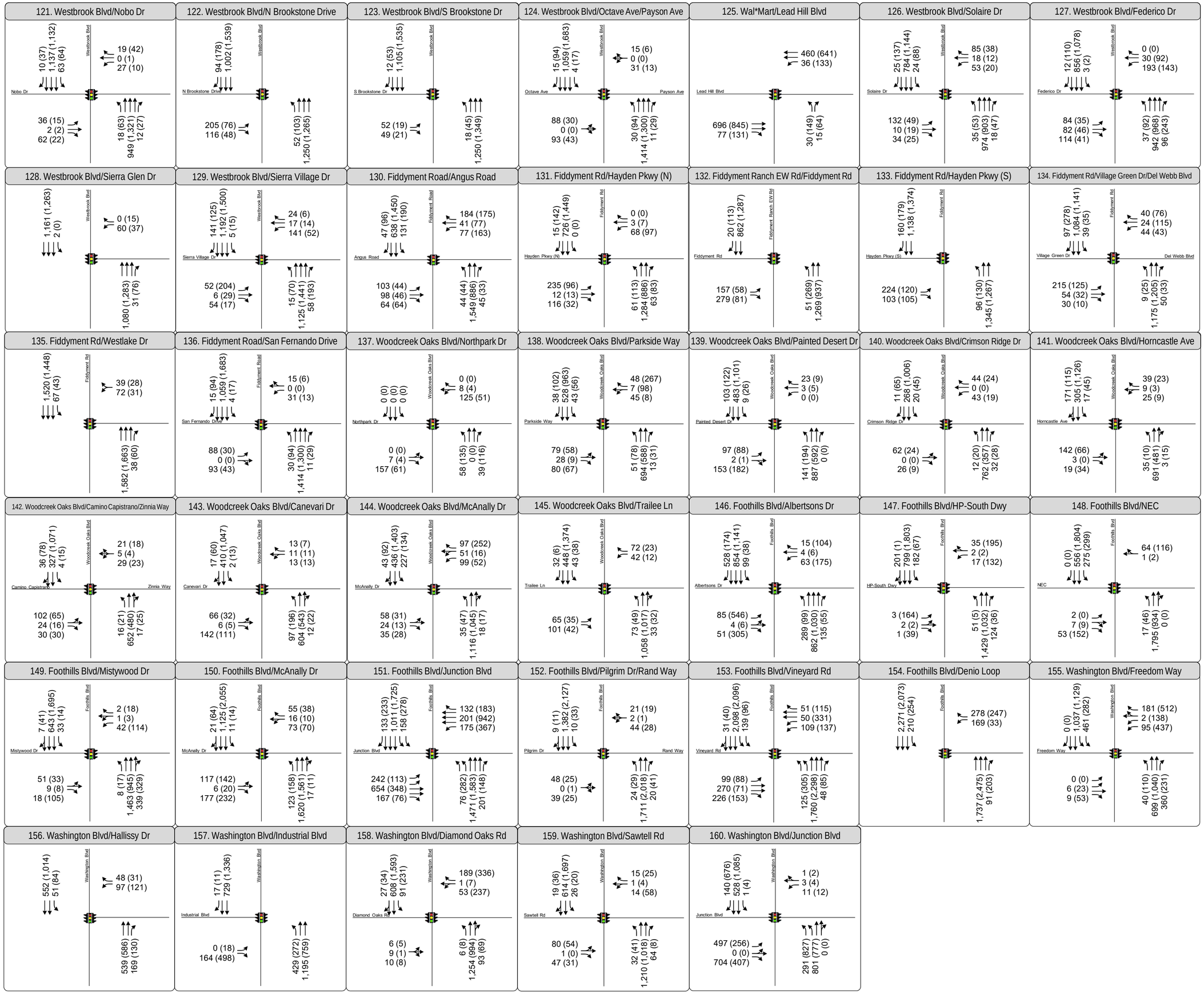


FIGURE 4.3-A4-c

Peak Hour Traffic Volumes and Lane Configurations
Cumulative No Project Conditions

ROSEVILLE GENERAL PLAN

FEHR PEERS

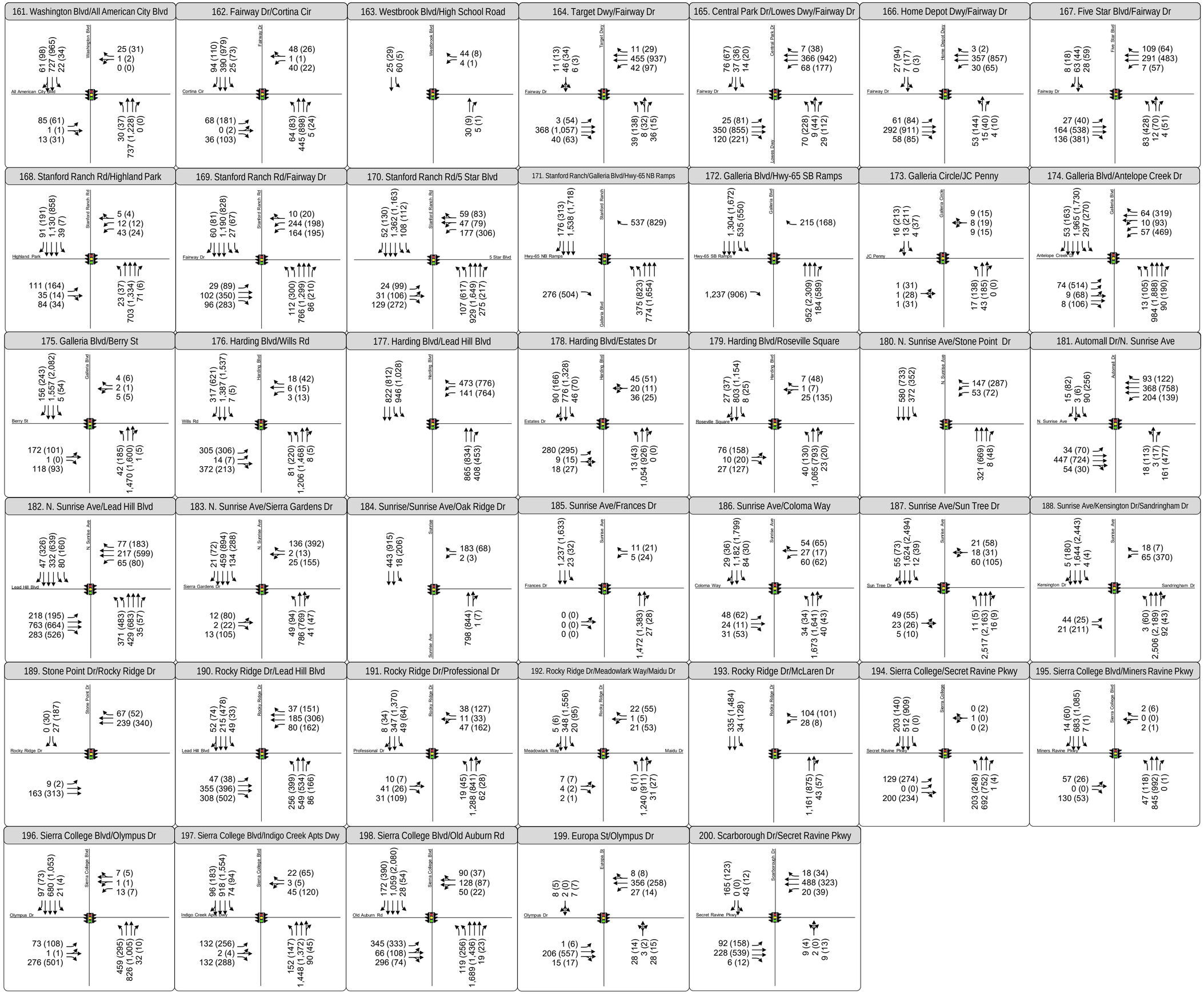


FEHR PEERS

FIGURE 4.3-A4-d

Peak Hour Traffic Volumes and Lane Configurations
Cumulative No Project Conditions

ROSEVILLE GENERAL PLAN

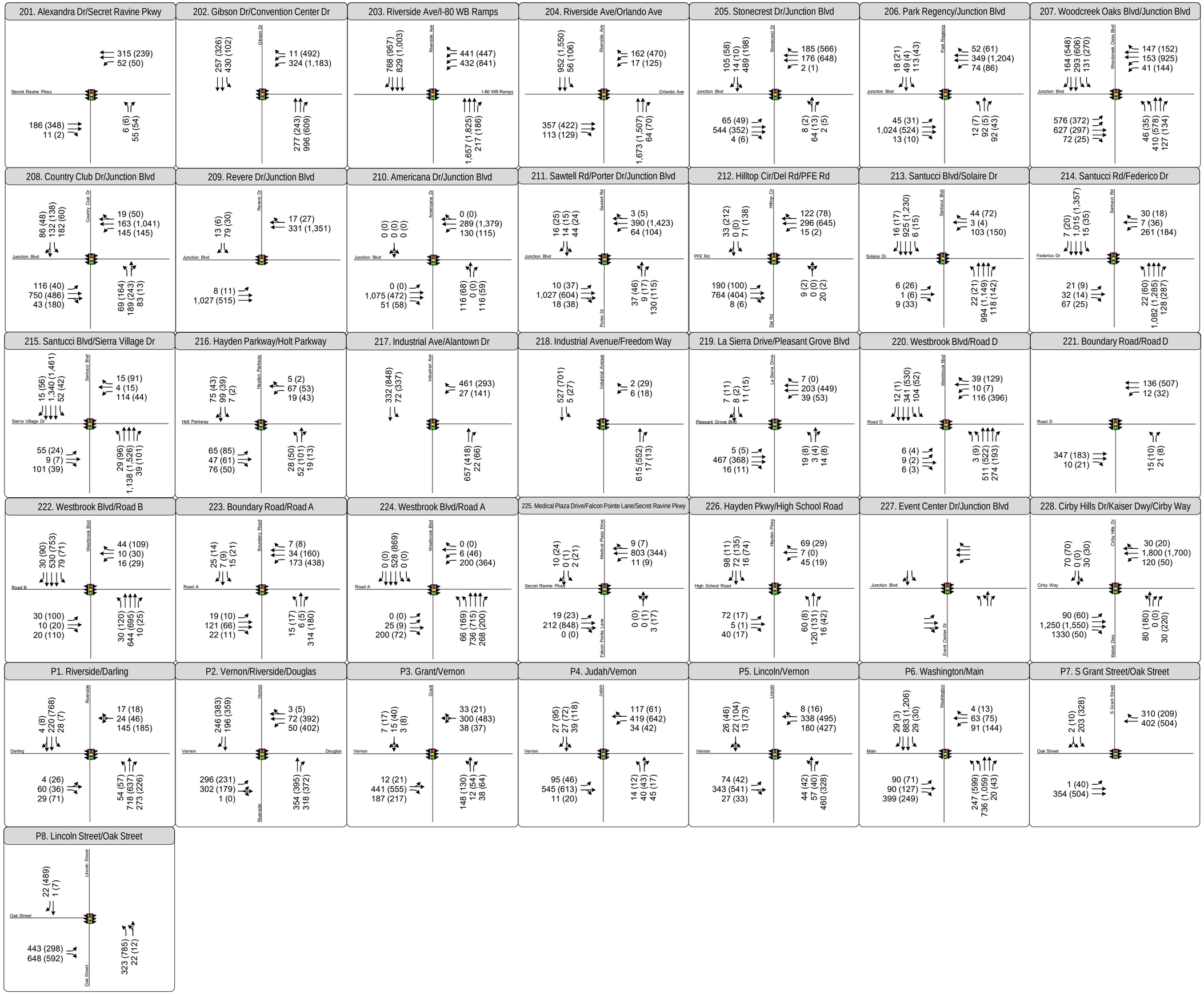


FEHR PEERS

FIGURE 4.3-A4-e

Peak Hour Traffic Volumes and Lane Configurations
Cumulative No Project Conditions

ROSEVILLE GENERAL PLAN



*Peak hour forecasts not available

FEHR PEERS

FIGURE 4.3-A4-f

Peak Hour Traffic Volumes and Lane Configurations
Cumulative No Project Conditions

ROSEVILLE GENERAL PLAN

Table 4.3A-4 Roseville Signalized Intersection Operations – Cumulative No Project Conditions					
Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
1	Blue Oaks Blvd/Grasscreek Dr	13	B	16	B
2	Blue Oaks Blvd/Westbrook Blvd	25	C	29	C
3	Blue Oaks Blvd/Creekview Plz	14	B	14	B
4	Blue Oaks Blvd/Westpark Dr	13	B	13	B
5	Blue Oaks Blvd/Hayden Pkwy	29	C	19	B
6	Blue Oaks Blvd/Fiddyment Rd	***46***	***D***[3]	***46***	***D***[3]
7	Blue Oaks Blvd/Orchard View Rd	8	A	9	A
8	Blue Oaks Blvd/Del Webb Blvd	12	B	11	B
9	Blue Oaks Blvd/Crocker Ranch Rd	12	B	12	B
10	Blue Oaks Blvd/Diamond Creek Blvd/Prairie Woods Wy[4]	25	C	***37***	***D***[3]
11	Blue Oaks Blvd/Woodcreek Oaks Blvd[4]	31	C	***64***	***E***[3]
12	Blue Oaks Blvd/Walgreens Dwy/Woodmeadow Dr[4]	3	A	33	C
13	Blue Oaks Blvd/New Meadow Dr[4]	13	B	15	B
14	Blue Oaks Blvd/Collector C[4]	19	B	***55***	***D***[3]
15	Blue Oaks Blvd/Foothills Blvd[4]	***36***	***D***[3]	***100***	***F***[3]
16	Blue Oaks Blvd/Fidelity Wy/SR 65 Ramps[4,5]	4	A	10	A
17	Blue Oaks Blvd/Washington Blvd/SR 65 Ramps[4]	***42***	***D***[3]	***59***	***E***[3]
18	Pleasant Grove Blvd/Santucci Dr	29	C	23	C
19	Pleasant Grove Blvd/Silver Spruce Dr	6	A	7	A
20	Pleasant Grove Blvd/Westbrook Blvd	26	C	30	C
21	Pleasant Grove Blvd/Sierra Trail Dr	10	B	9	A
24	Pleasant Grove Blvd/Upland Dr	9	A	9	A
25	Pleasant Grove Blvd/Fiddyment Rd	***57***	***E***[3]	***51***	***D***[3]
26	Pleasant Grove Blvd/Sun City Blvd	8	A	9	A
27	Pleasant Grove Blvd/Rose Creek Rd	6	A	8	A
28	Pleasant Grove Blvd/Michener Dr	8	A	9	A
29	Pleasant Grove Blvd/Woodcreek Oaks Blvd	***36***	***D***[3]	***51***	***D***[3]
30	Pleasant Grove Blvd/Country Club Dr	26	C	23	C
31	Pleasant Grove Blvd/Foothills Blvd[4]	***53***	***D***[3]	***65***	***E***[3]
32	Pleasant Grove Blvd/Washington Blvd[4]	***54***	***D***[3]	***62***	***E***[3]
33	Pleasant Grove Blvd/Hallissy Dr/Gold Coast Dr[4]	8	A	***37***	***D***[3]
34	Pleasant Grove Blvd/Roseville Pkwy[4]	***135***	***F***[3]	***126***	***F***[3]
35	Pleasant Grove Blvd/Highland Pointe Dr[4]	34	C	***102***	***F***[3]
36	Pleasant Grove Blvd/SR 65 SB Ramps[4]	8	A	17	B
37	Pleasant Grove Blvd/SR 65 NB Ramps[4]	13	B	20	B
38	Pleasant Grove Blvd/Fairway Dr[4]	***47***	***D***[3]	***82***	***F***[3]
39	Pleasant Grove Blvd/Highland Park Dr	20	C	34	C
40	Vista Grande Blvd/Santucci Blvd	12	B	12	B
41	Vista Grande Blvd/Silver Spruce Dr	14	B	13	B
42	Vista Grande Blvd/Westbrook Blvd	17	B	27	C
43	Vista Grande Blvd/Vista Park Dr	12	B	12	B
44	Vista Grande Blvd/Market St	14	B	15	B
45	Vista Grande Blvd/Monarch Grove St	12	B	12	B
46	Vista Grande Blvd/Upland Dr	14	B	16	B
47	Fiddyment Rd/Westhills Dr	26	C	17	B
48	Baseline Rd/Regional Park Access	13	B	16	B
49	Baseline Rd/Watt Ave	35	C	***38***	***D***[3]
50	Baseline Rd/KT-41 Access	9	A	18	B
51	Baseline Rd/Westbrook Blvd	26	C	31	C
52	Baseline Rd/KT-43 Access	4	A	6	A

Table 4.3A-4 Roseville Signalized Intersection Operations – Cumulative No Project Conditions					
Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
53	Baseline Rd/Market St	15	B	16	B
54	Baseline Rd/DF-40 Access	8	A	13	B
55	Baseline Rd/Upland Dr	7	A	7	A
56	Baseline Rd/Fiddyment Rd/Walerga Rd	***45***	***D***[3]	***48***	***D***[3]
57	Baseline Rd/Junction Blvd	24	C	12	B
58	Baseline Rd/Woodcreek Oaks Blvd/Cook Riolo Rd	23	C	30	C
59	Baseline Rd/Foothills Blvd	***96***	***F***[3]	***43***	***D***[3]
60	Foothills Blvd/HP Central Dwy/Roseville Pkwy	***46***	***D***[3]	***70***	***E***[3]
61	Roseville Pkwy/Washington Blvd	25	C	***42***	***D***[3]
62	Roseville Pkwy/Trestle Dr	13	B	29	C
63	Roseville Pkwy/Gibson Dr (W)[4]	***54***	***D***[3]	33	C
64	Roseville Pkwy/Chase Dr[4]	25	C	24	C
65	Roseville Pkwy/Gibson Dr (E)[4]	27	C	***54***	***D***[3]
66	Roseville Pkwy/West Dr[4]	9	A	19	B
67	Roseville Pkwy/Reserve Dr[4]	35	C	***56***	***E***[3]
68	Roseville Pkwy/Galleria Blvd[4]	***55***	***D***[3]	***67***	***E***[3]
69	Roseville Pkwy/Creekside Ridge Dr[4]	27	C	26	C
70	Roseville Pkwy/Taylor Rd[4]	***45***	***D***[3]	***61***	***E***[3]
71	E Roseville Pkwy/N Sunrise Ave[4]	14	B	***58***	***E***[3]
72	E Roseville Pkwy/Secret Ravine Pkwy[4]	23	C	***62***	***E***[3]
73	E Roseville Pkwy/Alexandra Dr	6	A	5	A
74	E Roseville Pkwy/Rocky Ridge Dr	6	A	8	A
75	E Roseville Pkwy/Orvietto Dr/Lead Hill Blvd	31	C	32	C
76	E Roseville Pkwy/Olympus Dr	19	B	24	C
77	E Roseville Pkwy/Douglas Blvd[4]	***56***	***E***[3]	***58***	***E***[3]
78	E Roseville Pkwy/Village Dr	22	C	22	C
79	E Roseville Pkwy/Eureka Rd	29	C	***54***	***D***[3]
80	E Roseville Pkwy/N Cirby Way	9	A	11	B
81	E Roseville Pkwy/Sierra College Blvd	35	C	***50***	***D***[3]
82	Atlantic St/Yosemite St	17	B	14	B
83	Atlantic St/Tiger Way/Center St	18	B	27	C
84	Atlantic St/Wills Rd	28	C	22	C
85	Atlantic St/I-80 WB Ramps[4,5]	5	A	30	C
86	Eureka Rd/Taylor Rd/I-80 EB Ramps[4,5]	24	C	***55***	***D***[3]
87	Eureka Rd/N Sunrise Ave[4]	22	C	***57***	***E***[3]
88	Eureka Rd/Rocky Ridge Dr	28	C	***37***	***D***[3]
89	Lead Hill Blvd/Eureka Rd	35	C	34	C
90	Douglas Blvd/Eureka Road[4]	***36***	***D***[3]	***65***	***E***[3]
91	Eureka Rd/Deer Valley Apts Dwy	16	B	13	B
92	Eureka Rd/Ashland Dr	19	B	18	B
93	Eureka Rd/Sierra College Blvd	***47***	***D***[3]	***40***	***D***[3]
94	Douglas Blvd/Judah St/Barjo Alley	8	A	16	B
95	Douglas Blvd/Park Dr	10	A	12	B
96	Douglas Blvd/Keehner Ave	11	B	14	B
97	Douglas Blvd/Folsom Rd	20	C	29	C
98	Douglas Blvd/Harding Blvd	29	C	***40***	***D***[3]
99	Douglas Blvd/I-80 WB Ramps	20	C	34	C
100	Douglas Blvd/I-80 EB Ramps[5]	12	B	11	B
101	Douglas Blvd/N Sunrise Ave[4]	34	C	***63***	***E***[3]
102	Douglas Blvd/Santa Clara Dr[4]	26	C	29	C

Table 4.3A-4 Roseville Signalized Intersection Operations – Cumulative No Project Conditions					
Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
103	Douglas Blvd/Sierra Gardens Dr[4]	19	B	29	C
104	Douglas Blvd/Target Dwy[4]	14	B	***38***	***D***[3]
105	Douglas Blvd/Rocky Ridge Dr[4]	34	C	***49***	***D***[3]
106	Douglas Blvd/Sierra College Blvd	***45***	***D***[3]	***56***	***E***[3]
107	Cirby Wy/Foothills Blvd/Roseville Rd[4]	***108***	***F***[3]	***71***	***E***[3]
108	Cirby Wy/Vernon St[4]	***64***	***E***[3]	***68***	***E***[3]
109	Cirby Wy/Northridge Dr/Lindsay Dr[4]	20	B	10	A
110	Cirby Wy/Melody Ln[4,5]	16	B	13	B
111	Cirby Wy/Riverside Ave[4]	***61***	***E***[3]	***140***	***F***[3]
112	Cirby Wy/Orlando Ave/Marlin Dr	***41***	***D***[3]	32	C
113	Cirby Wy/San Simeon Dr	16	B	20	C
114	Cirby Wy/Sunrise Ave	***43***	***D***[3]	***80***	***E***[3]
115	Cirby Wy/Oakridge Dr	31	C	29	C
116	Cirby Wy/Parkview Dr	8	A	6	A
117	Cirby Wy/Rocky Ridge Dr	28	C	***41***	***D***[3]
118	Cirby Wy/Champion Oaks Dr	13	B	14	B
119	Cirby Wy/Old Auburn Rd	27	C	21	C
120	Westbrook Blvd/Holt Pkwy	18	B	15	B
121	Westbrook Blvd/Nobo Dr	12	B	11	B
122	Westbrook Blvd/N Brookstone Dr	7	A	6	A
123	Westbrook Blvd/S Brookstone Dr	4	A	4	A
124	Westbrook Blvd/Octave Ave/Payson Ave	12	B	10	A
125	Lead Hill Blvd/Wal*Mart	6	A	12	B
126	Westbrook Blvd/Solaire Dr	15	B	12	B
127	Westbrook Blvd/Frederico Dr	16	B	15	A
128	Westbrook Blvd/Sierra Glen Dr	5	A	3	A
129	Westbrook Blvd/Sierra Village Dr	14	B	12	B
130	Fiddyment Rd/Angus Rd	31	C	23	C
131	Fiddyment Rd/Hayden Pkwy (N)	23	C	23	C
132	Fiddyment Rd/Crawford Pkwy	12	B	13	B
133	Fiddyment Rd/Hayden Pkwy (South)	11	B	12	B
134	Fiddyment Rd/Village Green Dr	23	C	22	C
135	Fiddyment Rd/Westlake Dr	7	A	5	A
136	Fiddyment Rd/San Fernando Dr	11	B	10	A
137	Woodcreek Oaks Blvd/Northpark Dr	15	B	13	B
138	Woodcreek Oaks Blvd/Parkside Wy	15	B	15	B
139	Woodcreek Oaks Blvd/Painted Desert Dr	13	B	16	B
140	Woodcreek Oaks Blvd/Crimson Ridge Dr	11	B	9	A
141	Woodcreek Oaks Blvd/Horncastle Ave	16	B	14	B
142	Woodcreek Oaks Blvd/Camino Capistrano/Zinnia Way	14	B	14	B
143	Woodcreek Oaks Blvd/Canevari Dr/Arsenault Dr	16	B	22	C
144	Woodcreek Oaks Blvd/McAnally Dr	28	C	23	C
145	Woodcreek Oaks Blvd/Trailee Ln	9	A	8	A
146	Foothills Blvd/Albertsons Dr	27	C	24	C
147	Foothills Blvd/HP South Dwy	9	A	17	B
148	Foothills Blvd/NEC	23	C	16	B
149	Foothills Blvd/Mistywood Dr	17	B	18	B
150	Foothills Blvd/McAnally Dr	22	C	25	C
151	Foothills Blvd/Junction Blvd	***37***	***D***[3]	***52***	***D***[3]
152	Foothills Blvd/Pilgrim Dr/Rand Wy	21	C	8	A

Table 4.3A-4 Roseville Signalized Intersection Operations – Cumulative No Project Conditions					
Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
153	Foothills Blvd/Vineyard Rd	32	C	31	C
154	Foothills Blvd/Denio Loop	13	B	12	B
155	Washington Blvd/Freedom Wy	21	C	29	C
156	Washington Blvd/Hallisy Dr	9	A	9	A
157	Washington Blvd/Industrial Ave	15	B	25	C
158	Washington Blvd/Diamond Oaks Rd/Emerald Oak Rd	14	B	30	C
159	Washington Blvd/Sawtell Rd/Derek Pl	13	B	15	B
160	Washington Blvd/Junction Blvd	22	C	31	C
161	Washington Blvd/All American City Blvd	13	B	14	B
162	Fairway Dr/Cortina Cir	15	B	18	B
163	Westpark Dr/High School Rd	9	A	7	A
164	Fairway Dr/Target Dwy/Rosehall Dr	11	B	14	B
165	Fairway Dr/Central Park Dr/Lowes Dwy	13	B	26	C
166	Fairway Dr/Home Depot Dwy	11	B	28	C
167	Fairway Dr/Five Star Blvd	11	B	***36***	***D***[3]
168	Stanford Ranch Rd/Highland Park Dr	15	B	13	B
169	Stanford Ranch Rd/Fairway Dr[4]	25	C	28	C
170	Stanford Ranch Rd/Five Star Blvd[4]	21	C	***40***	***D***[3]
171	Stanford Ranch Rd/SR 65 NB Ramps[4,5]	8	A	19	B
172	Galleria Blvd/SR 65 SB Ramps[4,5]	79	E	34	C
173	Galleria Cir/JC Penny Dwy	13	B	15	B
174	Galleria Blvd/Antelope Creek Dr[4]	24	C	***67***	***E***[3]
175	Galleria Blvd/Berry St	22	C	30	C
176	Harding Blvd/Wills Rd	29	C	28	C
177	Harding Blvd/Lead Hill Blvd	33	C	32	C
178	Harding Blvd/Estates Dr[4]	17	B	24	C
179	Harding Blvd/Roseville Sq[4]	14	B	31	C
180	N Sunrise Ave/Stone Point Dr	13	B	19	B
181	N Sunrise Ave/Automall Dr	19	B	26	C
182	N Sunrise Ave/Lead Hill Blvd	26	C	***41***	***D***[3]
183	N Sunrise Ave/Sierra Gardens Dr	15	B	32	C
184	Sunrise Ave/Oak Ridge Dr	9	A	9	A
185	Sunrise Ave/Frances Dr	4	A	5	A
186	Sunrise Ave/Coloma Wy	31	C	28	C
187	Sunrise Ave/Sun Tree Dr/Kensington Dr	10	A	28	C
188	Sunrise Ave/Sandringham Dr/Kensington Dr[5]	9	A	28	C
189	Rocky Ridge Dr/Stone Point Dr	6	A	8	A
190	Rocky Ridge Dr/Lead Hill Blvd	20	C	29	C
191	Rocky Ridge Dr/Professional Dr	10	A	17	B
192	Rocky Ridge Dr/Meadowlark Wy/Maidu Dr	7	A	21	C
193	Rocky Ridge Dr/McLaren Dr	8	A	14	B
194	Sierra College Blvd/Secret Ravine Pkwy	21	C	33	C
195	Sierra College Blvd/Miners Ravine Pkwy	15	B	14	B
196	Sierra College Blvd/Olympus Dr	28	C	***37***	***D***[3]
197	Sierra College Blvd/Renaissance Creek SC Dwy/Granite Bay Business Park Dwy	31	C	28	C
198	Sierra College Blvd/Old Auburn Rd	28	C	29	C
199	Olympus Dr/Europa St	10	B	9	A
200	Secret Ravine Pkwy/Scarborough Dr/Poppy Field Dr	16	B	15	B
201	Secret Ravine Pkwy/Alexandra Dr	8	A	8	A

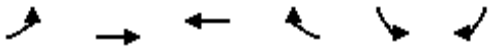
Table 4.3A-4 Roseville Signalized Intersection Operations – Cumulative No Project Conditions

Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
202	Gibson Dr/Convention Center Dr	***55***	***E***[3]	14	B
203	Riverside Ave/I-80 WB Ramps[4]	18	B	***90***	***F***[3]
204	Riverside Ave/I-80 EB Ramps/Orlando Dr[4]	20	C	***70***	***E***[3]
205	Junction Blvd/Stonecrest Dr/Magenta Dr	22	C	21	C
206	Junction Blvd/Park Regency Dr	19	B	14	B
207	Junction Blvd/Woodcreek Oaks Blvd	24	C	***36***	***D***[3]
208	Junction Blvd/Country Club Dr	33	C	24	C
209	Junction Blvd/Revere Dr	7	A	6	A
210	Junction Blvd/Americana Dr	13	B	8	A
211	Junction Blvd/Sawtell Rd/Porter Dr	20	B	19	B
212	PFE Rd/Hilltop Cir/Del Rd	15	B	16	B
213	Santucci Blvd/Solaire Dr	11	B	13	B
214	Santucci Blvd/Federico Dr	17	B	16	B
215	Santucci Blvd/Sierra Village Dr	16	B	14	B
216	Hayden Pkwy/Holt Pkwy	14	B	15	B
217	Industrial Ave/Alantown Dr	15	B	21	C
218	Industrial Ave/Freedom Wy	4	A	4	A
219	Pleasant Grove Blvd/La Sierra Dr	10	A	9	A
220	Westbrook Blvd/Amoruso Road D	13	B	15	B
221	Amoruso Road D/Minor Residential Street 1	13	B	14	B
222	Westbrook Blvd/Amoruso Road B	13	B	17	B
223	Amoruso Road B/Amoruso Road A	19	B	19	B
224	Westbrook Blvd/Amoruso Road D	14	B	15	B
225	Secret Ravine Pkwy/Medical Plz/Falcon Pointe Dr	8	A	9	A
226	Hayden Pkwy/High School Rd/Bellanca Wy	13	B	12	B
227	Junction Blvd / Event Center Dr[6]	-	C	-	C
228	Cirby Way/Kaiser Dwy	***70***	***E***[3]	35	C
P1	Riverside Ave/Darling Way[7]	23	C	21	C
P2	Douglas Blvd/Riverside Ave/Vernon St[7]	17	B	26	C
P3	Vernon St/Grant St[7]	5	A	8	A
P4	Vernon St/Judah St[7]	5	A	10	A
P5	Vernon St/Lincoln St[7]	11	B	***41***	***D***[3]
P6	Washington Blvd/Main St[7]	26	C	***54***	***D***[3]
P7	Oak St/Grant St[7]	6	A	8	A
P8	Oak St/Lincoln St[7]	14	B	14	B
P9	Pleasant Grove Blvd/Market St[7]	31	C	29	C
P10	Pleasant Grove Blvd/Monument Dr/Kirkhill Dr[7]	13	B	13	B

Notes:

1. Delay is reported as seconds per vehicle and represent the average delay for the overall intersection.
2. "LOS" represents level of service, calculated based on methodologies contained in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).
3. Bold and italicized text signifies that the intersection operates unacceptably according to the City's LOS policy.
4. For the PM peak hour, this intersection was analyzed in a SimTraffic 10 microsimulation model to account for interaction between traffic signals, queue spillback, etc. SimTraffic results represent the average of 10 runs.
5. Because of restrictions in Synchro 10, *Highway Capacity Manual 2000* (Transportation Research Board, 2000) methodologies for calculating delay and level of service are applied at this intersection.
6. Forecasts are not available for this intersection. Results show as LOS C or better.
7. Intersection is located in City's Pedestrian Overlay District (POD), which is exempt from the City's LOS policies.

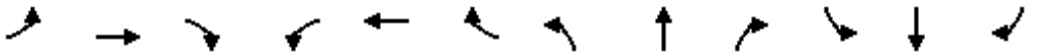
Source: Fehr & Peers, 2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	385	214	19	91	70
Future Volume (veh/h)	21	385	214	19	91	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	405	225	20	96	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	39	1233	623	192	1002	892
Arrive On Green	0.02	0.24	0.12	0.12	0.56	0.56
Sat Flow, veh/h	1781	5274	5274	1572	1781	1585
Grp Volume(v), veh/h	22	405	225	20	96	74
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1572	1781	1585
Q Serve(g_s), s	0.5	2.7	1.7	0.5	1.0	0.9
Cycle Q Clear(g_c), s	0.5	2.7	1.7	0.5	1.0	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	39	1233	623	192	1002	892
V/C Ratio(X)	0.57	0.33	0.36	0.10	0.10	0.08
Avail Cap(c_a), veh/h	218	3623	2499	769	1002	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	12.8	16.5	16.0	4.1	4.1
Incr Delay (d2), s/veh	12.6	0.2	0.4	0.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	0.5	0.1	0.3	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.4	12.9	16.8	16.2	4.3	4.3
LnGrp LOS	C	B	B	B	A	A
Approach Vol, veh/h		427	245		170	
Approach Delay, s/veh		13.9	16.8		4.3	
Approach LOS		B	B		A	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			13.9		27.0	4.9	9.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		23.0	5.0	20.0
Max Q Clear Time (g_c+I1), s			4.7		3.0	2.5	3.7
Green Ext Time (p_c), s			2.5		0.4	0.0	1.2

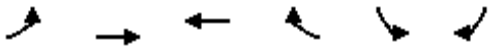
Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	345	30	210	125	150	22	758	614	383	836	84
Future Volume (veh/h)	101	345	30	210	125	150	22	758	614	383	836	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	363	32	221	132	158	23	798	646	403	880	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	654	203	310	724	225	36	1633	892	436	2778	862
Arrive On Green	0.08	0.13	0.13	0.09	0.14	0.14	0.02	0.32	0.32	0.24	0.54	0.54
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	1781	5106	2790	1781	5106	1585
Grp Volume(v), veh/h	106	363	32	221	132	158	23	798	646	403	880	88
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1781	1702	1395	1781	1702	1585
Q Serve(g_s), s	4.3	4.9	1.3	4.6	1.7	7.0	0.9	9.3	15.1	16.2	7.0	2.0
Cycle Q Clear(g_c), s	4.3	4.9	1.3	4.6	1.7	7.0	0.9	9.3	15.1	16.2	7.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	135	654	203	310	724	225	36	1633	892	436	2778	862
V/C Ratio(X)	0.78	0.56	0.16	0.71	0.18	0.70	0.63	0.49	0.72	0.92	0.32	0.10
Avail Cap(c_a), veh/h	170	2014	625	376	2083	647	121	2014	1100	436	2916	905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	30.1	28.5	32.5	27.8	30.1	35.7	20.2	22.1	27.1	9.2	8.1
Incr Delay (d2), s/veh	16.9	0.7	0.4	4.9	0.1	4.0	16.8	0.2	1.8	25.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.0	0.5	2.1	0.7	2.8	0.6	3.5	4.9	9.6	2.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	30.8	28.9	37.4	27.9	34.0	52.5	20.4	24.0	52.5	9.3	8.1
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	A	A
Approach Vol, veh/h		501			511			1467			1371	
Approach Delay, s/veh		34.8			33.9			22.5			21.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	27.5	10.6	13.4	5.5	44.0	9.6	14.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	29.0	8.0	29.0	5.0	42.0	7.0	30.0
Max Q Clear Time (g_c+I1), s	18.2	17.1	6.6	6.9	2.9	9.0	6.3	9.0
Green Ext Time (p_c), s	0.0	6.4	0.1	2.5	0.0	7.7	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	1238	506	5	51	13
Future Volume (veh/h)	75	1238	506	5	51	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	1303	533	5	54	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	100	2070	1378	426	777	691
Arrive On Green	0.06	0.41	0.27	0.27	0.44	0.44
Sat Flow, veh/h	1781	5274	5274	1579	1781	1585
Grp Volume(v), veh/h	79	1303	533	5	54	14
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1579	1781	1585
Q Serve(g_s), s	2.2	10.3	4.3	0.1	0.9	0.3
Cycle Q Clear(g_c), s	2.2	10.3	4.3	0.1	0.9	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	100	2070	1378	426	777	691
V/C Ratio(X)	0.79	0.63	0.39	0.01	0.07	0.02
Avail Cap(c_a), veh/h	212	3036	2024	626	777	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	12.0	15.0	13.5	8.3	8.1
Incr Delay (d2), s/veh	12.9	0.3	0.2	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.8	1.3	0.0	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.4	12.3	15.2	13.5	8.4	8.1
LnGrp LOS	D	B	B	B	A	A
Approach Vol, veh/h		1382	538		68	
Approach Delay, s/veh		13.7	15.2		8.4	
Approach LOS		B	B		A	

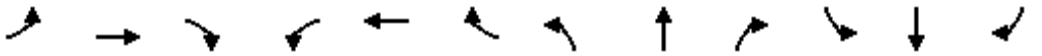
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			24.5		26.0	6.8	17.6
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			30.0		22.0	6.0	20.0
Max Q Clear Time (g_c+I1), s			12.3		2.9	4.2	6.3
Green Ext Time (p_c), s			8.2		0.1	0.0	2.7

Intersection Summary		
HCM 6th Ctrl Delay		13.9
HCM 6th LOS		B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1205	83	1	510	63	8
Future Volume (veh/h)	1205	83	1	510	63	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1268	87	1	537	66	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1845	571	3	2245	723	643
Arrive On Green	0.36	0.36	0.00	0.44	0.41	0.41
Sat Flow, veh/h	5274	1581	1781	5274	1781	1585
Grp Volume(v), veh/h	1268	87	1	537	66	8
Grp Sat Flow(s),veh/h/ln	1702	1581	1781	1702	1781	1585
Q Serve(g_s), s	10.9	1.9	0.0	3.4	1.2	0.2
Cycle Q Clear(g_c), s	10.9	1.9	0.0	3.4	1.2	0.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1845	571	3	2245	723	643
V/C Ratio(X)	0.69	0.15	0.29	0.24	0.09	0.01
Avail Cap(c_a), veh/h	2269	702	138	3059	723	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	11.2	25.8	9.1	9.5	9.2
Incr Delay (d2), s/veh	0.7	0.1	41.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.5	0.0	0.9	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.7	11.3	66.8	9.1	9.7	9.2
LnGrp LOS	B	B	E	A	A	A
Approach Vol, veh/h	1355			538	74	
Approach Delay, s/veh	14.5			9.2	9.7	
Approach LOS	B			A	A	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		25.0	4.1	22.7		26.8
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		21.0	4.0	23.0		31.0
Max Q Clear Time (g_c+I1), s		3.2	2.0	12.9		5.4
Green Ext Time (p_c), s		0.1	0.0	5.8		3.4

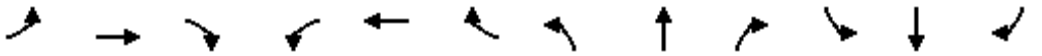
Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	1141	78	97	366	62	92	88	139	333	85	95
Future Volume (veh/h)	57	1141	78	97	366	62	92	88	139	333	85	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	1201	82	102	385	65	97	93	146	351	89	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	1670	519	130	1823	566	125	235	199	397	521	442
Arrive On Green	0.04	0.33	0.33	0.07	0.36	0.36	0.07	0.13	0.13	0.22	0.28	0.28
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	60	1201	82	102	385	65	97	93	146	351	89	100
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.7	16.5	2.9	4.5	4.2	2.2	4.3	3.6	7.1	15.2	2.9	3.9
Cycle Q Clear(g_c), s	2.7	16.5	2.9	4.5	4.2	2.2	4.3	3.6	7.1	15.2	2.9	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	1670	519	130	1823	566	125	235	199	397	521	442
V/C Ratio(X)	0.78	0.72	0.16	0.78	0.21	0.11	0.78	0.40	0.73	0.88	0.17	0.23
Avail Cap(c_a), veh/h	179	2116	657	157	2052	637	201	752	637	515	1081	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	23.6	19.0	36.3	17.8	17.2	36.4	32.0	33.5	29.9	21.7	22.1
Incr Delay (d2), s/veh	15.5	0.9	0.1	19.1	0.1	0.1	9.9	1.1	5.1	13.7	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	6.4	1.1	2.6	1.6	0.8	2.2	1.7	2.9	7.8	1.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	24.4	19.1	55.3	17.9	17.3	46.4	33.1	38.7	43.6	21.9	22.4
LnGrp LOS	D	C	B	E	B	B	D	C	D	D	C	C
Approach Vol, veh/h		1343			552			336			540	
Approach Delay, s/veh		25.4			24.7			39.3			36.1	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.8	15.0	10.8	31.0	10.6	27.2	8.4	33.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	23.0	32.0	7.0	33.0	9.0	46.0	8.0	32.0
Max Q Clear Time (g_c+I1), s	17.2	9.1	6.5	18.5	6.3	5.9	4.7	6.2
Green Ext Time (p_c), s	0.6	0.9	0.0	7.6	0.0	0.8	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C



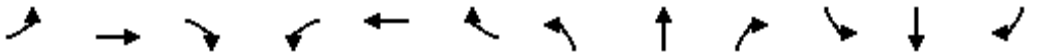
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	1231	96	283	381	57	42	1049	536	292	880	136
Future Volume (veh/h)	194	1231	96	283	381	57	42	1049	536	292	880	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	1296	22	298	401	6	44	1104	380	307	926	50
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	729	1347	416	328	646	198	346	1191	529	328	1098	488
Arrive On Green	0.21	0.26	0.26	0.09	0.13	0.13	0.10	0.34	0.34	0.09	0.31	0.31
Sat Flow, veh/h	3456	5106	1576	3456	5106	1566	3456	3554	1578	3456	3554	1577
Grp Volume(v), veh/h	204	1296	22	298	401	6	44	1104	380	307	926	50
Grp Sat Flow(s),veh/h/ln	1728	1702	1576	1728	1702	1566	1728	1777	1578	1728	1777	1577
Q Serve(g_s), s	4.7	23.7	0.7	8.1	7.1	0.2	1.1	28.4	20.0	8.4	23.1	2.1
Cycle Q Clear(g_c), s	4.7	23.7	0.7	8.1	7.1	0.2	1.1	28.4	20.0	8.4	23.1	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	729	1347	416	328	646	198	346	1191	529	328	1098	488
V/C Ratio(X)	0.28	0.96	0.05	0.91	0.62	0.03	0.13	0.93	0.72	0.94	0.84	0.10
Avail Cap(c_a), veh/h	729	1347	416	328	1293	397	346	1200	533	328	1200	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	34.4	12.5	42.5	39.2	21.5	38.9	30.4	27.6	42.6	30.6	23.4
Incr Delay (d2), s/veh	0.1	16.4	0.1	27.2	1.4	0.1	0.1	12.5	5.6	32.9	6.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	11.0	0.4	4.5	2.8	0.1	0.4	12.9	7.6	4.8	9.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	50.8	12.6	69.7	40.7	21.6	38.9	42.9	33.1	75.5	36.6	23.5
LnGrp LOS	C	D	B	E	D	C	D	D	C	E	D	C
Approach Vol, veh/h		1522			705			1528			1283	
Approach Delay, s/veh		47.7			52.8			40.4			45.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	37.8	13.0	31.0	15.5	35.3	26.0	18.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	6.0	* 6	6.0	* 6
Max Green Setting (Gmax), s	9.0	32.0	9.0	25.0	9.0	* 32	10.0	* 24
Max Q Clear Time (g_c+I1), s	10.4	30.4	10.1	25.7	3.1	25.1	6.7	9.1
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.0	4.0	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2047	0	0	705	96	0	0	0	219	0	8
Future Volume (veh/h)	7	2047	0	0	705	96	0	0	0	219	0	8
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	7	2155	0	0	742	101				231	0	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2				2	0	2
Cap, veh/h	20	3269	1015	125	2859	887				332	0	296
Arrive On Green	0.01	0.64	0.00	0.00	0.56	0.56				0.19	0.00	0.19
Sat Flow, veh/h	1781	5106	1585	185	5106	1585				1781	0	1585
Grp Volume(v), veh/h	7	2155	0	0	742	101				231	0	8
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	185	1702	1585				1781	0	1585
Q Serve(g_s), s	0.2	15.2	0.0	0.0	4.3	1.7				7.0	0.0	0.2
Cycle Q Clear(g_c), s	0.2	15.2	0.0	0.0	4.3	1.7				7.0	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	20	3269	1015	125	2859	887				332	0	296
V/C Ratio(X)	0.36	0.66	0.00	0.00	0.26	0.11				0.70	0.00	0.03
Avail Cap(c_a), veh/h	370	3805	1181	125	2859	887				834	0	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	6.5	0.0	0.0	6.5	6.0				21.9	0.0	19.2
Incr Delay (d2), s/veh	4.0	0.4	0.0	0.0	0.1	0.1				1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.7	0.0	0.0	1.2	0.5				2.8	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	6.9	0.0	0.0	6.6	6.1				22.9	0.0	19.2
LnGrp LOS	C	A	A	A	A	A				C	A	B
Approach Vol, veh/h		2162			843						239	
Approach Delay, s/veh		7.0			6.5						22.8	
Approach LOS		A			A						C	

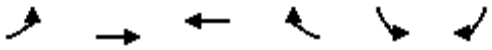
Timer - Assigned Phs				4		6	7	8				
Phs Duration (G+Y+Rc), s				42.9		14.8	4.6	38.3				
Change Period (Y+Rc), s				6.0		4.0	4.0	6.0				
Max Green Setting (Gmax), s				43.0		27.0	12.0	27.0				
Max Q Clear Time (g_c+I1), s				17.2		9.0	2.2	6.3				
Green Ext Time (p_c), s				19.8		0.5	0.0	6.2				

Intersection Summary												
HCM 6th Ctrl Delay			8.0									
HCM 6th LOS			A									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2289	15	67	790	9	127
Future Volume (veh/h)	2289	15	67	790	9	127
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2409	16	71	832	9	134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3083	957	159	3795	214	190
Arrive On Green	0.60	0.60	0.09	0.74	0.12	0.12
Sat Flow, veh/h	5274	1585	1781	5274	1781	1585
Grp Volume(v), veh/h	2409	16	71	832	9	134
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1702	1781	1585
Q Serve(g_s), s	28.2	0.3	3.0	4.0	0.4	6.5
Cycle Q Clear(g_c), s	28.2	0.3	3.0	4.0	0.4	6.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3083	957	159	3795	214	190
V/C Ratio(X)	0.78	0.02	0.45	0.22	0.04	0.70
Avail Cap(c_a), veh/h	3264	1013	201	4096	672	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	6.3	34.4	3.1	31.0	33.7
Incr Delay (d2), s/veh	1.3	0.0	0.7	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.1	1.3	0.9	0.2	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.2	6.3	35.2	3.2	31.1	35.5
LnGrp LOS	B	A	D	A	C	D
Approach Vol, veh/h	2425			903	143	
Approach Delay, s/veh	13.1			5.7	35.2	
Approach LOS	B			A	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.5	11.1	54.2		65.3
Change Period (Y+Rc), s		4.9	4.0	6.0		6.0
Max Green Setting (Gmax), s		30.1	9.0	51.0		64.0
Max Q Clear Time (g_c+I1), s		8.5	5.0	30.2		6.0
Green Ext Time (p_c), s		0.3	0.0	17.9		7.7

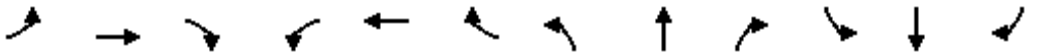
Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	2362	771	132	307	47
Future Volume (veh/h)	24	2362	771	132	307	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	2486	812	139	323	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	59	3233	2778	858	380	338
Arrive On Green	0.03	0.63	0.54	0.54	0.21	0.21
Sat Flow, veh/h	1781	5274	5274	1578	1781	1585
Grp Volume(v), veh/h	25	2486	812	139	323	49
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1578	1781	1585
Q Serve(g_s), s	1.0	24.7	6.1	3.1	12.4	1.8
Cycle Q Clear(g_c), s	1.0	24.7	6.1	3.1	12.4	1.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	59	3233	2778	858	380	338
V/C Ratio(X)	0.43	0.77	0.29	0.16	0.85	0.14
Avail Cap(c_a), veh/h	150	3455	2778	858	777	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	9.3	8.8	8.1	26.9	22.7
Incr Delay (d2), s/veh	1.8	1.1	0.1	0.1	2.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.3	1.8	0.9	5.2	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.5	10.5	8.9	8.2	28.9	22.8
LnGrp LOS	D	B	A	A	C	C
Approach Vol, veh/h		2511	951		372	
Approach Delay, s/veh		10.7	8.8		28.1	
Approach LOS		B	A		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			51.0		20.1	6.3	44.7
Change Period (Y+Rc), s			6.0		4.9	4.0	6.0
Max Green Setting (Gmax), s			48.1		31.0	6.0	38.1
Max Q Clear Time (g_c+I1), s			26.7		14.4	3.0	8.1
Green Ext Time (p_c), s			18.3		0.8	0.0	7.5

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B



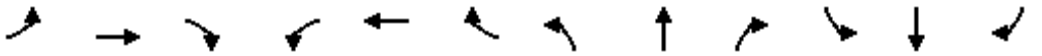
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	2477	38	27	806	159	38	16	8	235	18	17
Future Volume (veh/h)	152	2477	38	27	806	159	38	16	8	235	18	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	2607	40	28	848	167	28	33	8	277	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	3155	979	62	2797	868	155	163	138	370	195	0
Arrive On Green	0.11	0.62	0.62	0.03	0.55	0.55	0.09	0.09	0.09	0.10	0.00	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	3563	1870	0
Grp Volume(v), veh/h	160	2607	40	28	848	167	28	33	8	277	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	11.0	49.8	1.2	1.9	11.3	6.7	1.8	2.0	0.6	9.4	0.0	0.0
Cycle Q Clear(g_c), s	11.0	49.8	1.2	1.9	11.3	6.7	1.8	2.0	0.6	9.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	187	3155	979	62	2797	868	155	163	138	370	195	0
V/C Ratio(X)	0.86	0.83	0.04	0.45	0.30	0.19	0.18	0.20	0.06	0.75	0.00	0.00
Avail Cap(c_a), veh/h	271	3155	979	171	2797	868	171	180	152	715	376	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.0	18.6	9.4	59.2	15.3	14.3	52.9	53.0	52.3	54.4	0.0	0.0
Incr Delay (d2), s/veh	11.9	2.6	0.1	1.9	0.3	0.5	0.9	1.0	0.3	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	18.0	0.4	0.9	4.2	2.4	0.9	1.0	0.2	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	21.3	9.4	61.1	15.6	14.8	53.8	54.0	52.6	57.6	0.0	0.0
LnGrp LOS	E	C	A	E	B	B	D	D	D	E	A	A
Approach Vol, veh/h		2807			1043			69			277	
Approach Delay, s/veh		23.7			16.7			53.8			57.6	
Approach LOS		C			B			D			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.9	8.4	83.2		15.5	17.1	74.5				
Change Period (Y+Rc), s		4.9	4.0	6.0		4.6	4.0	6.0				
Max Green Setting (Gmax), s		25.1	12.0	56.4		12.0	19.0	49.4				
Max Q Clear Time (g_c+I1), s		11.4	3.9	51.8		4.0	13.0	13.3				
Green Ext Time (p_c), s		1.1	0.0	4.5		0.2	0.1	13.9				

Intersection Summary												
HCM 6th Ctrl Delay			24.7									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.



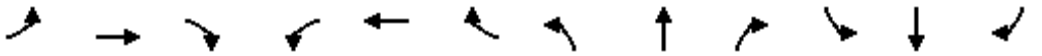
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	2414	168	123	833	334	119	471	379	313	192	63
Future Volume (veh/h)	48	2414	168	123	833	334	119	471	379	313	192	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	2541	84	129	877	167	125	496	252	329	202	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	2626	815	219	2459	763	564	600	268	332	312	139
Arrive On Green	0.16	1.00	1.00	0.06	0.48	0.48	0.16	0.17	0.17	0.10	0.09	0.09
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	51	2541	84	129	877	167	125	496	252	329	202	4
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.6	0.0	0.0	4.5	13.4	5.0	3.9	16.9	19.6	11.9	6.9	0.3
Cycle Q Clear(g_c), s	1.6	0.0	0.0	4.5	13.4	5.0	3.9	16.9	19.6	11.9	6.9	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	2626	815	219	2459	763	564	600	268	332	312	139
V/C Ratio(X)	0.18	0.97	0.10	0.59	0.36	0.22	0.22	0.83	0.94	0.99	0.65	0.03
Avail Cap(c_a), veh/h	332	2626	815	332	2459	763	564	600	268	332	600	268
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	0.0	0.0	57.0	20.3	8.2	45.4	50.2	51.3	56.5	55.1	52.1
Incr Delay (d2), s/veh	0.1	11.5	0.3	0.9	0.4	0.7	0.1	9.6	39.7	47.0	3.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.8	0.1	2.0	5.2	2.7	1.7	8.2	10.5	7.3	3.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	11.5	0.3	57.9	20.7	8.8	45.5	59.8	91.0	103.5	58.1	52.2
LnGrp LOS	D	B	A	E	C	A	D	E	F	F	E	D
Approach Vol, veh/h		2676			1173			873			535	
Approach Delay, s/veh		11.8			23.1			66.8			85.9	
Approach LOS		B			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	26.8	11.9	70.3	26.1	16.7	16.0	66.2
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	5.7	* 5.7	6.0	* 6
Max Green Setting (Gmax), s	12.0	21.1	12.0	60.2	12.0	* 21	12.0	* 60
Max Q Clear Time (g_c+I1), s	13.9	21.6	6.5	2.0	5.9	8.9	3.6	15.4
Green Ext Time (p_c), s	0.0	0.0	0.1	53.2	0.1	0.8	0.0	15.6

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

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



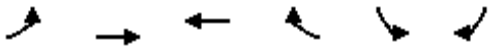
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2627	348	0	1312	66	10	3	66	12	2	0
Future Volume (veh/h)	0	2627	348	0	1312	66	10	3	66	12	2	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	2765	366	0	1381	69	7	9	69	13	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1	5065	1248	1	5065	1248	108	114	96	57	60	51
Arrive On Green	0.00	1.00	1.00	0.00	0.79	0.79	0.06	0.06	0.06	0.03	0.03	0.00
Sat Flow, veh/h	1781	6434	1585	1781	6434	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	0	2765	366	0	1381	69	7	9	69	13	2	0
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1781	1609	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	7.3	1.2	0.5	0.6	5.3	0.9	0.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	7.3	1.2	0.5	0.6	5.3	0.9	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1	5065	1248	1	5065	1248	108	114	96	57	60	51
V/C Ratio(X)	0.00	0.55	0.29	0.00	0.27	0.06	0.06	0.08	0.72	0.23	0.03	0.00
Avail Cap(c_a), veh/h	57	5065	1248	57	5065	1248	556	584	495	57	60	51
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.96	0.96	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	3.6	3.0	55.3	55.4	57.6	59.0	58.6	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.6	0.0	0.0	0.0	0.2	0.3	9.5	2.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.2	0.0	1.7	0.3	0.2	0.3	2.3	0.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.4	0.6	0.0	3.6	3.0	55.6	55.7	67.1	61.0	58.9	0.0
LnGrp LOS	A	A	A	A	A	A	E	E	E	E	E	A
Approach Vol, veh/h		3131			1450			85			15	
Approach Delay, s/veh		0.4			3.6			65.0			60.7	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	12.6	0.0	103.4	9.0	0.0	103.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	39.0	4.0	58.0	4.0	4.0	58.0
Max Q Clear Time (g_c+I1), s	7.3	0.0	2.0	2.9	0.0	9.3
Green Ext Time (p_c), s	0.3	0.0	44.6	0.0	0.0	13.1

Intersection Summary	
HCM 6th Ctrl Delay	2.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



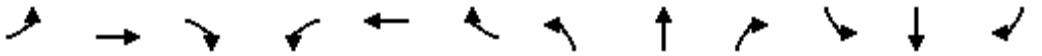
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	2689	1350	30	142	28
Future Volume (veh/h)	16	2689	1350	30	142	28
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	2831	1421	32	149	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	723	5255	2336	575	332	152
Arrive On Green	0.81	1.00	0.36	0.36	0.10	0.10
Sat Flow, veh/h	1781	6696	6696	1585	3456	1585
Grp Volume(v), veh/h	17	2831	1421	32	149	29
Grp Sat Flow(s),veh/h/ln	1781	1609	1609	1585	1728	1585
Q Serve(g_s), s	0.2	0.0	22.6	1.6	5.1	2.1
Cycle Q Clear(g_c), s	0.2	0.0	22.6	1.6	5.1	2.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	723	5255	2336	575	332	152
V/C Ratio(X)	0.02	0.54	0.61	0.06	0.45	0.19
Avail Cap(c_a), veh/h	723	5255	3963	976	583	268
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	0.0	32.5	25.9	53.4	52.0
Incr Delay (d2), s/veh	0.0	0.3	0.5	0.1	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	8.5	0.6	2.3	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.0	0.3	33.0	26.0	53.7	52.3
LnGrp LOS	A	A	C	C	D	D
Approach Vol, veh/h		2848	1453		178	
Approach Delay, s/veh		0.4	32.9		53.5	
Approach LOS		A	C		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			108.1		16.9	56.7	51.4
Change Period (Y+Rc), s			6.0		4.9	6.0	* 6
Max Green Setting (Gmax), s			77.0		21.1	12.0	* 77
Max Q Clear Time (g_c+I1), s			2.0		7.1	2.2	24.6
Green Ext Time (p_c), s			65.5		0.4	0.0	20.8

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

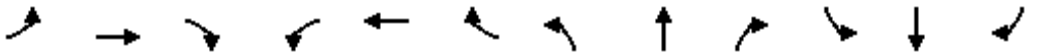
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	2781	20	120	1380	100	10	9	20	10	0	5
Future Volume (veh/h)	30	2781	20	120	1380	100	10	9	20	10	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	2927	21	126	1453	105	11	9	21	11	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	3854	950	151	4056	999	143	150	261	94	0	43
Arrive On Green	0.05	0.60	0.60	0.08	0.63	0.63	0.08	0.08	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1781	6434	1585	1781	6434	1585	1781	1870	1585	1179	0	536
Grp Volume(v), veh/h	32	2927	21	126	1453	105	11	9	21	16	0	0
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1781	1609	1585	1781	1870	1585	1715	0	0
Q Serve(g_s), s	2.2	41.8	0.7	8.7	13.5	3.3	0.7	0.6	1.4	1.1	0.0	0.0
Cycle Q Clear(g_c), s	2.2	41.8	0.7	8.7	13.5	3.3	0.7	0.6	1.4	1.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.69		0.31
Lane Grp Cap(c), veh/h	96	3854	950	151	4056	999	143	150	261	137	0	0
V/C Ratio(X)	0.33	0.76	0.02	0.83	0.36	0.11	0.08	0.06	0.08	0.12	0.00	0.00
Avail Cap(c_a), veh/h	143	3854	950	177	4056	999	228	239	337	220	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	57.0	18.4	10.2	56.3	11.0	9.1	53.2	53.2	44.2	53.4	0.0	0.0
Incr Delay (d2), s/veh	2.0	1.5	0.0	24.6	0.2	0.2	0.2	0.2	0.1	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	14.3	0.2	4.9	4.4	1.1	0.3	0.3	0.6	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	19.9	10.2	80.9	11.3	9.4	53.5	53.3	44.3	53.8	0.0	0.0
LnGrp LOS	E	B	B	F	B	A	D	D	D	D	A	A
Approach Vol, veh/h		2980			1684			41			16	
Approach Delay, s/veh		20.2			16.4			48.7			53.8	
Approach LOS		C			B			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.5	15.1	80.9		14.5	11.2	84.8				
Change Period (Y+Rc), s		4.5	4.5	6.0		4.5	4.5	6.0				
Max Green Setting (Gmax), s		16.0	12.4	61.1		16.0	10.0	63.5				
Max Q Clear Time (g_c+I1), s		3.1	10.7	43.8		3.4	4.2	15.5				
Green Ext Time (p_c), s		0.0	0.0	17.1		0.1	0.0	28.5				

Intersection Summary												
HCM 6th Ctrl Delay			19.2									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	2168	585	302	1274	477	285	483	199	486	611	41
Future Volume (veh/h)	268	2168	585	302	1274	477	285	483	199	486	611	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	282	2282	468	318	1341	185	300	508	0	512	643	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	2574	634	370	2522	621	639	540		566	910	282
Arrive On Green	0.20	0.80	0.80	0.11	0.39	0.39	0.13	0.15	0.00	0.16	0.18	0.18
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	5023	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	282	2282	468	318	1341	185	300	508	0	512	643	7
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1609	1585	1674	1777	1585	1728	1702	1585
Q Serve(g_s), s	9.8	30.5	10.8	11.3	20.0	5.7	6.9	17.7	0.0	18.2	14.8	0.5
Cycle Q Clear(g_c), s	9.8	30.5	10.8	11.3	20.0	5.7	6.9	17.7	0.0	18.2	14.8	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	342	2574	634	370	2522	621	639	540		566	910	282
V/C Ratio(X)	0.82	0.89	0.74	0.86	0.53	0.30	0.47	0.94		0.90	0.71	0.02
Avail Cap(c_a), veh/h	415	2574	634	387	2522	621	639	540		608	1213	377
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	10.6	3.3	54.9	29.2	8.5	50.6	52.4	0.0	51.3	48.3	42.4
Incr Delay (d2), s/veh	9.1	5.0	7.5	16.0	0.8	1.2	0.2	24.2	0.0	15.6	3.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	4.6	4.2	5.6	7.6	3.7	2.8	9.4	0.0	8.8	6.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	15.5	10.9	70.9	30.0	9.7	50.8	76.6	0.0	66.9	52.0	42.5
LnGrp LOS	E	B	B	E	C	A	D	E		E	D	D
Approach Vol, veh/h		3032			1844			808	A		1162	
Approach Delay, s/veh		18.8			35.0			67.0			58.5	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.9	27.6	18.4	55.0	24.5	25.0	17.4	56.0
Change Period (Y+Rc), s	6.0	* 5.3	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	12.0	* 30	15.0	* 49	22.0	19.0	14.0	50.0
Max Q Clear Time (g_c+I1), s	8.9	16.8	11.8	22.0	20.2	19.7	13.3	32.5
Green Ext Time (p_c), s	0.2	5.5	0.2	18.5	0.3	0.0	0.1	17.0

Intersection Summary	
HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Notes

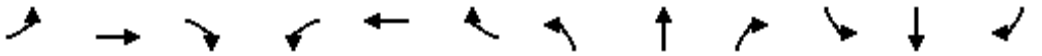
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1714	64	115	1637	0	25
Future Volume (vph)	1714	64	115	1637	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0		5.0
Lane Util. Factor	0.86	1.00	1.00	0.91		1.00
Frt	1.00	0.85	1.00	1.00		0.86
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	6408	1583	1770	5085		1611
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	6408	1583	1770	5085		1611
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1804	67	121	1723	0	26
RTOR Reduction (vph)	0	13	0	0	0	23
Lane Group Flow (vph)	1804	54	121	1723	0	3
Turn Type	NA	Perm	Prot	NA		Over
Protected Phases	4		3	Free		3
Permitted Phases		4				
Actuated Green, G (s)	101.1	101.1	13.9	125.0		13.9
Effective Green, g (s)	101.1	101.1	13.9	125.0		13.9
Actuated g/C Ratio	0.81	0.81	0.11	1.00		0.11
Clearance Time (s)	5.0	5.0	5.0			5.0
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	5182	1280	196	5085		179
v/s Ratio Prot	0.28		c0.07	0.34		0.00
v/s Ratio Perm		0.03				
v/c Ratio	0.35	0.04	0.62	0.34		0.02
Uniform Delay, d1	3.2	2.4	53.0	0.0		49.5
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.0	0.0	5.7	0.2		0.0
Delay (s)	3.2	2.4	58.7	0.2		49.5
Level of Service	A	A	E	A		D
Approach Delay (s)	3.2			4.0	49.5	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	3.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



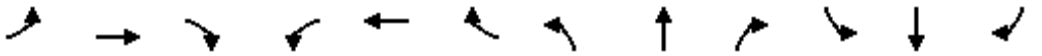
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1262	477	498	930	399	472	0	408	19	523	350
Future Volume (veh/h)	0	1262	477	498	930	399	472	0	408	19	523	350
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1328	233	524	979	0	497	0	152	20	551	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	1904	469	581	2533		0	0	0	311	620	
Arrive On Green	0.00	0.30	0.30	0.17	0.50	0.00	0.00	0.00	0.00	0.17	0.17	0.00
Sat Flow, veh/h	0	6696	1585	3456	5106	1585		0		1781	3554	1585
Grp Volume(v), veh/h	0	1328	233	524	979	0		0.0		20	551	0
Grp Sat Flow(s),veh/h/ln	0	1609	1585	1728	1702	1585				1781	1777	1585
Q Serve(g_s), s	0.0	22.9	15.2	18.6	14.9	0.0				1.2	18.9	0.0
Cycle Q Clear(g_c), s	0.0	22.9	15.2	18.6	14.9	0.0				1.2	18.9	0.0
Prop In Lane	0.00		1.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1904	469	581	2533					311	620	
V/C Ratio(X)	0.00	0.70	0.50	0.90	0.39					0.06	0.89	
Avail Cap(c_a), veh/h	0	1904	469	636	2533					328	654	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	39.0	36.3	51.0	19.6	0.0				43.1	50.4	0.0
Incr Delay (d2), s/veh	0.0	1.4	1.6	14.6	0.4	0.0				0.2	14.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.9	5.9	9.0	5.7	0.0				0.5	9.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.4	37.9	65.6	20.1	0.0				43.2	65.1	0.0
LnGrp LOS	A	D	D	E	C					D	E	
Approach Vol, veh/h		1561			1503	A					571	A
Approach Delay, s/veh		40.1			35.9						64.3	
Approach LOS		D			D						E	

Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		27.8	25.0	43.0				68.0				
Change Period (Y+Rc), s		6.0	4.0	6.0				6.0				
Max Green Setting (Gmax), s		23.0	23.0	35.0				62.0				
Max Q Clear Time (g_c+I1), s		20.9	20.6	24.9				16.9				
Green Ext Time (p_c), s		0.9	0.4	7.6				11.3				

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	417	570	5	191	27	356	686	2	70	372	0
Future Volume (veh/h)	0	417	570	5	191	27	356	686	2	70	372	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	439	600	5	201	28	375	722	2	74	392	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1451	647	9	1700	758	487	971	433	96	661	295
Arrive On Green	0.00	0.41	0.41	0.01	0.48	0.48	0.14	0.27	0.27	0.05	0.19	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	439	600	5	201	28	375	722	2	74	392	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	6.4	27.8	0.2	2.4	0.7	8.1	14.3	0.1	3.2	7.8	0.0
Cycle Q Clear(g_c), s	0.0	6.4	27.8	0.2	2.4	0.7	8.1	14.3	0.1	3.2	7.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	1451	647	9	1700	758	487	971	433	96	661	295
V/C Ratio(X)	0.00	0.30	0.93	0.53	0.12	0.04	0.77	0.74	0.00	0.77	0.59	0.00
Avail Cap(c_a), veh/h	93	1522	679	93	1700	758	763	1569	700	208	1200	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	15.4	21.7	38.2	11.1	10.7	31.9	25.5	20.4	36.0	28.7	0.0
Incr Delay (d2), s/veh	0.0	0.1	18.5	39.7	0.0	0.0	2.6	1.2	0.0	12.4	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	12.8	0.2	0.9	0.2	3.4	5.9	0.0	1.7	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.5	40.2	78.0	11.1	10.7	34.5	26.7	20.4	48.4	29.5	0.0
LnGrp LOS	A	B	D	E	B	B	C	C	C	D	C	A
Approach Vol, veh/h		1039			234			1099			466	
Approach Delay, s/veh		29.8			12.5			29.3			32.5	
Approach LOS		C			B			C			C	

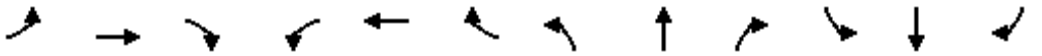
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	26.0	5.4	36.4	15.8	19.3	0.0	41.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	9.0	34.0	4.0	33.0	17.0	26.0	4.0	33.0
Max Q Clear Time (g_c+I1), s	5.2	16.3	2.2	29.8	10.1	9.8	0.0	4.4
Green Ext Time (p_c), s	0.0	4.8	0.0	1.7	0.8	2.3	0.0	1.4

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	468	16	39	204	19	0
Future Volume (veh/h)	468	16	39	204	19	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	493	17	41	215	20	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1225	546	550	1225	333	297
Arrive On Green	0.34	0.34	0.34	0.34	0.19	0.00
Sat Flow, veh/h	3647	1585	890	3647	1781	1585
Grp Volume(v), veh/h	493	17	41	215	20	0
Grp Sat Flow(s),veh/h/ln	1777	1585	890	1777	1781	1585
Q Serve(g_s), s	2.3	0.2	0.8	0.9	0.2	0.0
Cycle Q Clear(g_c), s	2.3	0.2	3.0	0.9	0.2	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1225	546	550	1225	333	297
V/C Ratio(X)	0.40	0.03	0.07	0.18	0.06	0.00
Avail Cap(c_a), veh/h	4823	2151	2284	8150	1751	1558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.3	4.6	6.5	4.9	7.1	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.5	4.7	6.5	4.9	7.2	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	510			256	20	
Approach Delay, s/veh	5.5			5.2	7.2	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		9.0		12.4		12.4
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		21.0		29.0		49.0
Max Q Clear Time (g_c+I1), s		2.2		4.3		5.0
Green Ext Time (p_c), s		0.0		3.5		1.8

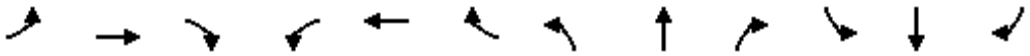
Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	462	7	33	212	213	17	1101	73	304	793	88
Future Volume (veh/h)	144	462	7	33	212	213	17	1101	73	304	793	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	486	7	35	223	224	18	1159	77	320	835	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	1137	353	91	647	289	56	1423	635	400	2552	792
Arrive On Green	0.07	0.22	0.22	0.03	0.18	0.18	0.02	0.40	0.40	0.12	0.50	0.50
Sat Flow, veh/h	3456	5106	1585	3456	3554	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	152	486	7	35	223	224	18	1159	77	320	835	93
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1777	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	3.7	7.0	0.3	0.8	4.7	11.5	0.4	24.7	2.6	7.7	8.3	2.7
Cycle Q Clear(g_c), s	3.7	7.0	0.3	0.8	4.7	11.5	0.4	24.7	2.6	7.7	8.3	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	1137	353	91	647	289	56	1423	635	400	2552	792
V/C Ratio(X)	0.66	0.43	0.02	0.38	0.34	0.78	0.32	0.81	0.12	0.80	0.33	0.12
Avail Cap(c_a), veh/h	446	1919	596	446	1336	596	446	1711	763	446	2552	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	28.4	25.8	40.8	30.4	33.2	41.4	22.7	16.1	36.7	12.7	11.3
Incr Delay (d2), s/veh	3.2	0.3	0.0	2.6	0.3	4.5	3.2	2.7	0.1	9.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.8	0.1	0.4	2.0	4.6	0.2	10.2	0.9	3.7	3.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	28.7	25.9	43.4	30.7	37.6	44.6	25.4	16.2	45.8	12.8	11.4
LnGrp LOS	D	C	C	D	C	D	D	C	B	D	B	B
Approach Vol, veh/h		645			482			1254			1248	
Approach Delay, s/veh		31.8			34.8			25.1			21.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	39.1	7.3	24.0	6.4	47.6	10.7	20.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	41.0	11.0	32.0	11.0	41.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	9.7	26.7	2.8	9.0	2.4	10.3	5.7	13.5
Green Ext Time (p_c), s	0.2	7.4	0.0	3.4	0.0	7.1	0.2	2.1

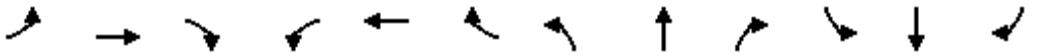
Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	835	4	18	444	9	13	0	85	34	6	14
Future Volume (veh/h)	0	835	4	18	444	9	13	0	85	34	6	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	879	4	19	467	9	14	0	89	36	6	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1303	581	34	1749	780	189	0	247	59	39	98
Arrive On Green	0.00	0.37	0.37	0.02	0.49	0.49	0.11	0.00	0.16	0.03	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	0	1585	1781	474	1184
Grp Volume(v), veh/h	0	879	4	19	467	9	14	0	89	36	0	21
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1781	0	1657
Q Serve(g_s), s	0.0	7.8	0.1	0.4	2.9	0.1	0.3	0.0	1.9	0.8	0.0	0.4
Cycle Q Clear(g_c), s	0.0	7.8	0.1	0.4	2.9	0.1	0.3	0.0	1.9	0.8	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	5	1303	581	34	1749	780	189	0	247	59	0	138
V/C Ratio(X)	0.00	0.67	0.01	0.56	0.27	0.01	0.07	0.00	0.36	0.61	0.00	0.15
Avail Cap(c_a), veh/h	189	1887	842	189	1887	842	189	0	1304	189	0	1364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.0	7.6	18.3	5.6	4.9	15.2	0.0	14.2	18.0	0.0	16.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	13.4	0.1	0.0	0.8	0.0	0.9	9.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.0	0.3	0.5	0.0	0.1	0.0	0.6	0.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.6	7.6	31.8	5.7	4.9	15.9	0.0	15.1	27.5	0.0	16.5
LnGrp LOS	A	B	A	C	A	A	B	A	B	C	A	B
Approach Vol, veh/h		883			495			103			57	
Approach Delay, s/veh		10.6			6.7			15.2			23.5	
Approach LOS		B			A			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	9.9	4.7	17.8	8.0	7.1	0.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	31.0	4.0	20.0	4.0	31.0	4.0	20.0
Max Q Clear Time (g_c+I1), s	2.8	3.9	2.4	9.8	2.3	2.4	0.0	4.9
Green Ext Time (p_c), s	0.0	0.4	0.0	4.0	0.0	0.1	0.0	2.4

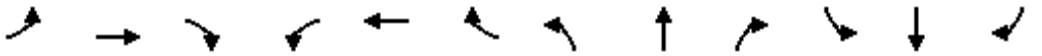
Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	901	12	99	513	150	26	120	198	25	217	121
Future Volume (veh/h)	91	901	12	99	513	150	26	120	198	25	217	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	948	5	104	540	38	27	126	31	26	228	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	1004	448	163	1014	452	292	306	259	301	316	267
Arrive On Green	0.09	0.28	0.28	0.09	0.29	0.29	0.16	0.16	0.16	0.17	0.17	0.17
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	96	948	5	104	540	38	27	126	31	26	228	21
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.4	16.9	0.1	3.6	8.3	1.1	0.8	3.9	1.1	0.8	7.5	0.7
Cycle Q Clear(g_c), s	3.4	16.9	0.1	3.6	8.3	1.1	0.8	3.9	1.1	0.8	7.5	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	158	1004	448	163	1014	452	292	306	259	301	316	267
V/C Ratio(X)	0.61	0.94	0.01	0.64	0.53	0.08	0.09	0.41	0.12	0.09	0.72	0.08
Avail Cap(c_a), veh/h	330	1004	448	330	1014	452	570	598	507	550	578	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	22.7	16.7	28.4	19.5	16.9	23.0	24.3	23.1	22.7	25.5	22.7
Incr Delay (d2), s/veh	1.4	16.8	0.0	1.5	0.8	0.1	0.1	0.3	0.1	0.0	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	8.8	0.1	1.6	3.3	0.4	0.3	1.7	0.4	0.3	3.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	39.5	16.7	29.9	20.3	17.1	23.0	24.6	23.2	22.7	26.7	22.7
LnGrp LOS	C	D	B	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1049			682			184			275	
Approach Delay, s/veh		38.5			21.6			24.1			26.0	
Approach LOS		D			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.9	9.9	24.0		15.9	9.8	24.2				
Change Period (Y+Rc), s		4.0	4.0	5.7		5.3	4.0	5.7				
Max Green Setting (Gmax), s		20.0	12.0	18.3		20.7	12.0	18.3				
Max Q Clear Time (g_c+I1), s		9.5	5.6	18.9		5.9	5.4	10.3				
Green Ext Time (p_c), s		0.4	0.1	0.0		0.3	0.1	2.7				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1240	7	91	684	40	25	28	18	49	6	12
Future Volume (veh/h)	32	1240	7	91	684	40	25	28	18	49	6	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1305	7	96	720	42	26	29	19	52	6	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	1805	805	124	1949	870	85	89	75	83	87	74
Arrive On Green	0.03	0.51	0.51	0.07	0.55	0.55	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	34	1305	7	96	720	42	26	29	19	52	6	13
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.1	17.0	0.1	3.1	6.8	0.7	0.8	0.9	0.7	1.7	0.2	0.5
Cycle Q Clear(g_c), s	1.1	17.0	0.1	3.1	6.8	0.7	0.8	0.9	0.7	1.7	0.2	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	1805	805	124	1949	870	85	89	75	83	87	74
V/C Ratio(X)	0.66	0.72	0.01	0.77	0.37	0.05	0.31	0.33	0.25	0.63	0.07	0.18
Avail Cap(c_a), veh/h	360	2293	1023	360	2293	1023	606	637	539	600	630	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	11.4	7.2	27.2	7.6	6.2	27.3	27.4	27.3	27.8	27.1	27.2
Incr Delay (d2), s/veh	5.3	1.2	0.0	3.8	0.2	0.0	0.8	0.8	0.6	2.9	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.7	0.0	1.4	2.1	0.2	0.4	0.4	0.3	0.8	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	12.5	7.2	31.0	7.8	6.3	28.1	28.1	27.9	30.7	27.2	27.6
LnGrp LOS	C	B	A	C	A	A	C	C	C	C	C	C
Approach Vol, veh/h		1346			858			74			71	
Approach Delay, s/veh		13.0			10.3			28.1			29.8	
Approach LOS		B			B			C			C	

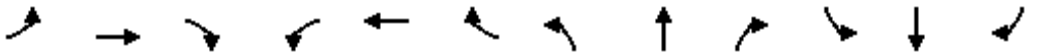
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.7	8.1	35.8		7.7	5.7	38.3				
Change Period (Y+Rc), s		4.9	4.0	5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		20.0	12.0	38.3		20.2	12.0	38.3				
Max Q Clear Time (g_c+I1), s		3.7	5.1	19.0		2.9	3.1	8.8				
Green Ext Time (p_c), s		0.1	0.1	11.2		0.1	0.0	7.2				

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1282	96	30	523	53	116
Future Volume (veh/h)	1282	96	30	523	53	116
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1349	101	32	551	56	122
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1918	856	51	2387	217	193
Arrive On Green	0.54	0.54	0.03	0.67	0.12	0.12
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1349	101	32	551	56	122
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	13.6	1.5	0.9	2.9	1.4	3.5
Cycle Q Clear(g_c), s	13.6	1.5	0.9	2.9	1.4	3.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1918	856	51	2387	217	193
V/C Ratio(X)	0.70	0.12	0.62	0.23	0.26	0.63
Avail Cap(c_a), veh/h	2566	1145	147	3226	588	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.3	5.5	23.3	3.1	19.3	20.2
Incr Delay (d2), s/veh	0.6	0.1	11.6	0.0	0.6	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.4	0.5	0.5	0.6	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.8	5.5	34.9	3.1	19.9	23.6
LnGrp LOS	A	A	C	A	B	C
Approach Vol, veh/h	1450			583	178	
Approach Delay, s/veh	8.6			4.9	22.5	
Approach LOS	A			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		10.9	6.4	31.2		37.6
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		16.0	4.0	35.0		44.0
Max Q Clear Time (g_c+I1), s		5.5	2.9	15.6		4.9
Green Ext Time (p_c), s		0.4	0.0	10.5		4.2

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



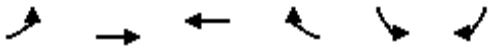
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	699	617	494	389	35	331	1166	868	39	1067	31
Future Volume (veh/h)	81	699	617	494	389	35	331	1166	868	39	1067	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	736	494	520	409	31	348	1227	678	41	1123	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	979	437	514	957	72	416	1851	574	190	1517	471
Arrive On Green	0.09	0.28	0.28	0.10	0.29	0.29	0.12	0.36	0.36	0.05	0.30	0.30
Sat Flow, veh/h	3456	3554	1585	5023	3349	253	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	85	736	494	520	216	224	348	1227	678	41	1123	9
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1674	1777	1825	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	2.2	18.5	26.9	10.0	9.7	9.8	9.6	19.7	35.4	1.1	19.4	0.4
Cycle Q Clear(g_c), s	2.2	18.5	26.9	10.0	9.7	9.8	9.6	19.7	35.4	1.1	19.4	0.4
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	979	437	514	508	521	416	1851	574	190	1517	471
V/C Ratio(X)	0.27	0.75	1.13	1.01	0.43	0.43	0.84	0.66	1.18	0.22	0.74	0.02
Avail Cap(c_a), veh/h	354	979	437	514	508	521	460	1851	574	283	1589	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	32.3	35.4	43.8	28.4	28.4	42.0	26.1	31.1	44.1	30.9	24.3
Incr Delay (d2), s/veh	0.2	3.7	84.2	42.5	0.8	0.8	10.7	1.2	98.0	0.2	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.9	19.8	6.0	4.0	4.1	4.5	7.3	27.9	0.5	7.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	36.0	119.5	86.3	29.2	29.2	52.7	27.3	129.2	44.3	33.1	24.3
LnGrp LOS	D	D	F	F	C	C	D	C	F	D	C	C
Approach Vol, veh/h		1315			960			2253			1173	
Approach Delay, s/veh		67.8			60.1			61.9			33.5	
Approach LOS		E			E			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	41.4	14.0	32.9	15.8	35.0	13.0	33.9
Change Period (Y+Rc), s	4.0	6.0	4.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	8.0	35.4	10.0	* 27	13.0	30.4	10.0	26.6
Max Q Clear Time (g_c+I1), s	3.1	37.4	12.0	28.9	11.6	21.4	4.2	11.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	5.6	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	57.1
HCM 6th LOS	E

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	1558	822	69	112	18
Future Volume (veh/h)	7	1558	822	69	112	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	1640	865	0	118	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	27	2229	1864		273	
Arrive On Green	0.01	0.63	0.52	0.00	0.15	0.00
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	7	1640	865	0	118	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.2	14.5	7.0	0.0	2.7	0.0
Cycle Q Clear(g_c), s	0.2	14.5	7.0	0.0	2.7	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	27	2229	1864		273	
V/C Ratio(X)	0.26	0.74	0.46		0.43	
Avail Cap(c_a), veh/h	313	2653	1864		1017	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	22.2	5.9	6.8	0.0	17.5	0.0
Incr Delay (d2), s/veh	1.9	1.1	0.3	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.1	1.9	0.0	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.1	6.9	7.1	0.0	17.9	0.0
LnGrp LOS	C	A	A		B	
Approach Vol, veh/h		1647	865	A	118	A
Approach Delay, s/veh		7.0	7.1		17.9	
Approach LOS		A	A		B	

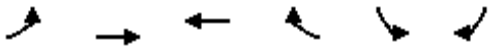
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			34.6		11.0	4.7	29.9
Change Period (Y+Rc), s			6.0		4.0	4.0	* 6
Max Green Setting (Gmax), s			34.0		26.0	8.0	* 22
Max Q Clear Time (g_c+I1), s			16.5		4.7	2.2	9.0
Green Ext Time (p_c), s			12.0		0.2	0.0	5.8

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

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

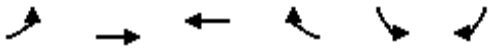
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	1621	866	11	40	13
Future Volume (veh/h)	8	1621	866	11	40	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	8	1706	912	12	42	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	26	2412	2060	27	131	44
Arrive On Green	0.01	0.68	0.57	0.57	0.10	0.10
Sat Flow, veh/h	1781	3647	3685	47	1275	425
Grp Volume(v), veh/h	8	1706	451	473	57	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1862	1730	0
Q Serve(g_s), s	0.2	13.1	6.4	6.4	1.4	0.0
Cycle Q Clear(g_c), s	0.2	13.1	6.4	6.4	1.4	0.0
Prop In Lane	1.00			0.03	0.74	0.25
Lane Grp Cap(c), veh/h	26	2412	1019	1068	177	0
V/C Ratio(X)	0.30	0.71	0.44	0.44	0.32	0.00
Avail Cap(c_a), veh/h	482	2831	1019	1068	781	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.6	4.4	5.4	5.4	18.5	0.0
Incr Delay (d2), s/veh	2.4	0.9	0.5	0.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.1	1.6	1.6	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.0	5.3	5.9	5.9	18.8	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		1714	924		57	
Approach Delay, s/veh		5.4	5.9		18.8	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			35.8		8.5	4.7	31.1
Change Period (Y+Rc), s			5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s			35.3		20.0	12.0	19.3
Max Q Clear Time (g_c+I1), s			15.1		3.4	2.2	8.4
Green Ext Time (p_c), s			14.9		0.1	0.0	5.1

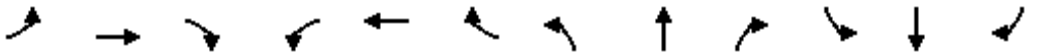
Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	1691	870	13	61	38
Future Volume (veh/h)	34	1691	870	13	61	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	1780	916	14	64	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	97	2346	1879	830	239	213
Arrive On Green	0.05	0.66	0.53	0.53	0.13	0.13
Sat Flow, veh/h	1781	3647	3647	1570	1781	1585
Grp Volume(v), veh/h	36	1780	916	14	64	40
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1570	1781	1585
Q Serve(g_s), s	1.0	17.8	8.5	0.2	1.7	1.2
Cycle Q Clear(g_c), s	1.0	17.8	8.5	0.2	1.7	1.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	97	2346	1879	830	239	213
V/C Ratio(X)	0.37	0.76	0.49	0.02	0.27	0.19
Avail Cap(c_a), veh/h	239	2682	1931	853	684	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	6.0	7.8	5.8	20.2	20.0
Incr Delay (d2), s/veh	0.9	1.3	0.3	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.1	2.5	0.1	0.7	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.6	7.4	8.1	5.8	20.5	20.2
LnGrp LOS	C	A	A	A	C	C
Approach Vol, veh/h		1816	930		104	
Approach Delay, s/veh		7.7	8.1		20.3	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			41.1		11.0	6.8	34.2
Change Period (Y+Rc), s			6.7		4.0	4.0	6.7
Max Green Setting (Gmax), s			39.3		20.0	7.0	28.3
Max Q Clear Time (g_c+I1), s			19.8		3.7	3.0	10.5
Green Ext Time (p_c), s			14.6		0.2	0.0	6.9

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1403	180	168	736	175	125	480	626	109	359	157
Future Volume (veh/h)	66	1403	180	168	736	175	125	480	626	109	359	157
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	69	1477	0	177	775	0	132	505	0	115	378	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	2003		438	2554		180	579		163	606	
Arrive On Green	0.03	0.44	0.00	0.14	0.56	0.00	0.06	0.18	0.00	0.05	0.19	0.00
Sat Flow, veh/h	3110	4595	1427	3110	4595	1427	3110	3198	1427	3110	3198	1427
Grp Volume(v), veh/h	69	1477	0	177	775	0	132	505	0	115	378	0
Grp Sat Flow(s),veh/h/ln	1555	1532	1427	1555	1532	1427	1555	1599	1427	1555	1599	1427
Q Serve(g_s), s	2.6	32.1	0.0	6.2	10.8	0.0	5.0	18.4	0.0	4.4	13.0	0.0
Cycle Q Clear(g_c), s	2.6	32.1	0.0	6.2	10.8	0.0	5.0	18.4	0.0	4.4	13.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	2003		438	2554		180	579		163	606	
V/C Ratio(X)	0.63	0.74		0.40	0.30		0.73	0.87		0.70	0.62	
Avail Cap(c_a), veh/h	233	2003		438	2554		207	648		259	701	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.1	28.1	0.0	47.0	14.2	0.0	55.6	47.8	0.0	55.9	44.7	0.0
Incr Delay (d2), s/veh	2.3	2.5	0.0	0.2	0.1	0.0	8.5	12.6	0.0	2.1	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	11.3	0.0	2.3	3.4	0.0	2.1	8.1	0.0	1.7	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	30.6	0.0	47.2	14.4	0.0	64.1	60.4	0.0	58.0	46.7	0.0
LnGrp LOS	E	C		D	B		E	E		E	D	
Approach Vol, veh/h		1546	A		952	A		637	A		493	A
Approach Delay, s/veh		31.9			20.5			61.2			49.4	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	27.4	22.6	58.0	10.9	28.5	8.2	72.4
Change Period (Y+Rc), s	5.7	* 5.7	5.7	* 5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	10.0	* 24	14.0	* 52	8.0	26.3	9.0	57.3
Max Q Clear Time (g_c+I1), s	6.4	20.4	8.2	34.1	7.0	15.0	4.6	12.8
Green Ext Time (p_c), s	0.1	1.3	0.2	11.1	0.0	2.0	0.0	7.3

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Notes

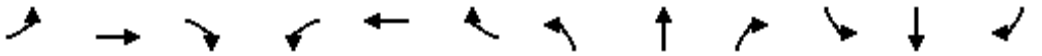
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2246	22	133	885	162	265
Future Volume (veh/h)	2246	22	133	885	162	265
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2364	23	140	932	171	279
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3011	29	163	3587	343	305
Arrive On Green	0.58	0.58	0.09	0.70	0.19	0.19
Sat Flow, veh/h	5382	51	1781	5274	1781	1585
Grp Volume(v), veh/h	1542	845	140	932	171	279
Grp Sat Flow(s),veh/h/ln	1702	1861	1781	1702	1781	1585
Q Serve(g_s), s	42.0	42.2	9.3	8.0	10.3	20.7
Cycle Q Clear(g_c), s	42.0	42.2	9.3	8.0	10.3	20.7
Prop In Lane		0.03	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1966	1075	163	3587	343	305
V/C Ratio(X)	0.78	0.79	0.86	0.26	0.50	0.91
Avail Cap(c_a), veh/h	1966	1075	163	3587	373	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	19.6	53.7	6.5	43.3	47.5
Incr Delay (d2), s/veh	3.2	5.8	32.5	0.2	0.4	26.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.4	17.7	5.5	2.4	4.5	10.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.8	25.4	86.2	6.7	43.7	73.9
LnGrp LOS	C	C	F	A	D	E
Approach Vol, veh/h	2387			1072	450	
Approach Delay, s/veh	23.7			17.1	62.4	
Approach LOS	C			B	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		28.0	15.0	75.0		90.0
Change Period (Y+Rc), s		4.9	4.0	5.7		5.7
Max Green Setting (Gmax), s		25.1	11.0	69.3		84.3
Max Q Clear Time (g_c+I1), s		22.7	11.3	44.2		10.0
Green Ext Time (p_c), s		0.4	0.0	24.9		32.4

Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	499	1838	93	501	797	111	67	1268	553	93	549	118
Future Volume (veh/h)	499	1838	93	501	797	111	67	1268	553	93	549	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	525	1935	0	527	839	0	71	1335	0	98	578	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	814	2315		569	1702		110	1420		115	1798	
Arrive On Green	0.24	0.45	0.00	0.11	0.33	0.00	0.03	0.28	0.00	0.03	0.28	0.00
Sat Flow, veh/h	3456	5106	1585	5023	5106	1585	3456	5106	1585	3456	6434	1585
Grp Volume(v), veh/h	525	1935	0	527	839	0	71	1335	0	98	578	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1674	1702	1585	1728	1702	1585	1728	1609	1585
Q Serve(g_s), s	20.5	50.0	0.0	15.6	19.7	0.0	3.0	38.3	0.0	4.2	10.7	0.0
Cycle Q Clear(g_c), s	20.5	50.0	0.0	15.6	19.7	0.0	3.0	38.3	0.0	4.2	10.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	814	2315		569	1702		110	1420		115	1798	
V/C Ratio(X)	0.65	0.84		0.93	0.49		0.64	0.94		0.85	0.32	
Avail Cap(c_a), veh/h	814	2315		569	1702		138	1430		115	1798	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.7	36.1	0.0	65.9	39.9	0.0	71.8	52.9	0.0	72.1	42.8	0.0
Incr Delay (d2), s/veh	1.4	3.8	0.0	20.9	1.0	0.0	3.0	12.4	0.0	40.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	20.7	0.0	7.6	8.3	0.0	1.4	17.6	0.0	2.5	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	39.8	0.0	86.8	40.9	0.0	74.8	65.3	0.0	112.5	42.9	0.0
LnGrp LOS	D	D		F	D		E	E		F	D	
Approach Vol, veh/h		2460	A		1366	A		1406	A		676	A
Approach Delay, s/veh		42.7			58.6			65.8			53.0	
Approach LOS		D			E			E			D	

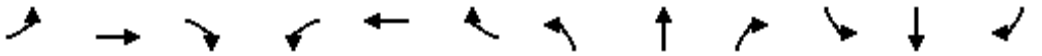
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	48.1	23.0	73.8	8.8	48.3	41.1	55.7
Change Period (Y+Rc), s	4.0	* 6.4	6.0	5.7	4.0	6.4	5.7	5.7
Max Green Setting (Gmax), s	5.0	* 42	17.0	64.3	6.0	40.6	31.6	50.0
Max Q Clear Time (g_c+I1), s	6.2	40.3	17.6	52.0	5.0	12.7	22.5	21.7
Green Ext Time (p_c), s	0.0	1.4	0.0	10.9	0.0	4.9	0.7	9.5

Intersection Summary	
HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	2032	86	159	1039	127	127	960	363	78	471	279
Future Volume (veh/h)	109	2032	86	159	1039	127	127	960	363	78	471	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	2139	38	167	1094	0	134	1011	0	82	496	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	2145	666	351	3144		608	1009		156	701	218
Arrive On Green	0.06	0.56	0.56	0.10	0.49	0.00	0.18	0.28	0.00	0.05	0.14	0.14
Sat Flow, veh/h	3456	5106	1585	3456	6434	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	115	2139	38	167	1094	0	134	1011	0	82	496	113
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	4.9	62.6	1.6	6.8	15.7	0.0	5.0	42.6	0.0	3.5	13.9	8.6
Cycle Q Clear(g_c), s	4.9	62.6	1.6	6.8	15.7	0.0	5.0	42.6	0.0	3.5	13.9	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	2145	666	351	3144		608	1009		156	701	218
V/C Ratio(X)	0.72	1.00	0.06	0.48	0.35		0.22	1.00		0.53	0.71	0.52
Avail Cap(c_a), veh/h	276	2145	666	351	3144		608	1009		276	1450	450
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.4	33.0	19.6	63.6	23.6	0.0	53.0	53.7	0.0	70.0	61.8	45.1
Incr Delay (d2), s/veh	2.3	18.8	0.2	0.4	0.1	0.0	0.1	28.7	0.0	1.0	2.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	25.7	0.6	3.0	5.9	0.0	2.1	22.5	0.0	1.5	6.1	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.7	51.9	19.7	64.0	23.7	0.0	53.1	82.4	0.0	71.1	63.9	48.1
LnGrp LOS	E	D	B	E	C		D	F		E	E	D
Approach Vol, veh/h		2292			1261	A		1145	A		691	
Approach Delay, s/veh		52.3			29.1			79.0			62.2	
Approach LOS		D			C			E			E	

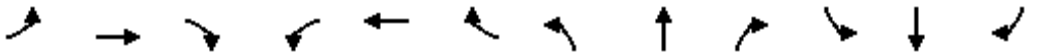
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	49.0	21.2	69.0	32.8	27.0	10.9	79.3
Change Period (Y+Rc), s	4.0	6.4	6.0	6.0	6.4	* 6.4	4.0	6.0
Max Green Setting (Gmax), s	12.0	42.6	10.0	63.0	12.0	* 43	12.0	63.0
Max Q Clear Time (g_c+I1), s	5.5	44.6	8.8	64.6	7.0	15.9	6.9	17.7
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.1	4.7	0.1	10.1

Intersection Summary	
HCM 6th Ctrl Delay	53.8
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	2364	32	40	1201	77	46	38	34	91	3	26
Future Volume (veh/h)	28	2364	32	40	1201	77	46	38	34	91	3	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	2488	0	42	1264	0	48	40	0	96	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	2938		348	3887		62	53		117	111	
Arrive On Green	0.04	1.00	0.00	0.20	0.76	0.00	0.03	0.03	0.00	0.07	0.06	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	29	2488	0	42	1264	0	48	40	0	96	3	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.4	0.0	0.0	2.9	11.8	0.0	4.0	3.2	0.0	8.0	0.2	0.0
Cycle Q Clear(g_c), s	2.4	0.0	0.0	2.9	11.8	0.0	4.0	3.2	0.0	8.0	0.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	37	2938		348	3887		62	53		117	111	
V/C Ratio(X)	0.79	0.85		0.12	0.33		0.78	0.75		0.82	0.03	
Avail Cap(c_a), veh/h	143	2938		348	3887		143	237		178	263	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	71.6	0.0	0.0	49.7	5.7	0.0	71.8	72.3	0.0	69.2	66.5	0.0
Incr Delay (d2), s/veh	6.2	1.5	0.0	0.1	0.1	0.0	7.5	14.6	0.0	9.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.4	0.0	1.3	3.6	0.0	2.0	1.8	0.0	4.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.8	1.5	0.0	49.8	5.8	0.0	79.3	86.9	0.0	78.8	66.6	0.0
LnGrp LOS	E	A		D	A		E	F		E	E	
Approach Vol, veh/h		2517	A		1306	A		88	A		99	A
Approach Delay, s/veh		2.4			7.2			82.8			78.4	
Approach LOS		A			A			F			E	

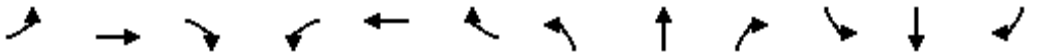
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	9.2	35.0	92.0	9.2	13.8	7.1	119.9
Change Period (Y+Rc), s	4.0	* 4.9	5.7	* 5.7	4.0	4.9	4.0	5.7
Max Green Setting (Gmax), s	15.0	* 19	12.0	* 86	12.0	21.1	12.0	86.3
Max Q Clear Time (g_c+I1), s	10.0	5.2	4.9	2.0	6.0	2.2	4.4	13.8
Green Ext Time (p_c), s	0.0	0.1	0.0	69.0	0.0	0.0	0.0	22.0

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1336	1092	1083	831	165	549	1073	483	164	1025	36
Future Volume (veh/h)	29	1336	1092	1083	831	165	549	1073	483	164	1025	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	1406	0	1140	875	0	578	1129	0	173	1079	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	1113		829	2529		553	1308		228	919	
Arrive On Green	0.05	0.31	0.00	0.24	0.50	0.00	0.05	0.08	0.00	0.07	0.18	0.00
Sat Flow, veh/h	5023	3554	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	31	1406	0	1140	875	0	578	1129	0	173	1079	0
Grp Sat Flow(s),veh/h/ln	1674	1777	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.9	47.0	0.0	36.0	15.7	0.0	24.0	32.8	0.0	7.4	27.0	0.0
Cycle Q Clear(g_c), s	0.9	47.0	0.0	36.0	15.7	0.0	24.0	32.8	0.0	7.4	27.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	1113		829	2529		553	1308		228	919	
V/C Ratio(X)	0.13	1.26		1.37	0.35		1.05	0.86		0.76	1.17	
Avail Cap(c_a), veh/h	301	1113		829	2529		553	1308		422	919	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.78	0.78	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	68.6	51.5	0.0	57.0	23.1	0.0	71.0	66.1	0.0	68.9	61.5	0.0
Incr Delay (d2), s/veh	0.1	125.5	0.0	174.5	0.3	0.0	50.7	6.4	0.0	7.4	89.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	39.7	0.0	35.4	6.2	0.0	15.1	15.8	0.0	3.5	19.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	177.0	0.0	231.5	23.3	0.0	121.7	72.5	0.0	76.3	151.3	0.0
LnGrp LOS	E	F		F	C		F	E		E	F	
Approach Vol, veh/h		1437	A		2015	A		1707	A		1252	A
Approach Delay, s/veh		174.7			141.1			89.1			141.0	
Approach LOS		F			F			F			F	

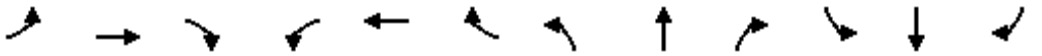
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	46.4	40.0	53.0	27.0	35.0	13.0	80.0
Change Period (Y+Rc), s	5.7	8.0	4.0	6.0	3.0	* 8	6.0	* 5.7
Max Green Setting (Gmax), s	18.3	25.0	36.0	47.0	24.0	* 27	9.0	* 74
Max Q Clear Time (g_c+I1), s	9.4	34.8	38.0	49.0	26.0	29.0	2.9	17.7
Green Ext Time (p_c), s	0.5	0.0	0.0	0.0	0.0	0.0	0.0	12.1

Intersection Summary	
HCM 6th Ctrl Delay	134.8
HCM 6th LOS	F

Notes

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

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



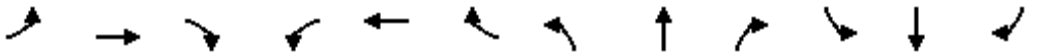
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	4	153	55	15	49	211	1608	112	319	1825	186
Future Volume (veh/h)	222	4	153	55	15	49	211	1608	112	319	1825	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	234	4	161	58	16	52	222	1693	118	336	1921	196
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	215	182	164	89	75	274	2640	184	914	3193	991
Arrive On Green	0.11	0.11	0.11	0.05	0.05	0.05	0.08	0.43	0.43	0.26	0.63	0.63
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	6187	431	3456	5106	1585
Grp Volume(v), veh/h	234	4	161	58	16	52	222	1320	491	336	1921	196
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1609	1793	1728	1702	1585
Q Serve(g_s), s	9.6	0.3	15.0	2.4	1.2	4.8	9.5	32.4	32.4	11.9	33.9	7.9
Cycle Q Clear(g_c), s	9.6	0.3	15.0	2.4	1.2	4.8	9.5	32.4	32.4	11.9	33.9	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	396	215	182	164	89	75	274	2059	765	914	3193	991
V/C Ratio(X)	0.59	0.02	0.89	0.35	0.18	0.69	0.81	0.64	0.64	0.37	0.60	0.20
Avail Cap(c_a), veh/h	415	224	190	392	212	180	392	2059	765	914	3193	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.14	0.14	0.14	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.0	58.9	65.4	69.2	68.7	70.4	68.0	33.9	33.9	44.9	16.9	12.0
Incr Delay (d2), s/veh	2.0	0.0	34.7	1.3	1.0	10.8	1.2	0.2	0.6	0.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.1	7.8	1.1	0.6	2.2	4.2	12.4	13.8	5.1	12.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	58.9	100.1	70.5	69.6	81.2	69.2	34.2	34.5	45.2	17.2	12.1
LnGrp LOS	E	E	F	E	E	F	E	C	C	D	B	B
Approach Vol, veh/h		399			126			2033			2453	
Approach Delay, s/veh		79.2			74.8			38.1			20.6	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	46.7	70.0		21.2	15.9	100.8		12.1				
Change Period (Y+Rc), s	7.0	6.0		4.0	4.0	* 7		5.0				
Max Green Setting (Gmax), s	29.0	64.0		18.0	17.0	* 79		17.0				
Max Q Clear Time (g_c+I1), s	13.9	34.4		17.0	11.5	35.9		6.8				
Green Ext Time (p_c), s	1.2	27.4		0.2	0.4	40.5		0.3				

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰↰		↱↱
Traffic Volume (veh/h)	0	1147	10	0	1825	560	0	0	0	131	0	529
Future Volume (veh/h)	0	1147	10	0	1825	560	0	0	0	131	0	529
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	2067	2067	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	1207	11	0	1921	0				138	0	557
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	3492	1084	0	3161					810	0	654
Arrive On Green	0.00	0.62	0.62	0.00	1.00	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	5828	1751	0	5274	1585				3456	0	2790
Grp Volume(v), veh/h	0	1207	11	0	1921	0				138	0	557
Grp Sat Flow(s),veh/h/ln	0	1881	1751	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	7.8	0.2	0.0	0.0	0.0				2.4	0.0	14.3
Cycle Q Clear(g_c), s	0.0	7.8	0.2	0.0	0.0	0.0				2.4	0.0	14.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3492	1084	0	3161					810	0	654
V/C Ratio(X)	0.00	0.35	0.01	0.00	0.61					0.17	0.00	0.85
Avail Cap(c_a), veh/h	0	3492	1084	0	3161					1000	0	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.77	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.9	5.5	0.0	0.0	0.0				22.9	0.0	27.5
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.3	0.0				0.0	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.3	0.1	0.0	0.1	0.0				0.9	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.2	5.5	0.0	0.3	0.0				22.9	0.0	33.7
LnGrp LOS	A	A	A	A	A					C	A	C
Approach Vol, veh/h		1218			1921	A					695	
Approach Delay, s/veh		7.2			0.3						31.6	
Approach LOS		A			A						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		52.1		22.9		52.1						
Change Period (Y+Rc), s		5.7		5.3		5.7						
Max Green Setting (Gmax), s		42.3		21.7		42.3						
Max Q Clear Time (g_c+I1), s		9.8		16.3		2.0						
Green Ext Time (p_c), s		11.6		1.3		20.8						

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

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

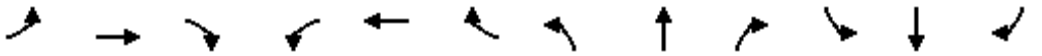
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	911	367	0	1804	581	402
Future Volume (veh/h)	911	367	0	1804	581	402
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	2067	2067	0	1870	1870	1870
Adj Flow Rate, veh/h	959	0	0	1899	612	423
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	3408		0	3084	958	532
Arrive On Green	1.00	0.00	0.00	0.60	0.19	0.19
Sat Flow, veh/h	5828	1751	0	5443	5023	2790
Grp Volume(v), veh/h	959	0	0	1899	612	423
Grp Sat Flow(s),veh/h/ln	1881	1751	0	1702	1674	1395
Q Serve(g_s), s	0.0	0.0	0.0	17.6	8.4	10.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	17.6	8.4	10.8
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3408		0	3084	958	532
V/C Ratio(X)	0.28		0.00	0.62	0.64	0.79
Avail Cap(c_a), veh/h	3408		0	3084	1119	621
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	9.4	28.0	28.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.9	0.6	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	5.0	3.3	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.1	0.0	0.0	10.3	28.5	34.1
LnGrp LOS	A		A	B	C	C
Approach Vol, veh/h	959	A		1899	1035	
Approach Delay, s/veh	0.1			10.3	30.8	
Approach LOS	A			B	C	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	51.0				51.0	21.6
Change Period (Y+Rc), s	5.7				5.7	7.3
Max Green Setting (Gmax), s	29.3				45.3	16.7
Max Q Clear Time (g_c+I1), s	2.0				19.6	12.8
Green Ext Time (p_c), s	6.8				17.5	1.5

Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

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



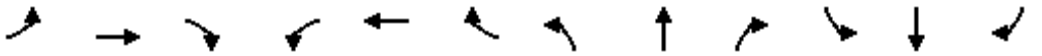
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	132	271	354	214	34	325	624	309	93	1265	97
Future Volume (veh/h)	63	132	271	354	214	34	325	624	309	93	1265	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	2067	2067	2067	1870	1870	1870
Adj Flow Rate, veh/h	66	139	39	373	225	7	342	657	222	98	1332	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	209	93	424	538	240	398	2500	991	142	1882	584
Arrive On Green	0.03	0.06	0.06	0.12	0.15	0.15	0.10	0.44	0.44	0.04	0.37	0.37
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3818	5642	1751	3456	5106	1585
Grp Volume(v), veh/h	66	139	39	373	225	7	342	657	222	98	1332	45
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1909	1881	1751	1728	1702	1585
Q Serve(g_s), s	2.8	5.7	2.1	15.9	8.6	0.6	13.2	11.0	9.4	4.2	33.4	1.5
Cycle Q Clear(g_c), s	2.8	5.7	2.1	15.9	8.6	0.6	13.2	11.0	9.4	4.2	33.4	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	209	93	424	538	240	398	2500	991	142	1882	584
V/C Ratio(X)	0.63	0.66	0.42	0.88	0.42	0.03	0.86	0.26	0.22	0.69	0.71	0.08
Avail Cap(c_a), veh/h	276	623	278	599	964	430	585	2500	991	276	1882	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.9	69.1	23.8	64.7	57.7	54.3	66.1	26.3	16.2	71.0	40.4	8.5
Incr Delay (d2), s/veh	2.3	4.7	3.9	8.2	0.8	0.1	6.0	0.3	0.5	2.2	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.8	1.5	7.5	4.0	0.2	6.7	4.9	4.0	1.9	14.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.2	73.9	27.7	72.9	58.5	54.3	72.1	26.6	16.7	73.2	42.7	8.7
LnGrp LOS	E	E	C	E	E	D	E	C	B	E	D	A
Approach Vol, veh/h		244			605			1221			1475	
Approach Delay, s/veh		66.6			67.3			37.5			43.7	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	72.2	22.4	14.5	21.3	61.0	8.6	28.4
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	5.7	* 5.7	4.0	* 5.7
Max Green Setting (Gmax), s	12.0	66.3	26.0	26.3	23.0	* 55	12.0	* 41
Max Q Clear Time (g_c+I1), s	6.2	13.0	17.9	7.7	15.2	35.4	4.8	10.6
Green Ext Time (p_c), s	0.1	10.4	0.5	1.1	0.4	13.0	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D

Notes

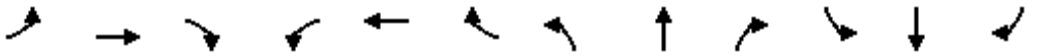
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	18	50	137	12	34	13	477	146	79	1328	3
Future Volume (veh/h)	9	18	50	137	12	34	13	477	146	79	1328	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	9	19	53	144	13	36	14	502	154	83	1398	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	23	65	168	62	173	15	2818	875	102	2135	952
Arrive On Green	0.01	0.06	0.06	0.10	0.16	0.16	0.01	0.61	0.61	0.06	0.67	0.67
Sat Flow, veh/h	1603	392	1094	1603	394	1092	1603	4595	1427	1603	3198	1427
Grp Volume(v), veh/h	9	0	72	144	0	49	14	502	154	83	1398	3
Grp Sat Flow(s),veh/h/ln	1603	0	1486	1603	0	1487	1603	1532	1427	1603	1599	1427
Q Serve(g_s), s	0.7	0.0	5.7	10.6	0.0	3.4	1.0	5.7	5.6	6.1	31.0	0.1
Cycle Q Clear(g_c), s	0.7	0.0	5.7	10.6	0.0	3.4	1.0	5.7	5.6	6.1	31.0	0.1
Prop In Lane	1.00		0.74	1.00		0.73	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	10	0	89	168	0	235	15	2818	875	102	2135	952
V/C Ratio(X)	0.87	0.00	0.81	0.86	0.00	0.21	0.92	0.18	0.18	0.81	0.65	0.00
Avail Cap(c_a), veh/h	40	0	223	227	0	396	40	2818	875	160	2135	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.6	0.0	55.8	52.8	0.0	44.0	59.4	10.1	10.1	55.5	11.8	6.6
Incr Delay (d2), s/veh	49.5	0.0	14.0	16.5	0.0	0.4	47.7	0.1	0.4	7.8	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.5	5.0	0.0	1.3	0.6	1.9	1.8	2.7	10.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.0	0.0	69.8	69.3	0.0	44.4	107.1	10.2	10.5	63.3	12.7	6.6
LnGrp LOS	F	A	E	E	A	D	F	B	B	E	B	A
Approach Vol, veh/h		81			193			670			1484	
Approach Delay, s/veh		74.2			63.0			12.3			15.5	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	79.6	16.6	12.1	5.1	86.1	4.8	24.0
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	12.0	54.0	17.0	18.0	3.0	63.0	3.0	32.0
Max Q Clear Time (g_c+I1), s	8.1	7.7	12.6	7.7	3.0	33.0	2.7	5.4
Green Ext Time (p_c), s	0.0	6.4	0.1	0.1	0.0	15.8	0.0	0.1

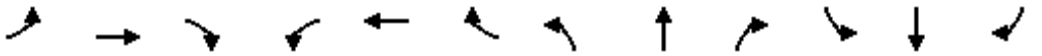
Intersection Summary	
HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	7	23	60	2	73	7	1156	46	41	1324	2
Future Volume (veh/h)	9	7	23	60	2	73	7	1156	46	41	1324	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	7	24	63	2	77	7	1217	48	43	1394	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	104	47	91	252	112	13	1835	570	68	1993	619
Arrive On Green	0.01	0.03	0.03	0.05	0.07	0.07	0.01	0.36	0.36	0.04	0.39	0.39
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	9	7	24	63	2	77	7	1217	48	43	1394	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.2	0.1	0.6	1.3	0.0	1.8	0.2	7.7	0.8	0.9	8.8	0.0
Cycle Q Clear(g_c), s	0.2	0.1	0.6	1.3	0.0	1.8	0.2	7.7	0.8	0.9	8.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	104	47	91	252	112	13	1835	570	68	1993	619
V/C Ratio(X)	0.53	0.07	0.52	0.69	0.01	0.69	0.52	0.66	0.08	0.63	0.70	0.00
Avail Cap(c_a), veh/h	511	2967	1324	511	2967	1324	511	2132	662	511	2132	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	18.1	18.3	17.9	16.6	17.4	18.9	10.3	8.1	18.2	9.8	7.1
Incr Delay (d2), s/veh	23.2	0.3	8.6	9.1	0.0	7.2	28.4	0.6	0.1	9.2	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.7	0.0	0.8	0.2	2.2	0.2	0.5	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	18.4	26.9	27.0	16.6	24.6	47.3	11.0	8.2	27.3	10.8	7.1
LnGrp LOS	D	B	C	C	B	C	D	B	A	C	B	A
Approach Vol, veh/h		40			142			1272			1439	
Approach Delay, s/veh		28.8			25.5			11.0			11.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	18.8	7.0	6.1	5.3	20.0	5.4	7.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	11.0	32.0	11.0	16.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	2.9	9.7	3.3	2.6	2.2	10.8	2.2	3.8
Green Ext Time (p_c), s	0.0	4.1	0.1	0.1	0.0	3.8	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B



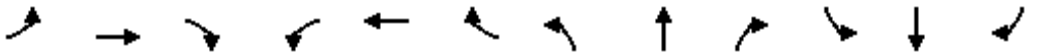
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	115	3	2	80	8	6	1	0	34	5	1
Future Volume (veh/h)	1	115	3	2	80	8	6	1	0	34	5	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	121	3	2	84	8	6	1	0	36	5	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	417	186	5	421	188	12	5	5	522	538	456
Arrive On Green	0.00	0.12	0.12	0.00	0.12	0.12	0.01	0.00	0.00	0.29	0.29	0.29
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	1	121	3	2	84	8	6	1	0	36	5	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	1.1	0.1	0.0	0.7	0.2	0.1	0.0	0.0	0.5	0.1	0.0
Cycle Q Clear(g_c), s	0.0	1.1	0.1	0.0	0.7	0.2	0.1	0.0	0.0	0.5	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	417	186	5	421	188	12	5	5	522	538	456
V/C Ratio(X)	0.19	0.29	0.02	0.38	0.20	0.04	0.52	0.18	0.00	0.07	0.01	0.00
Avail Cap(c_a), veh/h	261	1771	790	261	1823	813	261	1480	1255	574	1809	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	13.8	13.3	17.0	13.6	13.3	16.9	17.0	0.0	8.7	8.7	8.7
Incr Delay (d2), s/veh	16.9	0.4	0.0	40.4	0.2	0.1	31.8	15.2	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.1	0.2	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	14.1	13.4	57.4	13.8	13.4	48.7	32.2	0.0	8.8	8.7	8.7
LnGrp LOS	C	B	B	E	B	B	D	C	A	A	A	A
Approach Vol, veh/h		125			94			7			42	
Approach Delay, s/veh		14.3			14.7			46.3			8.7	
Approach LOS		B			B			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	5.0	5.1	9.0	5.2	14.8	5.0	9.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	11.0	27.0	5.0	17.0	5.0	33.0	5.0	* 18
Max Q Clear Time (g_c+I1), s	2.5	2.0	2.0	3.1	2.1	2.1	2.0	2.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Notes

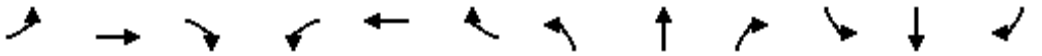
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	120	18	168	53	96	10	951	240	96	1150	9
Future Volume (veh/h)	41	120	18	168	53	96	10	951	240	96	1150	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	126	19	177	56	101	11	1001	253	101	1211	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	248	111	221	568	253	20	1991	618	129	2305	715
Arrive On Green	0.03	0.07	0.07	0.12	0.16	0.16	0.01	0.39	0.39	0.07	0.45	0.45
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	43	126	19	177	56	101	11	1001	253	101	1211	9
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.4	2.0	0.7	5.7	0.8	3.4	0.4	8.8	6.8	3.3	10.1	0.2
Cycle Q Clear(g_c), s	1.4	2.0	0.7	5.7	0.8	3.4	0.4	8.8	6.8	3.3	10.1	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	61	248	111	221	568	253	20	1991	618	129	2305	715
V/C Ratio(X)	0.70	0.51	0.17	0.80	0.10	0.40	0.55	0.50	0.41	0.78	0.53	0.01
Avail Cap(c_a), veh/h	181	1924	858	301	2165	965	121	2393	743	151	2480	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	26.5	25.9	25.2	21.2	22.3	29.1	13.7	13.1	26.9	11.7	8.9
Incr Delay (d2), s/veh	5.4	0.6	0.3	7.2	0.0	0.4	8.6	0.5	1.2	16.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.8	0.2	2.7	0.3	1.2	0.2	3.1	2.3	1.9	3.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	27.1	26.2	32.4	21.2	22.7	37.7	14.2	14.3	43.7	12.2	9.0
LnGrp LOS	C	C	C	C	C	C	D	B	B	D	B	A
Approach Vol, veh/h		188			334			1265			1321	
Approach Delay, s/veh		28.5			27.6			14.4			14.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	28.3	12.3	9.1	5.7	32.0	7.0	14.4
Change Period (Y+Rc), s	5.0	5.3	5.0	5.0	5.0	5.3	5.0	5.0
Max Green Setting (Gmax), s	5.0	27.7	10.0	32.0	4.0	28.7	6.0	36.0
Max Q Clear Time (g_c+I1), s	5.3	10.8	7.7	4.0	2.4	12.1	3.4	5.4
Green Ext Time (p_c), s	0.0	12.3	0.1	0.5	0.0	12.4	0.0	0.4

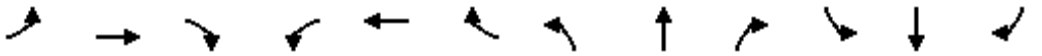
Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	484	0	2	280	0	46	0	4	0	0	1
Future Volume (veh/h)	2	484	0	2	280	0	46	0	4	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	509	0	2	295	0	48	0	4	0	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	965	430	5	965	430	76	559	474	5	213	181
Arrive On Green	0.00	0.27	0.00	0.00	0.27	0.00	0.04	0.00	0.30	0.00	0.00	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	2	509	0	2	295	0	48	0	4	0	0	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	4.3	0.0	0.0	2.3	0.0	0.9	0.0	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.3	0.0	0.0	2.3	0.0	0.9	0.0	0.1	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	965	430	5	965	430	76	559	474	5	213	181
V/C Ratio(X)	0.39	0.53	0.00	0.39	0.31	0.00	0.63	0.00	0.01	0.00	0.00	0.01
Avail Cap(c_a), veh/h	203	2632	1174	203	2632	1174	304	1652	1400	203	1545	1310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	10.9	0.0	17.5	10.2	0.0	16.5	0.0	8.6	0.0	0.0	13.8
Incr Delay (d2), s/veh	43.1	0.4	0.0	43.1	0.2	0.0	8.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.3	0.0	0.1	0.7	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	11.3	0.0	60.5	10.3	0.0	24.9	0.0	8.7	0.0	0.0	13.8
LnGrp LOS	E	B	A	E	B	A	C	A	A	A	A	B
Approach Vol, veh/h		511			297			52			1	
Approach Delay, s/veh		11.5			10.7			23.7			13.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	15.5	5.1	14.5	6.5	9.0	5.1	14.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	31.0	4.0	26.0	6.0	29.0	4.0	26.0
Max Q Clear Time (g_c+I1), s	0.0	2.1	2.0	6.3	2.9	2.0	2.0	4.3
Green Ext Time (p_c), s	0.0	0.0	0.0	3.3	0.0	0.0	0.0	1.8

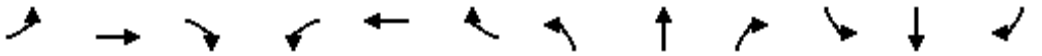
Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	498	66	8	180	4	79	35	28	5	103	58
Future Volume (veh/h)	35	498	66	8	180	4	79	35	28	5	103	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	524	69	8	189	4	83	37	29	5	108	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	939	419	15	886	395	114	359	304	10	249	211
Arrive On Green	0.02	0.26	0.26	0.01	0.25	0.25	0.06	0.19	0.19	0.01	0.13	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	37	524	69	8	189	4	83	37	29	5	108	61
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.7	4.3	1.1	0.2	1.4	0.1	1.6	0.6	0.5	0.1	1.8	1.2
Cycle Q Clear(g_c), s	0.7	4.3	1.1	0.2	1.4	0.1	1.6	0.6	0.5	0.1	1.8	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	939	419	15	886	395	114	359	304	10	249	211
V/C Ratio(X)	0.88	0.56	0.16	0.52	0.21	0.01	0.73	0.10	0.10	0.52	0.43	0.29
Avail Cap(c_a), veh/h	236	1726	770	236	1726	770	236	1459	1237	236	1459	1237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	10.8	9.6	16.8	10.1	9.6	15.6	11.3	11.3	16.8	13.5	13.3
Incr Delay (d2), s/veh	40.0	0.5	0.2	25.2	0.1	0.0	8.6	0.1	0.1	36.9	1.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.3	0.3	0.2	0.4	0.0	0.8	0.2	0.2	0.1	0.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	11.3	9.8	41.9	10.2	9.6	24.2	11.4	11.4	53.7	14.7	14.0
LnGrp LOS	E	B	A	D	B	A	C	B	B	D	B	B
Approach Vol, veh/h		630			201			149			174	
Approach Delay, s/veh		13.8			11.5			18.5			15.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	11.0	4.8	13.5	6.7	9.0	5.3	13.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	4.5	26.5	4.5	16.5	4.5	26.5	4.5	16.5
Max Q Clear Time (g_c+I1), s	2.1	2.6	2.2	6.3	3.6	3.8	2.7	3.4
Green Ext Time (p_c), s	0.0	0.2	0.0	2.7	0.0	0.7	0.0	0.9

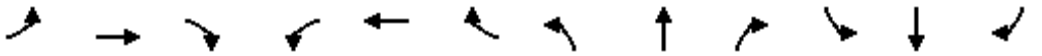
Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	634	7	13	191	0	19	3	110	0	2	17
Future Volume (veh/h)	13	634	7	13	191	0	19	3	110	0	2	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	667	7	14	201	0	20	3	116	0	2	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	1191	531	26	1191	531	36	480	406	5	196	167
Arrive On Green	0.01	0.34	0.34	0.01	0.34	0.00	0.02	0.26	0.26	0.00	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	14	667	7	14	201	0	20	3	116	0	2	18
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.3	5.8	0.1	0.3	1.5	0.0	0.4	0.0	2.2	0.0	0.0	0.4
Cycle Q Clear(g_c), s	0.3	5.8	0.1	0.3	1.5	0.0	0.4	0.0	2.2	0.0	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	26	1191	531	26	1191	531	36	480	406	5	196	167
V/C Ratio(X)	0.54	0.56	0.01	0.54	0.17	0.00	0.56	0.01	0.29	0.00	0.01	0.11
Avail Cap(c_a), veh/h	187	3080	1374	187	3080	1374	234	1425	1207	187	1375	1166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	10.4	8.5	18.6	8.9	0.0	18.5	10.5	11.4	0.0	15.3	15.4
Incr Delay (d2), s/veh	16.6	0.4	0.0	16.6	0.1	0.0	13.0	0.0	0.4	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.8	0.0	0.2	0.5	0.0	0.3	0.0	0.7	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	10.8	8.5	35.3	9.0	0.0	31.5	10.5	11.7	0.0	15.3	15.7
LnGrp LOS	D	B	A	D	A	A	C	B	B	A	B	B
Approach Vol, veh/h		688			215			139			20	
Approach Delay, s/veh		11.2			10.7			14.6			15.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	14.8	5.6	17.8	5.8	9.0	5.6	17.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	29.0	4.0	33.0	5.0	28.0	4.0	33.0
Max Q Clear Time (g_c+I1), s	0.0	4.2	2.3	7.8	2.4	2.4	2.3	3.5
Green Ext Time (p_c), s	0.0	0.3	0.0	4.9	0.0	0.0	0.0	1.3

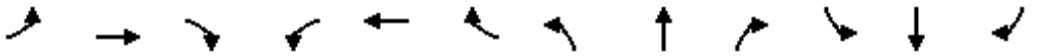
Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	606	97	93	177	3	19	40	30	18	97	8
Future Volume (veh/h)	41	606	97	93	177	3	19	40	30	18	97	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	638	102	98	186	3	20	42	32	19	102	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	1308	583	127	1428	637	35	200	170	34	199	168
Arrive On Green	0.04	0.37	0.37	0.07	0.40	0.40	0.02	0.11	0.11	0.02	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	43	638	102	98	186	3	20	42	32	19	102	8
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.0	5.9	1.9	2.3	1.4	0.0	0.5	0.9	0.8	0.5	2.2	0.2
Cycle Q Clear(g_c), s	1.0	5.9	1.9	2.3	1.4	0.0	0.5	0.9	0.8	0.5	2.2	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	1308	583	127	1428	637	35	200	170	34	199	168
V/C Ratio(X)	0.65	0.49	0.17	0.77	0.13	0.00	0.57	0.21	0.19	0.56	0.51	0.05
Avail Cap(c_a), veh/h	476	2215	988	476	2215	988	476	718	608	476	718	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	10.5	9.2	19.6	8.1	7.7	20.9	17.5	17.5	20.9	18.2	17.3
Incr Delay (d2), s/veh	10.0	0.6	0.3	9.6	0.1	0.0	13.6	0.5	0.5	14.0	2.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.9	0.6	1.2	0.4	0.0	0.3	0.4	0.3	0.3	1.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	11.1	9.5	29.2	8.2	7.7	34.5	18.0	18.0	34.9	20.2	17.4
LnGrp LOS	C	B	A	C	A	A	C	B	B	C	C	B
Approach Vol, veh/h		783			287			94			129	
Approach Delay, s/veh		11.9			15.4			21.5			22.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	9.1	7.6	21.0	5.3	9.1	6.1	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	5.2	4.5	4.5	4.5	5.2
Max Green Setting (Gmax), s	11.5	16.5	11.5	26.8	11.5	16.5	11.5	26.8
Max Q Clear Time (g_c+I1), s	2.5	2.9	4.3	7.9	2.5	4.2	3.0	3.4
Green Ext Time (p_c), s	0.0	0.2	0.1	7.9	0.0	0.3	0.0	2.0

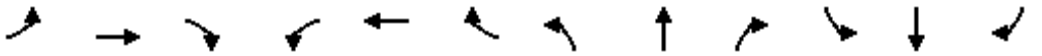
Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	666	0	43	0	0	130	25	1587	9	347	1544	235
Future Volume (veh/h)	666	0	43	0	0	130	25	1587	9	347	1544	235
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	701	0	45	0	0	137	26	1671	9	365	1625	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	836	0	0	2	0	0	37	1888	586	410	2957	918
Arrive On Green	0.24	0.00	0.00	0.00	0.00	0.00	0.02	0.37	0.37	0.23	0.58	0.58
Sat Flow, veh/h	3456	701		1781	0		1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	701	36.5		0	0.0		26	1671	9	365	1625	247
Grp Sat Flow(s),veh/h/ln	1728	D		1781			1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	18.3			0.0			1.4	29.1	0.3	18.8	18.6	7.4
Cycle Q Clear(g_c), s	18.3			0.0			1.4	29.1	0.3	18.8	18.6	7.4
Prop In Lane	1.00			1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	836			2			37	1888	586	410	2957	918
V/C Ratio(X)	0.84			0.00			0.70	0.89	0.02	0.89	0.55	0.27
Avail Cap(c_a), veh/h	1493			75			113	1937	601	713	3659	1136
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00			1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2			0.0			46.2	28.0	19.0	35.3	12.3	10.0
Incr Delay (d2), s/veh	2.3			0.0			20.9	5.2	0.0	7.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8			0.0			0.8	12.3	0.1	8.8	6.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5			0.0			67.1	33.3	19.0	42.6	12.5	10.1
LnGrp LOS	D			A			E	C	B	D	B	B
Approach Vol, veh/h								1706			2237	
Approach Delay, s/veh								33.7			17.1	
Approach LOS								C			B	

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	26.9	40.1	0.0		7.0	59.9	28.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	38.0	36.0	4.0		6.0	68.0	41.0					
Max Q Clear Time (g_c+I1), s	20.8	31.1	0.0		3.4	20.6	20.3					
Green Ext Time (p_c), s	1.0	4.0	0.0		0.0	20.9	2.6					

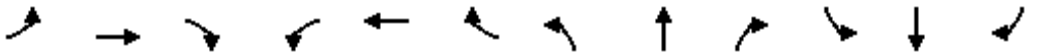
Intersection Summary												
HCM 6th Ctrl Delay			26.2									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1206	42	29	1228	12	0	9	2	104	21	19
Future Volume (veh/h)	8	1206	42	29	1228	12	0	9	2	104	21	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	1269	44	31	1293	13	0	9	2	109	22	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	1996	620	50	2097	651	4	156	133	141	500	423
Arrive On Green	0.01	0.39	0.39	0.03	0.41	0.41	0.00	0.08	0.08	0.08	0.27	0.27
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	8	1269	44	31	1293	13	0	9	2	109	22	20
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.2	9.6	0.8	0.8	9.6	0.2	0.0	0.2	0.1	2.9	0.4	0.4
Cycle Q Clear(g_c), s	0.2	9.6	0.8	0.8	9.6	0.2	0.0	0.2	0.1	2.9	0.4	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	15	1996	620	50	2097	651	4	156	133	141	500	423
V/C Ratio(X)	0.53	0.64	0.07	0.62	0.62	0.02	0.00	0.06	0.02	0.78	0.04	0.05
Avail Cap(c_a), veh/h	149	2563	796	149	2563	796	149	1330	1127	298	1486	1260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	11.8	9.1	23.0	11.1	8.4	0.0	20.2	20.1	21.6	13.0	13.0
Incr Delay (d2), s/veh	26.2	0.3	0.0	11.6	0.3	0.0	0.0	0.2	0.0	8.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.0	0.2	0.5	2.9	0.1	0.0	0.1	0.0	1.4	0.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	12.1	9.2	34.6	11.4	8.4	0.0	20.3	20.1	30.4	13.0	13.1
LnGrp LOS	D	B	A	C	B	A	A	C	C	C	B	B
Approach Vol, veh/h		1321			1337			11			151	
Approach Delay, s/veh		12.3			11.9			20.3			25.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	9.0	6.4	23.7	0.0	17.8	5.4	24.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	34.0	4.0	24.0	4.0	38.0	4.0	24.0
Max Q Clear Time (g_c+I1), s	4.9	2.2	2.8	11.6	0.0	2.4	2.2	11.6
Green Ext Time (p_c), s	0.1	0.0	0.0	7.1	0.0	0.1	0.0	7.1

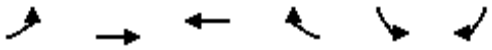
Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	337	972	1	237	1008	33	60	846	385	95	979	516
Future Volume (veh/h)	337	972	1	237	1008	33	60	846	385	95	979	516
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	355	1023	1	249	1061	35	63	891	405	100	1031	543
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	427	1573	488	324	1421	441	115	1813	563	140	1849	574
Arrive On Green	0.12	0.31	0.31	0.09	0.28	0.28	0.03	0.36	0.36	0.04	0.36	0.36
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	355	1023	1	249	1061	35	63	891	405	100	1031	543
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	9.9	17.1	0.0	6.9	18.7	1.6	1.8	13.5	21.9	2.8	15.9	32.8
Cycle Q Clear(g_c), s	9.9	17.1	0.0	6.9	18.7	1.6	1.8	13.5	21.9	2.8	15.9	32.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	427	1573	488	324	1421	441	115	1813	563	140	1849	574
V/C Ratio(X)	0.83	0.65	0.00	0.77	0.75	0.08	0.55	0.49	0.72	0.71	0.56	0.95
Avail Cap(c_a), veh/h	490	1914	594	455	1862	578	140	1862	578	140	1862	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	29.5	23.6	43.7	32.4	26.3	47.0	24.9	27.6	46.8	25.2	30.5
Incr Delay (d2), s/veh	10.4	0.6	0.0	5.1	1.2	0.1	4.0	0.2	4.2	15.8	0.4	24.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	6.9	0.0	3.2	7.7	0.6	0.8	5.4	8.7	1.5	6.4	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	30.1	23.6	48.8	33.6	26.4	51.0	25.1	31.8	62.6	25.5	55.2
LnGrp LOS	D	C	C	D	C	C	D	C	C	E	C	E
Approach Vol, veh/h		1379			1345			1359			1674	
Approach Delay, s/veh		35.9			36.3			28.3			37.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	40.0	14.3	35.4	8.3	40.8	17.2	32.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	36.0	13.0	37.0	4.0	36.0	14.0	36.0
Max Q Clear Time (g_c+I1), s	4.8	23.9	8.9	19.1	3.8	34.8	11.9	20.7
Green Ext Time (p_c), s	0.0	6.1	0.3	7.0	0.0	0.9	0.3	6.8

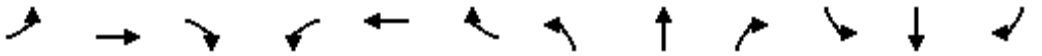
Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	251	1211	968	98	50	80
Future Volume (veh/h)	251	1211	968	98	50	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	264	1275	1019	103	53	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	344	3401	1830	568	186	166
Arrive On Green	0.19	0.67	0.36	0.36	0.10	0.10
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	264	1275	1019	103	53	84
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	6.1	4.8	7.0	1.9	1.2	2.2
Cycle Q Clear(g_c), s	6.1	4.8	7.0	1.9	1.2	2.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	344	3401	1830	568	186	166
V/C Ratio(X)	0.77	0.37	0.56	0.18	0.28	0.51
Avail Cap(c_a), veh/h	899	5973	2811	872	1185	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	3.2	11.2	9.6	18.0	18.5
Incr Delay (d2), s/veh	3.6	0.1	0.3	0.2	0.8	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.7	2.1	0.6	0.5	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.3	3.3	11.5	9.7	18.8	20.8
LnGrp LOS	C	A	B	A	B	C
Approach Vol, veh/h		1539	1122		137	
Approach Delay, s/veh		6.2	11.3		20.1	
Approach LOS		A	B		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			34.0		9.6	13.4	20.6
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			51.0		29.0	22.0	24.0
Max Q Clear Time (g_c+I1), s			6.8		4.2	8.1	9.0
Green Ext Time (p_c), s			12.7		0.4	0.6	6.7

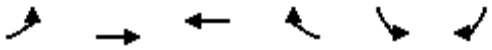
Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	472	779	10	166	613	151	27	656	345	270	692	425
Future Volume (veh/h)	472	779	10	166	613	151	27	656	345	270	692	425
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	497	820	3	175	645	48	28	691	170	284	728	240
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	604	1573	488	268	1075	334	82	1169	363	372	1597	496
Arrive On Green	0.17	0.31	0.31	0.08	0.21	0.21	0.02	0.23	0.23	0.11	0.31	0.31
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	497	820	3	175	645	48	28	691	170	284	728	240
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	10.0	9.5	0.1	3.5	8.2	1.8	0.6	8.7	6.7	5.7	8.2	8.8
Cycle Q Clear(g_c), s	10.0	9.5	0.1	3.5	8.2	1.8	0.6	8.7	6.7	5.7	8.2	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	604	1573	488	268	1075	334	82	1169	363	372	1597	496
V/C Ratio(X)	0.82	0.52	0.01	0.65	0.60	0.14	0.34	0.59	0.47	0.76	0.46	0.48
Avail Cap(c_a), veh/h	720	2910	903	480	2555	793	192	2555	793	384	2839	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	20.5	17.3	32.3	25.7	23.1	34.6	24.7	24.0	31.2	19.8	20.0
Incr Delay (d2), s/veh	6.5	0.3	0.0	2.7	0.5	0.2	2.4	0.5	0.9	8.5	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	3.6	0.0	1.5	3.2	0.7	0.3	3.4	2.5	2.8	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	20.8	17.3	34.9	26.2	23.3	37.0	25.2	24.9	39.7	20.0	20.8
LnGrp LOS	D	C	B	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1320			868			889			1252	
Approach Delay, s/veh		26.2			27.8			25.5			24.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	21.5	10.6	27.2	6.7	27.5	17.6	20.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	36.0	10.0	41.0	4.0	40.0	15.0	36.0
Max Q Clear Time (g_c+I1), s	7.7	10.7	5.5	11.5	2.6	10.8	12.0	10.2
Green Ext Time (p_c), s	0.0	5.8	0.2	6.5	0.0	6.7	0.6	4.9

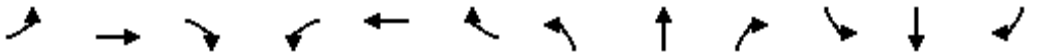
Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1394	897	145	0	33
Future Volume (veh/h)	0	1394	897	145	0	33
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1467	944	153	0	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	5	3184	3184	988	192	170
Arrive On Green	0.00	0.62	0.62	0.62	0.00	0.11
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	0	1467	944	153	0	35
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	0.0	5.6	3.2	1.5	0.0	0.7
Cycle Q Clear(g_c), s	0.0	5.6	3.2	1.5	0.0	0.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	5	3184	3184	988	192	170
V/C Ratio(X)	0.00	0.46	0.30	0.15	0.00	0.21
Avail Cap(c_a), veh/h	192	6866	5630	1748	1437	1279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	3.7	3.2	2.9	0.0	15.1
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.4	0.2	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	3.8	3.3	3.0	0.0	15.7
LnGrp LOS	A	A	A	A	A	B
Approach Vol, veh/h		1467	1097		35	
Approach Delay, s/veh		3.8	3.2		15.7	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			28.2		9.0	0.0	28.2
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			50.0		30.0	4.0	41.0
Max Q Clear Time (g_c+I1), s			7.6		2.7	0.0	5.2
Green Ext Time (p_c), s			15.5		0.1	0.0	8.8

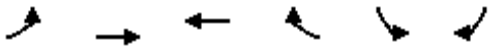
Intersection Summary	
HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1260	128	4	852	63	158	66	13	182	111	32
Future Volume (veh/h)	7	1260	128	4	852	63	158	66	13	182	111	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	1326	135	4	897	66	166	69	14	192	117	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	13	2103	653	8	2087	648	213	179	152	243	211	178
Arrive On Green	0.01	0.41	0.41	0.00	0.41	0.41	0.12	0.10	0.10	0.14	0.11	0.11
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	7	1326	135	4	897	66	166	69	14	192	117	34
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.2	10.6	2.8	0.1	6.5	1.3	4.6	1.8	0.4	5.3	3.0	1.0
Cycle Q Clear(g_c), s	0.2	10.6	2.8	0.1	6.5	1.3	4.6	1.8	0.4	5.3	3.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	13	2103	653	8	2087	648	213	179	152	243	211	178
V/C Ratio(X)	0.53	0.63	0.21	0.52	0.43	0.10	0.78	0.39	0.09	0.79	0.56	0.19
Avail Cap(c_a), veh/h	174	2294	712	174	2294	712	348	1242	1053	348	1242	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	12.0	9.7	25.4	10.9	9.3	21.9	21.7	21.1	21.4	21.5	20.6
Incr Delay (d2), s/veh	29.3	0.7	0.3	45.2	0.3	0.1	6.1	1.4	0.3	7.7	2.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.4	0.9	0.1	2.1	0.4	2.1	0.8	0.2	2.5	1.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	12.7	10.0	70.7	11.1	9.5	27.9	23.1	21.4	29.0	23.8	21.1
LnGrp LOS	D	B	A	E	B	A	C	C	C	C	C	C
Approach Vol, veh/h		1468			967			249			343	
Approach Delay, s/veh		12.7			11.3			26.2			26.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	8.9	4.2	27.1	10.1	9.8	4.4	26.9
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	10.0	34.0	5.0	23.0	10.0	34.0	5.0	23.0
Max Q Clear Time (g_c+I1), s	7.3	3.8	2.1	12.6	6.6	5.0	2.2	8.5
Green Ext Time (p_c), s	0.1	0.4	0.0	8.5	0.1	0.7	0.0	8.4

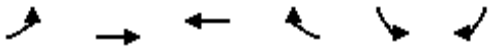
Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	170	1284	862	165	55	57
Future Volume (veh/h)	170	1284	862	165	55	57
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	1352	907	174	58	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	236	3120	1733	538	198	176
Arrive On Green	0.13	0.61	0.34	0.34	0.11	0.11
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	179	1352	907	174	58	60
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	3.5	5.0	5.1	2.9	1.1	1.3
Cycle Q Clear(g_c), s	3.5	5.0	5.1	2.9	1.1	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	236	3120	1733	538	198	176
V/C Ratio(X)	0.76	0.43	0.52	0.32	0.29	0.34
Avail Cap(c_a), veh/h	594	4965	2553	793	1485	1321
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	3.7	9.5	8.8	14.7	14.8
Incr Delay (d2), s/veh	4.9	0.1	0.2	0.3	0.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.6	1.4	0.8	0.4	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.0	3.8	9.8	9.2	15.5	15.9
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		1531	1081		118	
Approach Delay, s/veh		5.7	9.7		15.7	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			27.0		9.0	9.8	17.2
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			35.0		30.0	12.0	18.0
Max Q Clear Time (g_c+I1), s			7.0		3.3	5.5	7.1
Green Ext Time (p_c), s			11.9		0.3	0.2	5.1

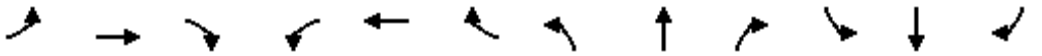
Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	1269	988	38	121	38
Future Volume (veh/h)	70	1269	988	38	121	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	1336	1040	40	127	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	104	2957	2005	622	243	216
Arrive On Green	0.06	0.58	0.39	0.39	0.14	0.14
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	74	1336	1040	40	127	40
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	1.4	5.2	5.5	0.6	2.3	0.8
Cycle Q Clear(g_c), s	1.4	5.2	5.5	0.6	2.3	0.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	104	2957	2005	622	243	216
V/C Ratio(X)	0.71	0.45	0.52	0.06	0.52	0.18
Avail Cap(c_a), veh/h	380	4865	3123	969	1596	1420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	4.2	8.1	6.7	14.1	13.4
Incr Delay (d2), s/veh	8.6	0.1	0.2	0.0	1.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.8	1.4	0.1	0.9	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.8	4.3	8.4	6.7	15.9	13.9
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		1410	1080		167	
Approach Delay, s/veh		5.4	8.3		15.4	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			25.9		9.3	6.6	19.3
Change Period (Y+Rc), s			5.5		4.5	4.5	5.5
Max Green Setting (Gmax), s			33.5		31.5	7.5	21.5
Max Q Clear Time (g_c+I1), s			7.2		4.3	3.4	7.5
Green Ext Time (p_c), s			11.4		0.5	0.0	6.3

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A



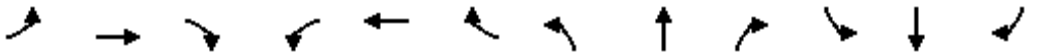
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	1153	73	242	807	335	184	1060	415	434	859	288
Future Volume (veh/h)	152	1153	73	242	807	335	184	1060	415	434	859	288
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	1214	20	255	849	165	194	1116	295	457	904	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	2	4	4	2	2	2	2	2	2
Cap, veh/h	223	1613	509	300	1724	535	257	1430	444	420	1670	518
Arrive On Green	0.06	0.32	0.32	0.09	0.34	0.34	0.07	0.28	0.28	0.12	0.33	0.33
Sat Flow, veh/h	3456	5025	1585	3456	5025	1560	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	160	1214	20	255	849	165	194	1116	295	457	904	147
Grp Sat Flow(s),veh/h/ln	1728	1675	1585	1728	1675	1560	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	5.2	24.9	1.0	8.4	15.4	9.0	6.3	23.2	19.0	14.0	16.7	7.9
Cycle Q Clear(g_c), s	5.2	24.9	1.0	8.4	15.4	9.0	6.3	23.2	19.0	14.0	16.7	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	1613	509	300	1724	535	257	1430	444	420	1670	518
V/C Ratio(X)	0.72	0.75	0.04	0.85	0.49	0.31	0.75	0.78	0.66	1.09	0.54	0.28
Avail Cap(c_a), veh/h	390	1656	522	300	1724	535	360	1594	495	420	1683	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	35.1	26.9	51.9	29.9	27.8	52.3	38.2	36.7	50.7	31.7	28.8
Incr Delay (d2), s/veh	4.3	2.3	0.1	20.2	0.2	0.3	5.7	2.8	4.2	70.1	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	9.8	0.4	4.4	6.0	3.3	3.0	10.0	7.6	9.9	6.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	37.3	27.0	72.1	30.2	28.1	58.0	41.1	40.9	120.8	32.3	29.3
LnGrp LOS	E	D	C	E	C	C	E	D	D	F	C	C
Approach Vol, veh/h		1394			1269			1605			1508	
Approach Delay, s/veh		39.4			38.3			43.1			58.8	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	38.3	15.0	43.0	13.6	43.7	12.4	45.6
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	* 6
Max Green Setting (Gmax), s	14.0	36.0	10.0	38.0	12.0	38.0	13.0	* 36
Max Q Clear Time (g_c+I1), s	16.0	25.2	10.4	26.9	8.3	18.7	7.2	17.4
Green Ext Time (p_c), s	0.0	7.1	0.0	10.1	0.3	7.9	0.3	11.3

Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Notes

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



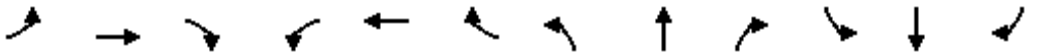
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	526	1422	0	0	1094	80	0	0	0	122	0	247
Future Volume (veh/h)	526	1422	0	0	1094	80	0	0	0	122	0	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	0	1870	0	1870	0	1870
Adj Flow Rate, veh/h	554	1497	0	0	1152	84	0	0	0	128	0	260
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0	2	0	2
Cap, veh/h	499	2415	0	0	1645	734	0	3	0	249	0	0
Arrive On Green	0.14	0.68	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.14	0.00	0.00
Sat Flow, veh/h	3456	3647	0	0	3647	1585	0	-74814	0	1781	128	
Grp Volume(v), veh/h	554	1497	0	0	1152	84	0	0	0	128	22.7	
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	0	1870	0	1781	C	
Q Serve(g_s), s	8.0	12.9	0.0	0.0	14.3	1.7	0.0	0.0	0.0	3.7		
Cycle Q Clear(g_c), s	8.0	12.9	0.0	0.0	14.3	1.7	0.0	0.0	0.0	3.7		
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00	1.00		
Lane Grp Cap(c), veh/h	499	2415	0	0	1645	734	0	3	0	249		
V/C Ratio(X)	1.11	0.62	0.00	0.00	0.70	0.11	0.00	0.00	0.00	0.51		
Avail Cap(c_a), veh/h	499	2503	0	0	1733	773	0	101	0	289		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00		
Uniform Delay (d), s/veh	23.7	4.9	0.0	0.0	11.8	8.4	0.0	0.0	0.0	22.1		
Incr Delay (d2), s/veh	73.8	0.5	0.0	0.0	1.4	0.1	0.0	0.0	0.0	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.9	1.7	0.0	0.0	4.1	0.4	0.0	0.0	0.0	1.4		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.5	5.5	0.0	0.0	13.2	8.5	0.0	0.0	0.0	22.7		
LnGrp LOS	F	A	A	A	B	A	A	A	A	C		
Approach Vol, veh/h		2051			1236			0				
Approach Delay, s/veh		30.3			12.9			0.0				
Approach LOS		C			B							

Timer - Assigned Phs	1	2		4			7	8				
Phs Duration (G+Y+Rc), s	11.7	0.0		43.6			12.0	31.6				
Change Period (Y+Rc), s	4.0	4.0		6.0			4.0	6.0				
Max Green Setting (Gmax), s	9.0	3.0		39.0			8.0	27.0				
Max Q Clear Time (g_c+I1), s	5.7	0.0		14.9			10.0	16.3				
Green Ext Time (p_c), s	0.1	0.0		21.8			0.0	9.4				

Intersection Summary												
HCM 6th Ctrl Delay			23.7									
HCM 6th LOS			C									

Notes

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



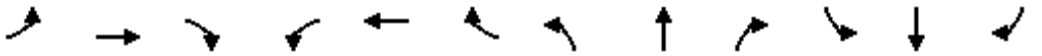
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	356	1132	123	82	875	100	163	0	350	271	0	140
Future Volume (veh/h)	356	1132	123	82	875	100	163	0	350	271	0	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	375	1192	129	86	921	0	172	0	368	285	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	0	2
Cap, veh/h	422	1863	827	110	1242		224	0	0	332	0	
Arrive On Green	0.24	0.52	0.52	0.06	0.35	0.00	0.13	0.00	0.00	0.19	0.00	0.00
Sat Flow, veh/h	1781	3554	1577	1781	3554	1585	1781	172		1781	285	
Grp Volume(v), veh/h	375	1192	129	86	921	0	172	31.3		285	38.5	
Grp Sat Flow(s),veh/h/ln	1781	1777	1577	1781	1777	1585	1781	C		1781	D	
Q Serve(g_s), s	14.1	16.6	2.9	3.3	15.7	0.0	6.5			10.7		
Cycle Q Clear(g_c), s	14.1	16.6	2.9	3.3	15.7	0.0	6.5			10.7		
Prop In Lane	1.00		1.00	1.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	422	1863	827	110	1242		224			332		
V/C Ratio(X)	0.89	0.64	0.16	0.78	0.74		0.77			0.86		
Avail Cap(c_a), veh/h	490	2264	1005	129	1544		387			420		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00			1.00		
Uniform Delay (d), s/veh	25.5	11.8	8.5	31.9	19.7	0.0	29.2			27.2		
Incr Delay (d2), s/veh	15.0	0.8	0.2	18.9	2.2	0.0	2.1			11.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	7.3	5.8	0.9	1.9	6.3	0.0	2.8			5.4		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	12.5	8.7	50.8	21.9	0.0	31.3			38.5		
LnGrp LOS	D	B	A	D	C		C			D		
Approach Vol, veh/h		1696			1007	A						
Approach Delay, s/veh		18.4			24.4							
Approach LOS		B			C							

Timer - Assigned Phs	1		3	4	5		7	8				
Phs Duration (G+Y+Rc), s	18.6		8.3	42.2	12.7		20.3	30.1				
Change Period (Y+Rc), s	5.7		4.0	6.0	4.0		4.0	6.0				
Max Green Setting (Gmax), s	16.3		5.0	44.0	15.0		19.0	30.0				
Max Q Clear Time (g_c+I1), s	12.7		5.3	18.6	8.5		16.1	17.7				
Green Ext Time (p_c), s	0.2		0.0	12.1	0.2		0.3	6.3				

Intersection Summary												
HCM 6th Ctrl Delay			22.8									
HCM 6th LOS			C									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	415	959	65	180	48	393	1489	73	54	1266	184
Future Volume (veh/h)	167	415	959	65	180	48	393	1489	73	54	1266	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	176	437	893	68	189	23	414	1567	18	57	1333	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1777	793	59	2380	739	317	1404	436	45	1340	
Arrive On Green	0.07	0.50	0.50	0.03	0.47	0.47	0.09	0.28	0.28	0.03	0.21	0.00
Sat Flow, veh/h	3456	3554	1585	1781	5106	1585	3456	5106	1585	1781	6434	1585
Grp Volume(v), veh/h	176	437	893	68	189	23	414	1567	18	57	1333	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1702	1585	1728	1702	1585	1781	1609	1585
Q Serve(g_s), s	6.0	8.4	60.0	4.0	2.5	0.9	11.0	33.0	1.0	3.0	24.8	0.0
Cycle Q Clear(g_c), s	6.0	8.4	60.0	4.0	2.5	0.9	11.0	33.0	1.0	3.0	24.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	1777	793	59	2380	739	317	1404	436	45	1340	
V/C Ratio(X)	0.76	0.25	1.13	1.15	0.08	0.03	1.31	1.12	0.04	1.28	0.99	
Avail Cap(c_a), veh/h	288	1777	793	59	2380	739	317	1404	436	45	1340	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.0	17.1	30.0	58.0	17.8	17.3	54.5	43.5	31.9	58.5	47.4	0.0
Incr Delay (d2), s/veh	6.5	0.1	72.9	161.9	0.0	0.0	159.1	62.5	0.2	228.1	23.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.3	36.6	4.4	0.9	0.3	11.6	21.2	0.4	4.1	11.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	17.2	102.9	219.9	17.8	17.4	213.6	106.0	32.1	286.6	70.6	0.0
LnGrp LOS	E	B	F	F	B	B	F	F	C	F	E	
Approach Vol, veh/h		1506			280			1999			1390	A
Approach Delay, s/veh		73.2			66.8			127.6			79.5	
Approach LOS		E			E			F			E	

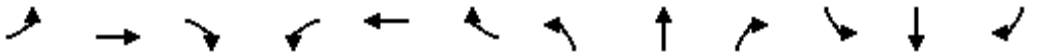
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	39.0	8.0	66.0	15.0	31.0	12.1	61.9
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	* 6
Max Green Setting (Gmax), s	3.0	33.0	4.0	60.0	11.0	25.0	10.0	* 55
Max Q Clear Time (g_c+I1), s	5.0	35.0	6.0	62.0	13.0	26.8	8.0	4.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	2.1

Intersection Summary	
HCM 6th Ctrl Delay	95.6
HCM 6th LOS	F

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	271	164	356	460	374	244	941	358	572	580	19
Future Volume (veh/h)	21	271	164	356	460	374	244	941	358	572	580	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	285	0	375	484	251	257	991	311	602	611	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	329		451	514	721	293	1024	661	627	1123	
Arrive On Green	0.04	0.18	0.00	0.13	0.27	0.27	0.16	0.29	0.29	0.18	0.32	0.00
Sat Flow, veh/h	1781	1870	1585	3456	1870	1576	1781	3554	1577	3456	3554	1585
Grp Volume(v), veh/h	22	285	0	375	484	251	257	991	311	602	611	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1576	1781	1777	1577	1728	1777	1585
Q Serve(g_s), s	1.1	13.9	0.0	9.9	23.7	9.6	13.2	25.8	13.4	16.2	13.3	0.0
Cycle Q Clear(g_c), s	1.1	13.9	0.0	9.9	23.7	9.6	13.2	25.8	13.4	16.2	13.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	329		451	514	721	293	1024	661	627	1123	
V/C Ratio(X)	0.29	0.87		0.83	0.94	0.35	0.88	0.97	0.47	0.96	0.54	
Avail Cap(c_a), veh/h	209	439		516	514	721	380	1024	661	627	1123	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.5	37.6	0.0	39.7	33.2	16.5	38.2	32.9	19.7	38.0	26.5	0.0
Incr Delay (d2), s/veh	0.8	10.7	0.0	9.9	25.7	0.3	14.2	20.7	0.7	26.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.3	0.0	4.8	14.1	3.4	6.5	12.9	4.9	8.6	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	48.3	0.0	49.7	59.0	16.7	52.4	53.6	20.4	64.3	27.2	0.0
LnGrp LOS	D	D		D	E	B	D	D	C	E	C	
Approach Vol, veh/h		307	A		1110			1559			1213	A
Approach Delay, s/veh		48.0			46.3			46.8			45.6	
Approach LOS		D			D			D			D	

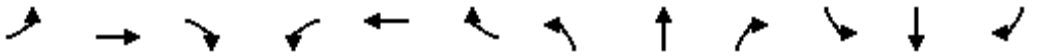
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	33.0	17.2	21.5	19.4	35.6	7.9	30.8
Change Period (Y+Rc), s	5.0	6.0	5.0	* 5	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	17.0	27.0	14.0	* 22	20.0	25.0	11.0	25.0
Max Q Clear Time (g_c+I1), s	18.2	27.8	11.9	15.9	15.2	15.3	3.1	25.7
Green Ext Time (p_c), s	0.0	0.0	0.3	0.6	0.2	2.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	635	7	24	766	543	29	535	25	307	642	19
Future Volume (veh/h)	43	635	7	24	766	543	29	535	25	307	642	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	668	2	25	806	0	31	563	0	323	676	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	1111	493	169	994		177	864		471	1166	518
Arrive On Green	0.08	0.31	0.31	0.05	0.28	0.00	0.05	0.24	0.00	0.14	0.33	0.33
Sat Flow, veh/h	3456	3554	1577	3456	3554	1585	3456	3554	1585	3456	3554	1578
Grp Volume(v), veh/h	45	668	2	25	806	0	31	563	0	323	676	7
Grp Sat Flow(s),veh/h/ln	1728	1777	1577	1728	1777	1585	1728	1777	1585	1728	1777	1578
Q Serve(g_s), s	0.9	11.7	0.1	0.5	15.5	0.0	0.6	10.4	0.0	6.5	11.6	0.2
Cycle Q Clear(g_c), s	0.9	11.7	0.1	0.5	15.5	0.0	0.6	10.4	0.0	6.5	11.6	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	1111	493	169	994		177	864		471	1166	518
V/C Ratio(X)	0.16	0.60	0.00	0.15	0.81		0.18	0.65		0.69	0.58	0.01
Avail Cap(c_a), veh/h	471	1164	517	707	1358		377	1503		566	1697	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	21.3	17.3	33.4	24.6	0.0	33.3	25.0	0.0	30.2	20.4	16.6
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.1	2.7	0.0	0.2	1.6	0.0	1.7	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.6	0.0	0.2	6.5	0.0	0.3	4.4	0.0	2.7	4.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	21.9	17.3	33.5	27.3	0.0	33.5	26.6	0.0	31.9	21.3	16.6
LnGrp LOS	C	C	B	C	C		C	C		C	C	B
Approach Vol, veh/h		715			831	A		594	A		1006	
Approach Delay, s/veh		22.4			27.5			26.9			24.7	
Approach LOS		C			C			C			C	

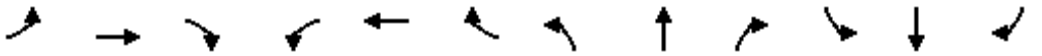
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	23.8	10.0	25.5	7.7	30.1	7.6	27.9
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	* 5
Max Green Setting (Gmax), s	12.0	31.0	10.0	28.0	8.0	35.0	15.0	* 24
Max Q Clear Time (g_c+I1), s	8.5	12.4	2.9	17.5	2.6	13.6	2.5	13.7
Green Ext Time (p_c), s	0.3	4.7	0.0	3.0	0.0	6.2	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

Notes

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

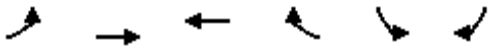
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	10	152	20	3	1	53	1117	7	1	1012	10
Future Volume (veh/h)	28	10	152	20	3	1	53	1117	7	1	1012	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	11	160	21	3	1	56	1176	7	1	1065	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	66	210	35	5	2	69	1713	764	4	1579	704
Arrive On Green	0.13	0.13	0.13	0.02	0.02	0.02	0.04	0.48	0.48	0.00	0.44	0.44
Sat Flow, veh/h	1309	496	1585	1497	214	71	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	40	0	160	25	0	0	56	1176	7	1	1065	11
Grp Sat Flow(s),veh/h/ln	1805	0	1585	1783	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.0	0.0	4.9	0.7	0.0	0.0	1.6	12.9	0.1	0.0	12.0	0.2
Cycle Q Clear(g_c), s	1.0	0.0	4.9	0.7	0.0	0.0	1.6	12.9	0.1	0.0	12.0	0.2
Prop In Lane	0.72		1.00	0.84		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	0	210	42	0	0	69	1713	764	4	1579	704
V/C Ratio(X)	0.17	0.00	0.76	0.60	0.00	0.00	0.82	0.69	0.01	0.28	0.67	0.02
Avail Cap(c_a), veh/h	566	0	497	142	0	0	106	1713	764	106	1693	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	21.1	24.4	0.0	0.0	24.0	10.1	6.8	25.1	11.1	7.8
Incr Delay (d2), s/veh	0.1	0.0	2.2	5.0	0.0	0.0	13.2	1.3	0.0	15.4	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.7	0.3	0.0	0.0	0.8	3.3	0.0	0.0	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	23.3	29.4	0.0	0.0	37.2	11.4	6.8	40.5	12.3	7.8
LnGrp LOS	B	A	C	C	A	A	D	B	A	D	B	A
Approach Vol, veh/h		200			25			1239			1077	
Approach Delay, s/veh		22.5			29.4			12.5			12.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.0	30.3		5.2	5.9	28.4		10.9				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.2				
Max Green Setting (Gmax), s	3.0	24.0		4.0	3.0	24.0		15.8				
Max Q Clear Time (g_c+I1), s	2.0	14.9		2.7	3.6	14.0		6.9				
Green Ext Time (p_c), s	0.0	8.0		0.0	0.0	8.4		0.2				

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	844	2322	1685	55	87	211
Future Volume (veh/h)	844	2322	1685	55	87	211
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	888	2444	1774	0	92	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	724	4255	2008		178	
Arrive On Green	0.41	0.83	0.13	0.00	0.10	0.00
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	888	2444	1774	0	92	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	61.0	23.0	51.2	0.0	7.4	0.0
Cycle Q Clear(g_c), s	61.0	23.0	51.2	0.0	7.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	724	4255	2008		178	
V/C Ratio(X)	1.23	0.57	0.88		0.52	
Avail Cap(c_a), veh/h	724	4255	2008		178	
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.90	0.00	1.00	0.00
Uniform Delay (d), s/veh	44.5	4.0	61.9	0.0	64.1	0.0
Incr Delay (d2), s/veh	113.7	0.6	5.5	0.0	10.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	48.7	5.5	24.5	0.0	3.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	158.2	4.6	67.4	0.0	74.4	0.0
LnGrp LOS	F	A	E		E	
Approach Vol, veh/h		3332	1774	A	92	A
Approach Delay, s/veh		45.5	67.4		74.4	
Approach LOS		D	E		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		130.0		20.0	66.0	64.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		116.0		15.0	61.0	59.0
Max Q Clear Time (g_c+I1), s		25.0		9.4	63.0	53.2
Green Ext Time (p_c), s		45.2		0.1	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D

Notes

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

User approved ignoring U-Turning movement.

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

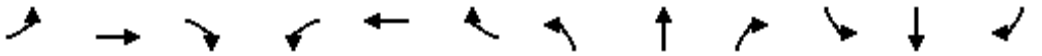
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2305	109	100	1626	114	158
Future Volume (veh/h)	2305	109	100	1626	114	158
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2426	0	105	1712	120	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3313		127	3813	143	
Arrive On Green	0.43	0.00	0.07	0.75	0.08	0.00
Sat Flow, veh/h	5274	1585	1781	5274	1781	1585
Grp Volume(v), veh/h	2426	0	105	1712	120	0
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1702	1781	1585
Q Serve(g_s), s	59.1	0.0	8.7	19.2	10.0	0.0
Cycle Q Clear(g_c), s	59.1	0.0	8.7	19.2	10.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3313		127	3813	143	
V/C Ratio(X)	0.73		0.83	0.45	0.84	
Avail Cap(c_a), veh/h	3313		202	3813	325	
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.00	0.81	0.81	1.00	0.00
Uniform Delay (d), s/veh	31.6	0.0	68.8	7.2	68.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	6.1	0.3	4.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.5	0.0	4.1	6.1	4.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.7	0.0	74.8	7.6	72.8	0.0
LnGrp LOS	C		E	A	E	
Approach Vol, veh/h	2426	A		1817	120	A
Approach Delay, s/veh	32.7			11.4	72.8	
Approach LOS	C			B	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		16.7	14.7	103.3		118.0
Change Period (Y+Rc), s		4.6	4.0	6.0		6.0
Max Green Setting (Gmax), s		27.4	17.0	91.0		112.0
Max Q Clear Time (g_c+I1), s		12.0	10.7	61.1		21.2
Green Ext Time (p_c), s		0.2	0.1	23.8		23.7

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	2189	1	44	1524	944	3	5	32	412	3	185
Future Volume (veh/h)	266	2189	1	44	1524	944	3	5	32	412	3	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	280	2304	1	46	1604	0	3	5	34	436	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	3551	1100	60	2840		20	34	45	542	0	
Arrive On Green	0.17	0.70	0.70	0.03	0.56	0.00	0.03	0.03	0.03	0.10	0.00	0.00
Sat Flow, veh/h	1781	5106	1582	1781	5106	1585	688	1147	1505	5344	0	1585
Grp Volume(v), veh/h	280	2304	1	46	1604	0	8	0	34	436	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1582	1781	1702	1585	1836	0	1505	1781	0	1585
Q Serve(g_s), s	23.1	37.6	0.0	3.8	30.5	0.0	0.6	0.0	3.4	12.0	0.0	0.0
Cycle Q Clear(g_c), s	23.1	37.6	0.0	3.8	30.5	0.0	0.6	0.0	3.4	12.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.37		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	3551	1100	60	2840		55	0	45	542	0	
V/C Ratio(X)	0.91	0.65	0.00	0.77	0.56		0.15	0.00	0.76	0.80	0.00	
Avail Cap(c_a), veh/h	428	3551	1100	143	2840		147	0	120	737	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.83	0.83	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	60.9	12.7	7.0	71.9	21.5	0.0	70.9	0.0	72.2	65.9	0.0	0.0
Incr Delay (d2), s/veh	14.6	0.7	0.0	15.9	0.2	0.0	1.2	0.0	22.7	4.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	13.0	0.0	2.0	11.7	0.0	0.3	0.0	1.6	5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	13.4	7.0	87.8	21.8	0.0	72.1	0.0	94.9	70.6	0.0	0.0
LnGrp LOS	E	B	A	F	C		E	A	F	E	A	
Approach Vol, veh/h		2585			1650	A		42			436	A
Approach Delay, s/veh		20.1			23.6			90.6			70.6	
Approach LOS		C			C			F			E	

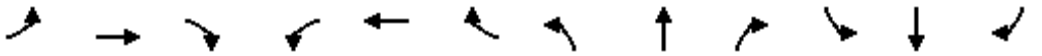
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.5	9.0	110.0		8.5	29.9	89.1				
Change Period (Y+Rc), s		7.3	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		20.7	12.0	84.3		12.0	36.0	60.3				
Max Q Clear Time (g_c+I1), s		14.0	5.8	39.6		5.4	25.1	32.5				
Green Ext Time (p_c), s		1.2	0.0	42.8		0.0	0.8	23.8				

Intersection Summary	
HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	2	36	14	1	68	15	2446	43	100	2521	3
Future Volume (veh/h)	57	2	36	14	1	68	15	2446	43	100	2521	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	2	38	16	0	0	16	2575	45	105	2654	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	3	73	46	0		23	4976	1223	150	5172	1272
Arrive On Green	0.05	0.05	0.05	0.01	0.00	0.00	0.01	0.77	0.77	0.04	0.80	0.80
Sat Flow, veh/h	1726	58	1535	3563	0	1585	1781	6434	1582	3456	6434	1582
Grp Volume(v), veh/h	62	0	38	16	0	0	16	2575	45	105	2654	3
Grp Sat Flow(s),veh/h/ln	1784	0	1535	1781	0	1585	1781	1609	1582	1728	1609	1582
Q Serve(g_s), s	5.1	0.0	3.6	0.7	0.0	0.0	1.3	22.7	1.0	4.5	20.7	0.1
Cycle Q Clear(g_c), s	5.1	0.0	3.6	0.7	0.0	0.0	1.3	22.7	1.0	4.5	20.7	0.1
Prop In Lane	0.97		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	0	73	46	0		23	4976	1223	150	5172	1272
V/C Ratio(X)	0.73	0.00	0.52	0.35	0.00		0.69	0.52	0.04	0.70	0.51	0.00
Avail Cap(c_a), veh/h	167	0	143	380	0		143	4976	1223	323	5172	1272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.79	0.79	0.79	0.67	0.67	0.67
Uniform Delay (d), s/veh	70.5	0.0	69.8	73.4	0.0	0.0	73.7	6.4	4.0	70.8	4.9	2.9
Incr Delay (d2), s/veh	4.5	0.0	2.1	4.0	0.0	0.0	10.3	0.1	0.0	1.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.5	0.3	0.0	0.0	0.7	6.3	0.3	2.0	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.0	0.0	71.9	77.4	0.0	0.0	84.1	6.5	4.0	72.3	5.2	2.9
LnGrp LOS	E	A	E	E	A		F	A	A	E	A	A
Approach Vol, veh/h		100			16	A		2636			2762	
Approach Delay, s/veh		73.8			77.4			6.9			7.7	
Approach LOS		E			E			A			A	

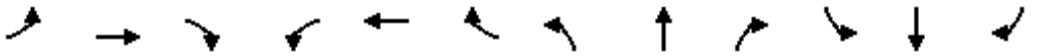
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.1	5.9	127.0		5.9	10.5	122.4				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		14.0	12.0	89.6		16.0	14.0	87.6				
Max Q Clear Time (g_c+I1), s		7.1	3.3	22.7		2.7	6.5	24.7				
Green Ext Time (p_c), s		0.1	0.0	43.2		0.0	0.1	40.2				

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	2314	189	365	2317	138	209	77	289	61	15	7
Future Volume (veh/h)	14	2314	189	365	2317	138	209	77	289	61	15	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	2436	199	384	2439	0	150	178	304	40	50	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	775	2943	720	717	2835		285	299	254	93	98	
Arrive On Green	0.22	0.46	0.46	0.42	0.88	0.00	0.16	0.16	0.16	0.05	0.05	0.00
Sat Flow, veh/h	3456	6434	1575	3456	6434	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	15	2436	199	384	2439	0	150	178	304	40	50	0
Grp Sat Flow(s),veh/h/ln	1728	1609	1575	1728	1609	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.5	49.6	11.8	12.5	27.9	0.0	11.6	13.3	24.0	3.3	3.9	0.0
Cycle Q Clear(g_c), s	0.5	49.6	11.8	12.5	27.9	0.0	11.6	13.3	24.0	3.3	3.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	775	2943	720	717	2835		285	299	254	93	98	
V/C Ratio(X)	0.02	0.83	0.28	0.54	0.86		0.53	0.59	1.20	0.43	0.51	
Avail Cap(c_a), veh/h	775	2943	720	717	3243		285	299	254	190	200	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.32	0.32	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.3	35.5	25.3	38.4	6.6	0.0	57.8	58.5	63.0	68.9	69.2	0.0
Incr Delay (d2), s/veh	0.0	2.4	0.8	0.1	0.8	0.0	1.4	2.8	121.0	3.1	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	19.1	4.5	4.6	2.9	0.0	5.4	6.6	18.0	1.6	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	38.0	26.1	38.5	7.4	0.0	59.2	61.3	184.0	72.0	73.3	0.0
LnGrp LOS	D	D	C	D	A		E	E	F	E	E	
Approach Vol, veh/h		2650			2823	A		632			90	A
Approach Delay, s/veh		37.1			11.7			119.8			72.7	
Approach LOS		D			B			F			E	

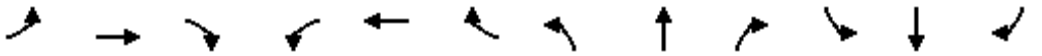
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.0	35.1	75.0		11.9	37.7	72.5				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		24.0	23.0	68.6		16.0	16.0	75.6				
Max Q Clear Time (g_c+I1), s		26.0	14.5	51.6		5.9	2.5	29.9				
Green Ext Time (p_c), s		0.0	0.5	15.6		0.2	0.0	36.1				

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	1468	810	85	1568	389	939	513	44	962	779	276
Future Volume (veh/h)	308	1468	810	85	1568	389	939	513	44	962	779	276
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	324	1545	0	89	1651	0	988	540	0	1013	820	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	2241		130	1737		968	710		1573	947	
Arrive On Green	0.20	0.70	0.00	0.08	0.54	0.00	0.28	0.14	0.00	0.10	0.06	0.00
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	3456	5106	1585	5023	5106	1585
Grp Volume(v), veh/h	324	1545	0	89	1651	0	988	540	0	1013	820	0
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1609	1585	1728	1702	1585	1674	1702	1585
Q Serve(g_s), s	13.8	21.0	0.0	3.8	36.4	0.0	42.0	15.3	0.0	29.1	23.9	0.0
Cycle Q Clear(g_c), s	13.8	21.0	0.0	3.8	36.4	0.0	42.0	15.3	0.0	29.1	23.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	2241		130	1737		968	710		1573	947	
V/C Ratio(X)	0.94	0.69		0.68	0.95		1.02	0.76		0.64	0.87	
Avail Cap(c_a), veh/h	346	2241		184	1737		968	1011		1573	987	
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.68	0.68	0.00	0.77	0.77	0.00	1.00	1.00	0.00	0.85	0.85	0.00
Uniform Delay (d), s/veh	59.5	18.0	0.0	68.5	33.6	0.0	54.0	62.2	0.0	59.2	68.6	0.0
Incr Delay (d2), s/veh	24.9	0.7	0.0	1.8	10.4	0.0	34.4	2.9	0.0	0.8	7.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	4.9	0.0	1.6	11.5	0.0	22.4	6.7	0.0	13.2	11.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.5	18.7	0.0	70.3	44.0	0.0	88.4	65.0	0.0	60.0	75.9	0.0
LnGrp LOS	F	B		E	D		F	E		E	E	
Approach Vol, veh/h		1869	A		1740	A		1528	A		1833	A
Approach Delay, s/veh		30.1			45.3			80.1			67.1	
Approach LOS		C			D			F			E	

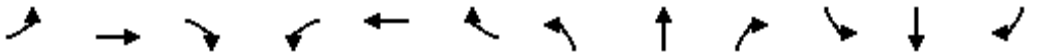
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	54.7	26.9	9.6	58.7	46.0	35.5	21.4	46.9
Change Period (Y+Rc), s	7.7	6.0	4.0	6.4	4.0	* 7.7	6.4	6.4
Max Green Setting (Gmax), s	38.3	29.7	8.0	49.9	42.0	* 29	15.0	40.5
Max Q Clear Time (g_c+I1), s	31.1	17.3	5.8	23.0	44.0	25.9	15.8	38.4
Green Ext Time (p_c), s	2.5	3.6	0.0	15.2	0.0	2.0	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

Notes

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

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



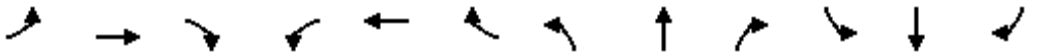
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	2418	4	13	2085	243	67	0	141	104	1	33
Future Volume (veh/h)	48	2418	4	13	2085	243	67	0	141	104	1	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	2545	4	14	2195	256	71	0	148	110	0	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	3170	980	17	3030	937	381	0	167	163	0	73
Arrive On Green	0.04	0.62	0.62	0.01	0.59	0.59	0.11	0.00	0.11	0.05	0.00	0.05
Sat Flow, veh/h	1781	5106	1579	1781	5106	1578	3563	0	1563	3563	0	1585
Grp Volume(v), veh/h	51	2545	4	14	2195	256	71	0	148	110	0	35
Grp Sat Flow(s),veh/h/ln	1781	1702	1579	1781	1702	1578	1781	0	1563	1781	0	1585
Q Serve(g_s), s	4.3	56.5	0.1	1.2	46.0	11.8	2.7	0.0	14.0	4.6	0.0	3.2
Cycle Q Clear(g_c), s	4.3	56.5	0.1	1.2	46.0	11.8	2.7	0.0	14.0	4.6	0.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	3170	980	17	3030	937	381	0	167	163	0	73
V/C Ratio(X)	0.78	0.80	0.00	0.84	0.72	0.27	0.19	0.00	0.88	0.67	0.00	0.48
Avail Cap(c_a), veh/h	119	3200	989	59	3030	937	404	0	177	366	0	163
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.50	0.50	0.50	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.6	21.5	10.8	74.2	21.8	14.8	61.0	0.0	66.1	70.5	0.0	69.8
Incr Delay (d2), s/veh	4.9	1.1	0.0	18.1	0.8	0.4	0.1	0.0	34.6	5.9	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	21.0	0.0	0.6	17.4	4.2	1.2	0.0	7.1	2.2	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	22.6	10.8	92.3	22.5	15.2	61.1	0.0	100.7	76.3	0.0	75.9
LnGrp LOS	E	C	B	F	C	B	E	A	F	E	A	E
Approach Vol, veh/h		2600			2465			219			145	
Approach Delay, s/veh		23.6			22.2			87.8			76.2	
Approach LOS		C			C			F			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.1	5.4	99.1		11.5	9.5	95.0				
Change Period (Y+Rc), s		4.0	4.0	6.0		4.6	4.0	6.0				
Max Green Setting (Gmax), s		17.0	5.0	94.0		15.4	10.0	89.0				
Max Q Clear Time (g_c+I1), s		16.0	3.2	58.5		6.6	6.3	48.0				
Green Ext Time (p_c), s		0.0	0.0	31.7		0.3	0.0	33.8				

Intersection Summary												
HCM 6th Ctrl Delay			27.0									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.



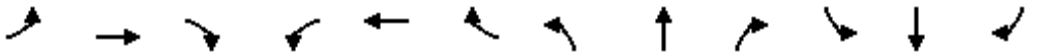
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	2407	69	288	1958	210	271	227	320	706	105	121
Future Volume (veh/h)	162	2407	69	288	1958	210	271	227	320	706	105	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1988	1988	1988	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	2534	50	303	2061	141	285	239	184	743	111	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	2827	1206	737	2995	927	1052	672	206	760	242	73
Arrive On Green	0.05	0.41	0.41	0.21	0.59	0.59	0.30	0.13	0.13	0.22	0.05	0.05
Sat Flow, veh/h	3673	6839	1679	3456	5106	1581	3456	5106	1567	3456	5106	1535
Grp Volume(v), veh/h	171	2534	50	303	2061	141	285	239	184	743	111	6
Grp Sat Flow(s),veh/h/ln	1837	1710	1679	1728	1702	1581	1728	1702	1567	1728	1702	1535
Q Serve(g_s), s	6.9	51.8	0.0	11.3	42.0	3.7	9.4	6.4	17.3	32.0	3.2	0.6
Cycle Q Clear(g_c), s	6.9	51.8	0.0	11.3	42.0	3.7	9.4	6.4	17.3	32.0	3.2	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	2827	1206	737	2995	927	1052	672	206	760	242	73
V/C Ratio(X)	0.87	0.90	0.04	0.41	0.69	0.15	0.27	0.36	0.89	0.98	0.46	0.08
Avail Cap(c_a), veh/h	196	2827	1206	737	2995	927	1052	715	219	760	1191	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	41.0	6.2	50.9	21.5	5.2	39.6	59.3	64.1	58.1	69.6	69.0
Incr Delay (d2), s/veh	24.6	3.6	0.0	0.2	0.5	0.1	0.1	0.4	32.7	26.9	1.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	21.7	0.4	4.9	15.9	2.0	4.0	2.8	8.7	16.6	1.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.1	44.6	6.2	51.1	22.0	5.3	39.7	59.7	96.8	85.1	71.2	69.6
LnGrp LOS	F	D	A	D	C	A	D	E	F	F	E	E
Approach Vol, veh/h		2755			2505			708			860	
Approach Delay, s/veh		47.0			24.6			61.3			83.2	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.0	25.7	38.1	68.0	49.6	13.1	12.0	94.1
Change Period (Y+Rc), s	4.0	6.0	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	33.0	21.0	14.0	* 62	19.0	35.0	8.0	68.0
Max Q Clear Time (g_c+I1), s	34.0	19.3	13.3	53.8	11.4	5.2	8.9	44.0
Green Ext Time (p_c), s	0.0	0.4	0.1	8.0	0.4	0.7	0.0	21.5

Intersection Summary	
HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	359	2445	702	216	2138	2	190	176	152	14	46	130
Future Volume (veh/h)	359	2445	702	216	2138	2	190	176	152	14	46	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	378	2574	0	227	2251	2	200	185	0	15	48	137
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	421	3340		270	3117	965	363	224		18	100	150
Arrive On Green	0.24	1.00	0.00	0.16	1.00	1.00	0.07	0.12	0.00	0.01	0.05	0.05
Sat Flow, veh/h	3456	5106	1585	3456	5106	1581	5023	1870	1585	1781	1870	2790
Grp Volume(v), veh/h	378	2574	0	227	2251	2	200	185	0	15	48	137
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1581	1674	1870	1585	1781	1870	1395
Q Serve(g_s), s	15.9	0.0	0.0	9.6	0.0	0.0	5.8	14.5	0.0	1.3	3.7	5.9
Cycle Q Clear(g_c), s	15.9	0.0	0.0	9.6	0.0	0.0	5.8	14.5	0.0	1.3	3.7	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	421	3340		270	3117	965	363	224		18	100	150
V/C Ratio(X)	0.90	0.77		0.84	0.72	0.00	0.55	0.83		0.83	0.48	0.91
Avail Cap(c_a), veh/h	530	3340		346	3117	965	536	303		48	133	199
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.22	0.22	0.00	0.75	0.75	0.75	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	0.0	0.0	62.4	0.0	0.0	67.2	64.5	0.0	74.1	68.9	46.4
Incr Delay (d2), s/veh	3.7	0.4	0.0	8.7	0.7	0.0	0.5	15.5	0.0	29.0	1.3	30.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.1	0.0	4.2	0.2	0.0	2.5	7.9	0.0	0.7	1.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	0.4	0.0	71.1	0.7	0.0	67.7	80.0	0.0	103.1	70.2	77.1
LnGrp LOS	E	A		E	A	A	E	F		F	E	E
Approach Vol, veh/h		2952	A		2480			385	A		200	
Approach Delay, s/veh		8.0			7.1			73.6			77.4	
Approach LOS		A			A			E			E	

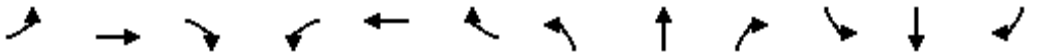
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	24.7	15.7	104.1	17.5	12.7	22.3	97.6
Change Period (Y+Rc), s	4.0	* 6.7	4.0	6.0	6.7	4.6	4.0	6.0
Max Green Setting (Gmax), s	4.0	* 24	15.0	87.0	16.0	10.7	23.0	79.0
Max Q Clear Time (g_c+I1), s	3.3	16.5	11.6	2.0	7.8	7.9	17.9	2.0
Green Ext Time (p_c), s	0.0	0.8	0.1	67.3	0.2	0.1	0.4	52.5

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	353	2060	4	10	1710	110	0	0	0	109	0	657
Future Volume (veh/h)	353	2060	4	10	1710	110	0	0	0	109	0	657
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.97		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	372	2168	4	11	1800	70	0	0	0	115	0	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	3015	6	13	2267	701	1	1	1	163	0	150
Arrive On Green	0.24	1.00	1.00	0.01	0.44	0.44	0.00	0.00	0.00	0.05	0.00	0.05
Sat Flow, veh/h	3456	5263	10	1781	5106	1580	1781	1870	1585	3449	0	3170
Grp Volume(v), veh/h	372	1402	770	11	1800	70	0	0	0	115	0	16
Grp Sat Flow(s),veh/h/ln	1728	1702	1869	1781	1702	1580	1781	1870	1585	1725	0	1585
Q Serve(g_s), s	15.6	0.0	0.0	0.9	45.4	3.9	0.0	0.0	0.0	4.9	0.0	0.7
Cycle Q Clear(g_c), s	15.6	0.0	0.0	0.9	45.4	3.9	0.0	0.0	0.0	4.9	0.0	0.7
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	1950	1070	13	2267	701	1	1	1	163	0	150
V/C Ratio(X)	0.90	0.72	0.72	0.84	0.79	0.10	0.00	0.00	0.00	0.71	0.00	0.11
Avail Cap(c_a), veh/h	553	1988	1091	36	2267	701	166	175	148	575	0	528
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.79	0.79	0.79	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	0.0	0.0	74.4	35.8	24.3	0.0	0.0	0.0	70.4	0.0	68.4
Incr Delay (d2), s/veh	7.3	0.8	1.4	31.7	2.4	0.2	0.0	0.0	0.0	2.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.2	0.4	0.5	18.6	1.5	0.0	0.0	0.0	2.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	0.8	1.4	106.1	38.2	24.5	0.0	0.0	0.0	72.5	0.0	68.5
LnGrp LOS	E	A	A	F	D	C	A	A	A	E	A	E
Approach Vol, veh/h		2544			1881			0			131	
Approach Delay, s/veh		10.1			38.1			0.0			72.0	
Approach LOS		B			D						E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		0.0	5.1	92.3		13.1	24.4	73.0				
Change Period (Y+Rc), s		4.0	4.0	6.4		6.0	6.4	* 6.4				
Max Green Setting (Gmax), s		14.0	3.0	87.6		25.0	24.0	* 67				
Max Q Clear Time (g_c+I1), s		0.0	2.9	2.0		6.9	17.6	47.4				
Green Ext Time (p_c), s		0.0	0.0	43.5		0.2	0.4	14.2				

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Notes

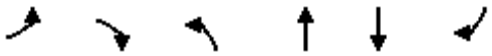
User approved volume balancing among the lanes for turning movement.

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	117	110	1659	47	65	1964
Future Volume (veh/h)	117	110	1659	47	65	1964
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	116	1746	49	68	2067
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	184	163	3234	1004	87	3756
Arrive On Green	0.10	0.10	1.00	1.00	0.05	0.74
Sat Flow, veh/h	1781	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	123	116	1746	49	68	2067
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1781	1702
Q Serve(g_s), s	5.0	5.3	0.0	0.0	2.8	13.5
Cycle Q Clear(g_c), s	5.0	5.3	0.0	0.0	2.8	13.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	184	163	3234	1004	87	3756
V/C Ratio(X)	0.67	0.71	0.54	0.05	0.78	0.55
Avail Cap(c_a), veh/h	577	514	3234	1004	119	3756
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.92	0.92	0.83	0.83
Uniform Delay (d), s/veh	32.4	32.6	0.0	0.0	35.3	4.4
Incr Delay (d2), s/veh	3.1	4.2	0.6	0.1	11.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.8	0.2	0.0	1.4	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.5	36.7	0.6	0.1	47.1	4.9
LnGrp LOS	D	D	A	A	D	A
Approach Vol, veh/h	239		1795			2135
Approach Delay, s/veh	36.1		0.6			6.2
Approach LOS	D		A			A

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		61.6		13.4	7.7	53.9
Change Period (Y+Rc), s		6.4		5.7	4.0	6.4
Max Green Setting (Gmax), s		38.6		24.3	5.0	29.6
Max Q Clear Time (g_c+I1), s		15.5		7.3	4.8	2.0
Green Ext Time (p_c), s		18.1		0.5	0.0	17.1

Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A



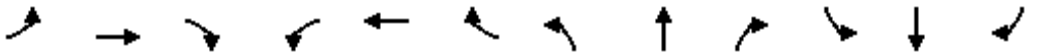
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	118	66	148	1600	1922	181
Future Volume (veh/h)	118	66	148	1600	1922	181
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	69	156	1684	2023	191
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	201	92	202	3857	3422	1062
Arrive On Green	0.06	0.06	0.12	1.00	1.00	1.00
Sat Flow, veh/h	3456	1585	3456	5274	5274	1585
Grp Volume(v), veh/h	124	69	156	1684	2023	191
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1702	1702	1585
Q Serve(g_s), s	5.3	6.4	6.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.3	6.4	6.6	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	201	92	202	3857	3422	1062
V/C Ratio(X)	0.62	0.75	0.77	0.44	0.59	0.18
Avail Cap(c_a), veh/h	583	267	599	3857	3422	1062
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	0.78	0.78
Uniform Delay (d), s/veh	69.0	69.6	65.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.2	4.5	2.0	0.3	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.7	2.8	0.1	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	70.2	74.1	67.3	0.3	0.6	0.3
LnGrp LOS	E	E	E	A	A	A
Approach Vol, veh/h	193			1840	2214	
Approach Delay, s/veh	71.6			6.0	0.6	
Approach LOS	E			A	A	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.4	12.8	106.5		119.3
Change Period (Y+Rc), s		5.7	4.0	6.0		* 6
Max Green Setting (Gmax), s		25.3	26.0	83.0		* 1.1E2
Max Q Clear Time (g_c+I1), s		8.4	8.6	2.0		2.0
Green Ext Time (p_c), s		0.3	0.2	49.3		35.2

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	11	184	3	39	15	222	1706	8	9	1868	156
Future Volume (veh/h)	45	11	184	3	39	15	222	1706	8	9	1868	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	36	194	3	41	16	234	1796	8	9	1966	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	38	257	218	6	152	59	257	3278	1018	15	2585	802
Arrive On Green	0.02	0.14	0.14	0.00	0.12	0.12	0.14	0.64	0.64	0.01	0.51	0.51
Sat Flow, veh/h	1781	1870	1585	1781	1281	500	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	30	36	194	3	0	57	234	1796	8	9	1966	164
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1780	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.5	2.5	18.0	0.3	0.0	4.4	19.4	29.1	0.3	0.8	46.4	8.5
Cycle Q Clear(g_c), s	2.5	2.5	18.0	0.3	0.0	4.4	19.4	29.1	0.3	0.8	46.4	8.5
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	38	257	218	6	0	212	257	3278	1018	15	2585	802
V/C Ratio(X)	0.78	0.14	0.89	0.54	0.00	0.27	0.91	0.55	0.01	0.61	0.76	0.20
Avail Cap(c_a), veh/h	71	324	275	48	0	309	356	3278	1018	48	2585	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.82	0.82	0.82
Uniform Delay (d), s/veh	73.0	56.9	63.6	74.7	0.0	60.1	63.2	14.8	9.7	74.1	29.7	20.4
Incr Delay (d2), s/veh	12.2	0.3	25.9	26.7	0.0	0.5	16.7	0.6	0.0	11.5	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.2	8.7	0.2	0.0	2.0	9.8	10.7	0.1	0.4	18.4	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.2	57.2	89.5	101.3	0.0	60.7	79.9	15.4	9.7	85.6	31.0	20.6
LnGrp LOS	F	E	F	F	A	E	E	B	A	F	C	C
Approach Vol, veh/h		260			60			2038			2139	
Approach Delay, s/veh		84.5			62.7			22.8			30.4	
Approach LOS		F			E			C			C	

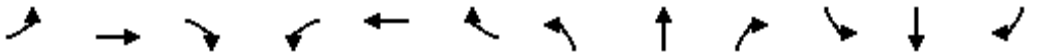
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	26.6	25.6	81.6	7.2	23.8	5.3	102.0
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	* 6	4.0	5.7
Max Green Setting (Gmax), s	4.0	26.0	30.0	70.3	6.0	* 26	4.0	96.3
Max Q Clear Time (g_c+I1), s	2.3	20.0	21.4	48.4	4.5	6.4	2.8	31.1
Green Ext Time (p_c), s	0.0	0.5	0.2	19.0	0.0	0.2	0.0	37.9

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	8	5	149	258	297	32	1569	117	125	1649	39
Future Volume (veh/h)	2	8	5	149	258	297	32	1569	117	125	1649	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	8	5	157	272	0	34	1652	0	132	1736	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	21	18	180	391		44	3610		178	3766	89
Arrive On Green	0.00	0.01	0.01	0.10	0.11	0.00	0.02	0.71	0.00	0.05	0.73	0.73
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	5106	1585	3456	5131	121
Grp Volume(v), veh/h	2	8	5	157	272	0	34	1652	0	132	1151	626
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1702	1585	1728	1702	1849
Q Serve(g_s), s	0.2	0.6	0.5	13.0	11.1	0.0	2.8	21.0	0.0	5.7	20.4	20.4
Cycle Q Clear(g_c), s	0.2	0.6	0.5	13.0	11.1	0.0	2.8	21.0	0.0	5.7	20.4	20.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	4	21	18	180	391		44	3610		178	2498	1357
V/C Ratio(X)	0.53	0.38	0.28	0.87	0.70		0.78	0.46		0.74	0.46	0.46
Avail Cap(c_a), veh/h	143	251	212	297	765		143	3610		323	2498	1357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	0.60	0.60	0.00	0.68	0.68	0.68
Uniform Delay (d), s/veh	74.8	73.7	73.6	66.5	64.3	0.0	72.8	9.5	0.0	70.2	8.0	8.0
Incr Delay (d2), s/veh	36.2	30.5	23.6	8.0	3.5	0.0	6.5	0.1	0.0	1.6	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.3	6.4	5.2	0.0	1.4	7.1	0.0	2.5	6.7	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.9	104.1	97.1	74.5	67.8	0.0	79.3	9.6	0.0	71.7	8.4	8.8
LnGrp LOS	F	F	F	E	E		E	A		E	A	A
Approach Vol, veh/h		15			429	A		1686	A		1909	
Approach Delay, s/veh		102.7			70.3			11.0			12.9	
Approach LOS		F			E			B			B	

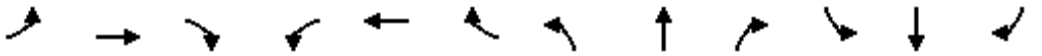
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	7.4	7.7	115.8	4.3	22.2	11.7	111.8
Change Period (Y+Rc), s	4.0	* 5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	25.0	* 20	12.0	74.3	12.0	32.3	14.0	72.3
Max Q Clear Time (g_c+I1), s	15.0	2.6	4.8	22.4	2.2	13.1	7.7	23.0
Green Ext Time (p_c), s	0.1	0.0	0.0	29.8	0.0	2.4	0.1	27.2

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	1124	97	44	1732	618	277	1038	62	1087	470	172
Future Volume (veh/h)	94	1124	97	44	1732	618	277	1038	62	1087	470	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	1183	36	46	1823	0	292	1093	12	1144	495	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	1926	596	78	1872		339	1186	366	2177	2955	
Arrive On Green	0.03	0.38	0.38	0.02	0.37	0.00	0.10	0.23	0.23	0.14	0.19	0.00
Sat Flow, veh/h	3456	5106	1579	3456	5106	1585	3456	5106	1575	5023	5106	1585
Grp Volume(v), veh/h	99	1183	36	46	1823	0	292	1093	12	1144	495	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1579	1728	1702	1585	1728	1702	1575	1674	1702	1585
Q Serve(g_s), s	4.3	28.2	2.2	2.0	52.8	0.0	12.5	31.4	1.0	31.7	12.2	0.0
Cycle Q Clear(g_c), s	4.3	28.2	2.2	2.0	52.8	0.0	12.5	31.4	1.0	31.7	12.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	1926	596	78	1872		339	1186	366	2177	2955	
V/C Ratio(X)	0.86	0.61	0.06	0.59	0.97		0.86	0.92	0.03	0.53	0.17	
Avail Cap(c_a), veh/h	115	1926	596	115	1872		438	1202	371	2177	2955	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh	72.2	37.9	29.8	72.6	46.8	0.0	66.6	56.3	59.7	50.0	30.5	0.0
Incr Delay (d2), s/veh	42.4	1.5	0.2	2.6	15.1	0.0	10.9	11.8	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	12.1	0.9	0.9	24.9	0.0	5.9	14.5	0.3	14.3	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.6	39.3	30.0	75.2	61.9	0.0	77.5	68.1	59.7	50.1	30.6	0.0
LnGrp LOS	F	D	C	E	E		E	E	E	D	C	
Approach Vol, veh/h		1318			1869	A		1397			1639	A
Approach Delay, s/veh		44.7			62.2			70.0			44.2	
Approach LOS		D			E			E			D	

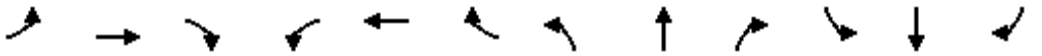
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	62.6	18.7	92.9	9.0	61.0	71.1	40.5
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	6.0	5.7	* 5.7
Max Green Setting (Gmax), s	5.0	55.0	19.0	51.3	5.0	55.0	35.0	* 35
Max Q Clear Time (g_c+I1), s	4.0	30.2	14.5	14.2	6.3	54.8	33.7	33.4
Green Ext Time (p_c), s	0.0	12.6	0.2	5.3	0.0	0.2	0.5	1.5

Intersection Summary	
HCM 6th Ctrl Delay	55.5
HCM 6th LOS	E

Notes

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

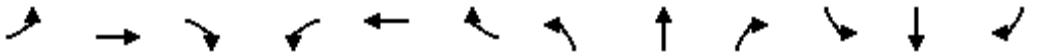
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	2	22	32	2	141	35	1104	27	70	520	1
Future Volume (veh/h)	44	2	22	32	2	141	35	1104	27	70	520	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	2	23	34	2	148	37	1162	28	74	547	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	8	169	257	15	241	91	1464	35	136	1593	3
Arrive On Green	0.11	0.11	0.11	0.15	0.15	0.15	0.05	0.41	0.41	0.08	0.44	0.44
Sat Flow, veh/h	1710	74	1585	1687	99	1585	1781	3546	85	1781	3639	7
Grp Volume(v), veh/h	48	0	23	36	0	148	37	582	608	74	267	281
Grp Sat Flow(s),veh/h/ln	1785	0	1585	1786	0	1585	1781	1777	1855	1781	1777	1869
Q Serve(g_s), s	1.7	0.0	0.9	1.2	0.0	6.1	1.4	20.1	20.1	2.8	7.0	7.0
Cycle Q Clear(g_c), s	1.7	0.0	0.9	1.2	0.0	6.1	1.4	20.1	20.1	2.8	7.0	7.0
Prop In Lane	0.96		1.00	0.94		1.00	1.00		0.05	1.00		0.00
Lane Grp Cap(c), veh/h	190	0	169	272	0	241	91	734	766	136	778	818
V/C Ratio(X)	0.25	0.00	0.14	0.13	0.00	0.61	0.41	0.79	0.79	0.55	0.34	0.34
Avail Cap(c_a), veh/h	254	0	226	1042	0	925	177	868	906	177	868	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	28.4	25.8	0.0	27.8	32.3	18.0	18.0	31.3	13.1	13.1
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.1	0.0	0.9	1.1	5.2	5.0	1.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.3	0.5	0.0	2.2	0.6	8.1	8.4	1.2	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	0.0	28.6	25.8	0.0	28.8	33.4	23.2	23.0	32.6	13.5	13.5
LnGrp LOS	C	A	C	C	A	C	C	C	C	C	B	B
Approach Vol, veh/h		71			184			1227			622	
Approach Delay, s/veh		28.9			28.2			23.4			15.8	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.5	7.6	36.5		14.7	9.3	34.7				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		10.0	7.0	34.3		41.0	7.0	34.3				
Max Q Clear Time (g_c+I1), s		3.7	3.4	9.0		8.1	4.8	22.1				
Green Ext Time (p_c), s		0.1	0.0	4.0		0.5	0.0	6.9				

Intersection Summary												
HCM 6th Ctrl Delay			21.8									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	189	389	75	710	450	376	764	181	110	361	21
Future Volume (veh/h)	15	189	389	75	710	450	376	764	181	110	361	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2001	1924	1924	2001	1924	1924	2001	1924	1924	1954	1879	1879
Adj Flow Rate, veh/h	16	199	285	79	747	214	396	804	89	116	380	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	70	946	641	182	1160	515	503	1197	531	377	1517	468
Arrive On Green	0.04	0.26	0.26	0.10	0.32	0.32	0.14	0.33	0.33	0.10	0.30	0.30
Sat Flow, veh/h	1906	3656	1621	1906	3656	1623	3698	3656	1623	3611	5130	1585
Grp Volume(v), veh/h	16	199	285	79	747	214	396	804	89	116	380	6
Grp Sat Flow(s),veh/h/ln	1906	1828	1621	1906	1828	1623	1849	1828	1623	1806	1710	1585
Q Serve(g_s), s	0.7	3.9	11.7	3.5	15.9	9.4	9.4	17.2	3.5	2.7	5.1	0.2
Cycle Q Clear(g_c), s	0.7	3.9	11.7	3.5	15.9	9.4	9.4	17.2	3.5	2.7	5.1	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	946	641	182	1160	515	503	1197	531	377	1517	468
V/C Ratio(X)	0.23	0.21	0.44	0.43	0.64	0.42	0.79	0.67	0.17	0.31	0.25	0.01
Avail Cap(c_a), veh/h	210	1466	872	210	1466	651	735	1385	615	399	1517	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	26.3	20.1	38.7	26.5	24.3	37.8	26.3	21.7	37.5	24.3	22.5
Incr Delay (d2), s/veh	0.6	0.2	0.8	0.6	1.1	0.9	2.0	1.4	0.3	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.6	4.1	1.6	6.5	3.4	4.1	7.0	1.3	1.1	1.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	26.5	20.9	39.3	27.6	25.2	39.8	27.7	21.9	37.7	24.4	22.6
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		500			1040			1289			502	
Approach Delay, s/veh		23.9			28.0			31.0			27.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	29.1	16.3	32.5	7.3	34.4	13.5	35.3
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	10.0	36.3	18.0	26.3	10.0	36.3	10.0	34.3
Max Q Clear Time (g_c+I1), s	5.5	5.9	11.4	7.1	2.7	17.9	4.7	19.2
Green Ext Time (p_c), s	0.1	1.6	0.9	6.2	0.0	10.5	0.2	10.2

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

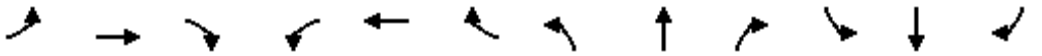
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	743	25	14	985	79	130
Future Volume (veh/h)	743	25	14	985	79	130
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	782	26	15	1037	83	137
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1332	594	55	1797	448	399
Arrive On Green	0.37	0.37	0.03	0.51	0.25	0.25
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	782	26	15	1037	83	137
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	7.0	0.4	0.3	8.1	1.5	2.8
Cycle Q Clear(g_c), s	7.0	0.4	0.3	8.1	1.5	2.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1332	594	55	1797	448	399
V/C Ratio(X)	0.59	0.04	0.27	0.58	0.19	0.34
Avail Cap(c_a), veh/h	2429	1083	357	3648	1160	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	7.9	18.9	6.9	11.7	12.3
Incr Delay (d2), s/veh	0.7	0.1	1.0	0.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.1	1.4	0.5	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.7	8.0	19.9	7.4	11.8	12.4
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h	808			1052	220	
Approach Delay, s/veh	10.6			7.6	12.2	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.0	5.2	20.7		25.9
Change Period (Y+Rc), s		4.0	4.0	5.7		* 5.7
Max Green Setting (Gmax), s		26.0	8.0	27.3		* 41
Max Q Clear Time (g_c+I1), s		4.8	2.3	9.0		10.1
Green Ext Time (p_c), s		0.5	0.0	5.7		10.1

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	171	583	62	352	257	616	1517	39	84	662	17
Future Volume (veh/h)	108	171	583	62	352	257	616	1517	39	84	662	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	180	0	65	371	0	648	1597	0	88	697	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	478		255	480		726	2510		412	2131	
Arrive On Green	0.07	0.13	0.00	0.07	0.14	0.00	0.21	0.49	0.00	0.12	0.42	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	114	180	0	65	371	0	648	1597	0	88	697	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	3.8	5.5	0.0	2.1	12.1	0.0	21.9	27.8	0.0	2.8	11.1	0.0
Cycle Q Clear(g_c), s	3.8	5.5	0.0	2.1	12.1	0.0	21.9	27.8	0.0	2.8	11.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	478		255	480		726	2510		412	2131	
V/C Ratio(X)	0.45	0.38		0.25	0.77		0.89	0.64		0.21	0.33	
Avail Cap(c_a), veh/h	288	690		288	702		1008	2510		412	2131	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.3	47.3	0.0	52.5	50.1	0.0	46.1	22.6	0.0	47.8	23.6	0.0
Incr Delay (d2), s/veh	0.5	0.8	0.0	0.2	5.0	0.0	6.2	1.2	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.4	0.0	0.9	5.6	0.0	9.5	10.3	0.0	1.2	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	48.2	0.0	52.7	55.1	0.0	52.3	23.8	0.0	47.9	23.7	0.0
LnGrp LOS	D	D		D	E		D	C		D	C	
Approach Vol, veh/h		294	A		436	A		2245	A		785	A
Approach Delay, s/veh		50.3			54.7			32.0			26.4	
Approach LOS		D			D			C			C	

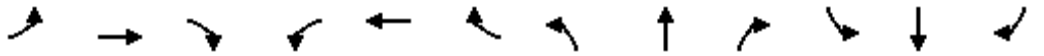
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	65.0	12.9	21.8	29.2	56.1	12.8	21.9
Change Period (Y+Rc), s	6.0	* 6	4.0	5.7	4.0	6.0	4.0	* 5.7
Max Green Setting (Gmax), s	8.0	* 59	10.0	23.3	35.0	32.0	10.0	* 24
Max Q Clear Time (g_c+I1), s	4.8	29.8	4.1	7.5	23.9	13.1	5.8	14.1
Green Ext Time (p_c), s	0.0	14.3	0.0	1.0	1.3	4.5	0.1	1.8

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

Notes

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

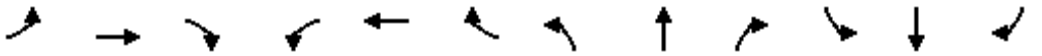
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	815	0	0	607	397	0	0	0	397	0	138
Future Volume (veh/h)	125	815	0	0	607	397	0	0	0	397	0	138
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1841	1841	0	1870	1841	1841				1841	0	1841
Adj Flow Rate, veh/h	132	858	0	0	639	418				418	0	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	4	4	0	2	4	4				4	0	4
Cap, veh/h	138	1779	0	4	1228	544				506	0	573
Arrive On Green	0.08	0.51	0.00	0.00	0.35	0.35				0.29	0.00	0.29
Sat Flow, veh/h	1753	3589	0	1781	3497	1549				1753	0	1560
Grp Volume(v), veh/h	132	858	0	0	639	418				418	0	145
Grp Sat Flow(s),veh/h/ln	1753	1749	0	1781	1749	1549				1753	0	1560
Q Serve(g_s), s	3.8	8.1	0.0	0.0	7.4	12.2				11.3	0.0	3.3
Cycle Q Clear(g_c), s	3.8	8.1	0.0	0.0	7.4	12.2				11.3	0.0	3.3
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	138	1779	0	4	1228	544				506	0	573
V/C Ratio(X)	0.96	0.48	0.00	0.00	0.52	0.77				0.83	0.00	0.25
Avail Cap(c_a), veh/h	138	1779	0	105	1632	723				966	0	983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	8.1	0.0	0.0	13.1	14.6				16.9	0.0	11.2
Incr Delay (d2), s/veh	62.6	0.2	0.0	0.0	0.3	3.6				1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.0	0.0	0.0	2.3	3.7				4.2	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.0	8.3	0.0	0.0	13.4	18.2				18.2	0.0	11.3
LnGrp LOS	F	A	A	A	B	B				B	A	B
Approach Vol, veh/h		990			1057						563	
Approach Delay, s/veh		18.7			15.3						16.4	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	0.0	31.5		19.3	8.0	23.5
Change Period (Y+Rc), s	4.0	5.7		4.6	4.0	5.7
Max Green Setting (Gmax), s	3.0	24.7		28.0	4.0	23.7
Max Q Clear Time (g_c+I1), s	0.0	10.1		13.3	5.8	14.2
Green Ext Time (p_c), s	0.0	3.5		1.3	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	736	10	64	987	117	31	3	30	121	5	26
Future Volume (veh/h)	184	736	10	64	987	117	31	3	30	121	5	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1885	1826	1826	1885	1885	1885	1791	1791	1732
Adj Flow Rate, veh/h	194	775	11	67	1039	123	33	3	32	127	5	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	1	5	5	1	1	1	1	1	5
Cap, veh/h	239	1717	24	84	1387	611	85	7	70	151	6	130
Arrive On Green	0.14	0.49	0.49	0.05	0.40	0.40	0.05	0.05	0.05	0.09	0.09	0.09
Sat Flow, veh/h	1739	3502	50	1795	3469	1528	1795	139	1480	1644	65	1419
Grp Volume(v), veh/h	194	384	402	67	1039	123	33	0	35	132	0	27
Grp Sat Flow(s),veh/h/ln	1739	1735	1817	1795	1735	1528	1795	0	1619	1709	0	1419
Q Serve(g_s), s	5.9	7.9	7.9	2.0	14.0	2.9	1.0	0.0	1.2	4.2	0.0	1.0
Cycle Q Clear(g_c), s	5.9	7.9	7.9	2.0	14.0	2.9	1.0	0.0	1.2	4.2	0.0	1.0
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.91	0.96		1.00
Lane Grp Cap(c), veh/h	239	850	891	84	1387	611	85	0	76	156	0	130
V/C Ratio(X)	0.81	0.45	0.45	0.79	0.75	0.20	0.39	0.00	0.46	0.84	0.00	0.21
Avail Cap(c_a), veh/h	255	867	908	164	1544	680	493	0	445	156	0	130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.9	9.1	9.1	25.8	14.0	10.7	25.3	0.0	25.3	24.4	0.0	23.0
Incr Delay (d2), s/veh	15.5	0.4	0.4	6.2	1.9	0.2	1.1	0.0	1.6	32.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.1	2.2	0.9	4.5	0.8	0.4	0.0	0.5	3.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	9.5	9.5	31.9	15.9	10.9	26.3	0.0	26.9	56.6	0.0	23.8
LnGrp LOS	D	A	A	C	B	B	C	A	C	E	A	C
Approach Vol, veh/h		980			1229			68			159	
Approach Delay, s/veh		15.2			16.3			26.6			51.0	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	32.5		6.6	11.5	27.5		9.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	5.0	27.3		15.0	8.0	24.3		5.0				
Max Q Clear Time (g_c+I1), s	4.0	9.9		3.2	7.9	16.0		6.2				
Green Ext Time (p_c), s	0.0	7.0		0.1	0.0	5.8		0.0				

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

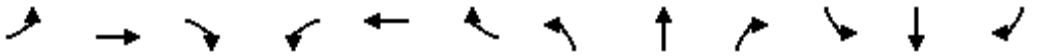
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	920	287	357	857	126	230
Future Volume (veh/h)	920	287	357	857	126	230
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	968	302	376	902	133	242
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1007	629	386	2132	207	528
Arrive On Green	0.28	0.28	0.22	0.60	0.12	0.12
Sat Flow, veh/h	3647	1571	1781	3647	1781	1585
Grp Volume(v), veh/h	968	302	376	902	133	242
Grp Sat Flow(s),veh/h/ln	1777	1571	1781	1777	1781	1585
Q Serve(g_s), s	16.1	8.6	12.6	8.2	4.3	0.0
Cycle Q Clear(g_c), s	16.1	8.6	12.6	8.2	4.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1007	629	386	2132	207	528
V/C Ratio(X)	0.96	0.48	0.97	0.42	0.64	0.46
Avail Cap(c_a), veh/h	1007	629	386	2132	475	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	21.2	13.4	23.3	6.4	25.3	15.8
Incr Delay (d2), s/veh	19.6	0.6	38.1	0.6	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	3.2	8.5	2.0	1.8	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.8	14.0	61.4	7.0	26.6	16.0
LnGrp LOS	D	B	E	A	C	B
Approach Vol, veh/h	1270			1278	375	
Approach Delay, s/veh	34.4			23.0	19.7	
Approach LOS	C			C	B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	19.0	23.0		11.0		42.0
Change Period (Y+Rc), s	6.0	* 6		4.0		6.0
Max Green Setting (Gmax), s	13.0	* 17		16.0		34.0
Max Q Clear Time (g_c+I1), s	14.6	18.1		6.3		10.2
Green Ext Time (p_c), s	0.0	0.0		0.7		3.6

Intersection Summary	
HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

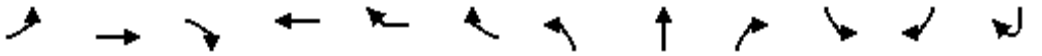
Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑				↱			↱
Traffic Volume (vph)	0	913	260	597	607	0	0	0	1174	0	0	625
Future Volume (vph)	0	913	260	597	607	0	0	0	1174	0	0	625
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7	4.0	4.0				4.0			5.0
Lane Util. Factor		0.91	1.00	0.97	0.95				1.00			1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00				1.00			1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00				1.00			1.00
Frt		1.00	0.85	1.00	1.00				0.86			0.86
Flt Protected		1.00	1.00	0.95	1.00				1.00			1.00
Satd. Flow (prot)		5085	1554	3433	3539				1611			1611
Flt Permitted		1.00	1.00	0.95	1.00				1.00			1.00
Satd. Flow (perm)		5085	1554	3433	3539				1611			1611
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	961	274	628	639	0	0	0	1236	0	0	658
RTOR Reduction (vph)	0	0	58	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	961	216	628	639	0	0	0	1236	0	0	658
Confl. Peds. (#/hr)			5									
Turn Type		NA	Perm	Prot	NA				Free			Perm
Protected Phases		2		1								
Permitted Phases			2		Free				Free			4
Actuated Green, G (s)		34.8	34.8	15.5	60.0				60.0			60.0
Effective Green, g (s)		34.8	34.8	15.5	60.0				60.0			60.0
Actuated g/C Ratio		0.58	0.58	0.26	1.00				1.00			1.00
Clearance Time (s)		5.7	5.7	4.0								5.0
Vehicle Extension (s)		3.4	3.4	2.0								3.0
Lane Grp Cap (vph)		2949	901	886	3539				1611			1611
v/s Ratio Prot		0.19		0.18								
v/s Ratio Perm			0.14		0.18				c0.77			0.41
v/c Ratio		0.33	0.24	0.71	0.18				0.77			0.41
Uniform Delay, d1		6.5	6.1	20.2	0.0				0.0			0.0
Progression Factor		0.42	0.25	1.09	1.00				1.00			1.00
Incremental Delay, d2		0.2	0.5	1.4	0.1				3.6			0.2
Delay (s)		3.0	2.0	23.4	0.1				3.6			0.2
Level of Service		A	A	C	A				A			A
Approach Delay (s)		2.7			11.6			3.6			0.2	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

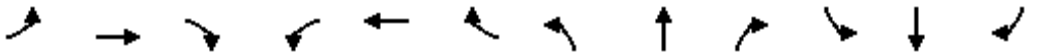


Movement	EBL	EBT	EBR	WBT	WBR	WBR2	NBL2	NBT	NBR	SBL	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	188	1679	220	722	1135	276	162	368	719	97	320	58
Future Volume (vph)	188	1679	220	722	1135	276	162	368	719	97	320	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	4.0	5.7	5.7	5.7	4.0	5.3	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.86	0.86	1.00	1.00	0.95	1.00	0.97	0.88	
Frpb, ped/bikes	1.00	1.00	0.98	0.99	1.00	1.00	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	0.93	0.85	0.85	1.00	1.00	0.85	1.00	0.85	
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1548	4455	1362	1583	1770	3539	1562	3433	2787	
Flt Permitted	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539	1548	4455	1362	1583	1770	3539	1562	3433	2787	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	198	1767	232	760	1195	291	171	387	757	102	337	61
RTOR Reduction (vph)	0	0	0	0	0	155	0	0	0	0	97	0
Lane Group Flow (vph)	198	1767	232	1358	597	136	171	387	757	102	301	0
Confl. Peds. (#/hr)			5		5				5		5	
Turn Type	Prot	NA	Free	NA	Prot	Perm	Prot	NA	Free	Prot	pm+ov	
Protected Phases	5	2		6	6		3	8		7	5	
Permitted Phases			Free			6			Free		4	
Actuated Green, G (s)	13.4	73.5	120.0	56.1	56.1	56.1	36.8	21.5	120.0	10.0	13.4	
Effective Green, g (s)	13.4	73.5	120.0	56.1	56.1	56.1	36.8	21.5	120.0	10.0	13.4	
Actuated g/C Ratio	0.11	0.61	1.00	0.47	0.47	0.47	0.31	0.18	1.00	0.08	0.11	
Clearance Time (s)	4.0	5.7		5.7	5.7	5.7	4.0	5.3		4.0	4.0	
Vehicle Extension (s)	2.0	3.4		3.4	3.4	3.4	4.0	4.0		2.0	2.0	
Lane Grp Cap (vph)	383	2167	1548	2082	636	740	542	634	1562	286	311	
v/s Ratio Prot	0.06	0.50		0.30	c0.44		0.10	c0.11		0.03	c0.11	
v/s Ratio Perm			0.15			0.09			c0.48			
v/c Ratio	0.52	0.82	0.15	0.86dr	0.94	0.18	0.32	0.61	0.48	0.36	0.97	
Uniform Delay, d1	50.2	18.0	0.0	24.5	30.3	18.6	31.9	45.4	0.0	52.0	53.1	
Progression Factor	0.99	0.92	1.00	0.48	0.48	0.09	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	2.8	0.2	0.7	19.6	0.1	0.5	2.0	1.1	0.3	41.8	
Delay (s)	50.1	19.4	0.2	12.4	34.3	1.8	32.4	47.4	1.1	52.2	94.9	
Level of Service	D	B	A	B	C	A	C	D	A	D	F	
Approach Delay (s)		20.1		16.8				18.8				
Approach LOS		C		B				B				

Intersection Summary			
HCM 2000 Control Delay	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	1990	337	68	1812	32	161	255	144	172	279	160
Future Volume (veh/h)	191	1990	337	68	1812	32	161	255	144	172	279	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	201	2095	0	72	1907	0	169	268	0	181	294	168
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	2587		236	3126		417	759		287	687	211
Arrive On Green	0.15	1.00	0.00	0.07	0.49	0.00	0.08	0.15	0.00	0.08	0.13	0.13
Sat Flow, veh/h	3456	5106	1585	3456	6434	1585	5023	5106	1585	3456	5106	1567
Grp Volume(v), veh/h	201	2095	0	72	1907	0	169	268	0	181	294	168
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1674	1702	1585	1728	1702	1567
Q Serve(g_s), s	6.7	0.0	0.0	2.4	26.0	0.0	3.8	5.7	0.0	6.1	6.3	12.5
Cycle Q Clear(g_c), s	6.7	0.0	0.0	2.4	26.0	0.0	3.8	5.7	0.0	6.1	6.3	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	2587		236	3126		417	759		287	687	211
V/C Ratio(X)	0.78	0.81		0.31	0.61		0.41	0.35		0.63	0.43	0.80
Avail Cap(c_a), veh/h	346	2608		259	3126		419	838		317	864	265
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	0.0	0.0	53.2	22.5	0.0	52.2	45.9	0.0	53.2	47.7	50.3
Incr Delay (d2), s/veh	3.5	1.3	0.0	0.3	0.9	0.0	0.2	0.4	0.0	2.2	0.5	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.3	0.0	1.0	9.5	0.0	1.6	2.4	0.0	2.7	2.7	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	1.3	0.0	53.5	23.4	0.0	52.4	46.3	0.0	55.5	48.2	63.7
LnGrp LOS	D	A		D	C		D	D		E	D	E
Approach Vol, veh/h		2296	A		1979	A		437	A		643	
Approach Delay, s/veh		5.9			24.5			48.7			54.3	
Approach LOS		A			C			D			D	

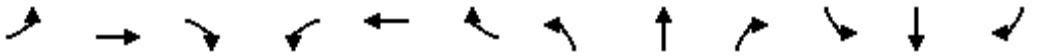
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	23.1	12.2	66.5	15.3	21.8	14.7	64.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.7	5.3	* 5.7	5.7	* 5.7
Max Green Setting (Gmax), s	11.0	19.7	9.0	61.3	10.0	* 20	12.0	* 58
Max Q Clear Time (g_c+I1), s	8.1	7.7	4.4	2.0	5.8	14.5	8.7	28.0
Green Ext Time (p_c), s	0.1	1.6	0.0	34.7	0.1	1.4	0.1	20.2

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	390	203	4	39	138	63	6	1311	82	54	1464	246
Future Volume (veh/h)	390	203	4	39	138	63	6	1311	82	54	1464	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	411	214	0	41	145	0	6	1380	0	57	1541	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	479	603		53	215		288	3041		73	2353	
Arrive On Green	0.14	0.17	0.00	0.03	0.06	0.00	0.16	0.60	0.00	0.04	0.46	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	411	214	0	41	145	0	6	1380	0	57	1541	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	14.0	6.4	0.0	2.7	4.8	0.0	0.3	18.0	0.0	3.8	28.0	0.0
Cycle Q Clear(g_c), s	14.0	6.4	0.0	2.7	4.8	0.0	0.3	18.0	0.0	3.8	28.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	479	603		53	215		288	3041		73	2353	
V/C Ratio(X)	0.86	0.36		0.78	0.67		0.02	0.45		0.78	0.65	
Avail Cap(c_a), veh/h	662	1075		89	563		288	3041		134	2353	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.5	44.0	0.0	57.8	55.2	0.0	42.3	13.5	0.0	57.0	25.0	0.0
Incr Delay (d2), s/veh	6.3	0.6	0.0	9.0	5.0	0.0	0.0	0.2	0.0	6.4	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	2.8	0.0	1.3	2.2	0.0	0.1	6.3	0.0	1.8	10.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	44.6	0.0	66.8	60.2	0.0	42.3	13.6	0.0	63.4	26.4	0.0
LnGrp LOS	E	D		E	E		D	B		E	C	
Approach Vol, veh/h		625	A		186	A		1386	A		1598	A
Approach Delay, s/veh		52.6			61.6			13.7			27.7	
Approach LOS		D			E			B			C	

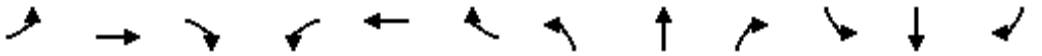
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	26.3	25.1	61.0	20.6	13.3	8.9	77.2
Change Period (Y+Rc), s	4.0	* 6	5.7	* 5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	6.0	* 36	3.0	* 55	23.0	19.0	9.0	49.3
Max Q Clear Time (g_c+I1), s	4.7	8.4	2.3	30.0	16.0	6.8	5.8	20.0
Green Ext Time (p_c), s	0.0	1.4	0.0	13.8	0.7	0.5	0.0	13.2

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	125	128	64	180	94	124	1291	51	172	1162	9
Future Volume (veh/h)	57	125	128	64	180	94	124	1291	51	172	1162	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	132	0	67	189	0	131	1359	0	181	1223	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	248		86	266		158	2098		210	2319	
Arrive On Green	0.04	0.07	0.00	0.05	0.07	0.00	0.09	0.41	0.00	0.12	0.45	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	60	132	0	67	189	0	131	1359	0	181	1223	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.0	4.3	0.0	4.5	6.2	0.0	8.7	25.6	0.0	12.0	20.6	0.0
Cycle Q Clear(g_c), s	4.0	4.3	0.0	4.5	6.2	0.0	8.7	25.6	0.0	12.0	20.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	248		86	266		158	2098		210	2319	
V/C Ratio(X)	0.78	0.53		0.78	0.71		0.83	0.65		0.86	0.53	
Avail Cap(c_a), veh/h	119	580		134	610		252	2098		327	2319	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.8	53.9	0.0	56.5	54.2	0.0	53.8	28.4	0.0	52.0	23.5	0.0
Incr Delay (d2), s/veh	6.9	2.1	0.0	5.8	4.8	0.0	5.9	1.6	0.0	8.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.0	0.0	2.1	2.9	0.0	4.1	10.3	0.0	5.7	8.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	56.0	0.0	62.3	59.0	0.0	59.7	29.9	0.0	60.5	23.8	0.0
LnGrp LOS	E	E		E	E		E	C		E	C	
Approach Vol, veh/h		192	A		256	A		1490	A		1404	A
Approach Delay, s/veh		58.4			59.9			32.6			28.6	
Approach LOS		E			E			C			C	

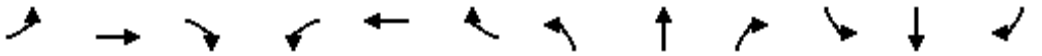
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	14.8	14.7	60.2	9.2	15.4	19.8	55.0
Change Period (Y+Rc), s	4.0	6.4	4.0	5.7	4.0	6.4	5.7	* 5.7
Max Green Setting (Gmax), s	9.0	19.6	17.0	54.3	8.0	20.6	22.0	* 49
Max Q Clear Time (g_c+I1), s	6.5	6.3	10.7	22.6	6.0	8.2	14.0	27.6
Green Ext Time (p_c), s	0.0	0.4	0.1	11.6	0.0	0.8	0.2	11.1

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	1254	442	60	1310	609	589	514	19	446	482	25
Future Volume (veh/h)	165	1254	442	60	1310	609	589	514	19	446	482	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	1320	247	63	1379	0	620	541	17	469	507	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	2095	650	105	1830		687	1151	36	562	615	27
Arrive On Green	0.13	0.82	0.82	0.03	0.36	0.00	0.20	0.23	0.23	0.11	0.12	0.12
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5087	159	5023	5019	217
Grp Volume(v), veh/h	174	1320	247	63	1379	0	620	361	197	469	343	186
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1842	1674	1702	1831
Q Serve(g_s), s	5.8	11.5	2.0	2.2	28.5	0.0	21.0	11.0	11.1	11.0	11.8	11.9
Cycle Q Clear(g_c), s	5.8	11.5	2.0	2.2	28.5	0.0	21.0	11.0	11.1	11.0	11.8	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.12
Lane Grp Cap(c), veh/h	227	2095	650	105	1830		687	770	417	562	417	225
V/C Ratio(X)	0.77	0.63	0.38	0.60	0.75		0.90	0.47	0.47	0.83	0.82	0.83
Avail Cap(c_a), veh/h	317	2095	650	144	1830		864	823	445	712	454	244
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	7.4	1.1	57.4	33.8	0.0	46.9	40.2	40.2	52.2	51.4	51.4
Incr Delay (d2), s/veh	4.2	0.7	0.6	2.0	2.9	0.0	9.6	0.6	1.1	5.6	11.4	20.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.5	1.3	1.0	11.7	0.0	9.7	4.6	5.1	4.8	5.6	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	8.1	1.7	59.5	36.8	0.0	56.5	40.8	41.4	57.8	62.8	71.8
LnGrp LOS	E	A	A	E	D		E	D	D	E	E	E
Approach Vol, veh/h		1741			1442	A		1178			998	
Approach Delay, s/veh		11.9			37.8			49.2			62.1	
Approach LOS		B			D			D			E	

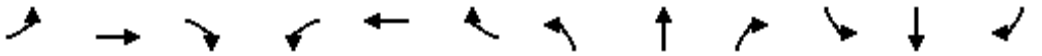
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	55.2	29.9	20.7	13.9	49.0	17.4	33.1
Change Period (Y+Rc), s	4.0	6.0	6.0	* 6	6.0	* 6	4.0	6.0
Max Green Setting (Gmax), s	5.0	49.0	30.0	* 16	11.0	* 43	17.0	29.0
Max Q Clear Time (g_c+I1), s	4.2	13.5	23.0	13.9	7.8	30.5	13.0	13.1
Green Ext Time (p_c), s	0.0	19.5	0.8	0.8	0.1	8.9	0.4	3.9

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Notes

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

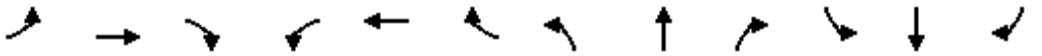
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	0	0	32	6	61	14	1107	13	35	540	4
Future Volume (veh/h)	33	0	0	32	6	61	14	1107	13	35	540	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	0	0	34	6	64	15	1165	14	37	568	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	137	0	208	37	216	46	1600	19	95	1709	12
Arrive On Green	0.07	0.00	0.00	0.14	0.14	0.14	0.03	0.44	0.44	0.05	0.47	0.47
Sat Flow, veh/h	1781	1870	0	1525	269	1585	1781	3596	43	1781	3617	25
Grp Volume(v), veh/h	35	0	0	40	0	64	15	576	603	37	279	293
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1794	0	1585	1781	1777	1863	1781	1777	1866
Q Serve(g_s), s	1.1	0.0	0.0	1.2	0.0	2.2	0.5	16.1	16.1	1.2	6.0	6.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	1.2	0.0	2.2	0.5	16.1	16.1	1.2	6.0	6.0
Prop In Lane	1.00		0.00	0.85		1.00	1.00		0.02	1.00		0.01
Lane Grp Cap(c), veh/h	131	137	0	245	0	216	46	790	829	95	840	882
V/C Ratio(X)	0.27	0.00	0.00	0.16	0.00	0.30	0.33	0.73	0.73	0.39	0.33	0.33
Avail Cap(c_a), veh/h	294	308	0	592	0	523	206	1034	1084	206	1034	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	0.0	0.0	23.1	0.0	23.6	29.0	13.8	13.8	27.7	10.0	10.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	0.3	1.5	2.6	2.5	1.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.5	0.0	0.8	0.2	6.1	6.3	0.5	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	0.0	0.0	23.2	0.0	23.9	30.5	16.5	16.3	28.7	10.4	10.4
LnGrp LOS	C	A	A	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		35			104			1194			609	
Approach Delay, s/veh		27.0			23.6			16.6			11.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	34.4		8.5	7.2	32.7		12.3				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	7.0	35.3		10.0	7.0	35.3		20.0				
Max Q Clear Time (g_c+I1), s	2.5	8.0		3.1	3.2	18.1		4.2				
Green Ext Time (p_c), s	0.0	4.5		0.0	0.0	8.8		0.2				

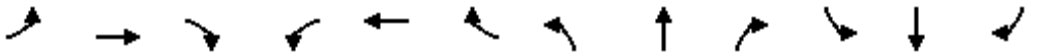
Intersection Summary			
HCM 6th Ctrl Delay		15.6	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	392	28	33	1155	69	43	5	16	21	17	8
Future Volume (veh/h)	58	392	28	33	1155	69	43	5	16	21	17	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	413	29	35	1216	73	45	5	17	22	18	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	1476	103	66	1459	651	202	22	199	93	76	147
Arrive On Green	0.06	0.44	0.44	0.04	0.41	0.41	0.13	0.13	0.13	0.09	0.09	0.09
Sat Flow, veh/h	1781	3369	236	1781	3554	1585	1611	179	1585	1001	819	1585
Grp Volume(v), veh/h	61	217	225	35	1216	73	50	0	17	40	0	8
Grp Sat Flow(s),veh/h/ln	1781	1777	1828	1781	1777	1585	1790	0	1585	1820	0	1585
Q Serve(g_s), s	1.9	4.5	4.6	1.1	17.7	1.6	1.5	0.0	0.5	1.2	0.0	0.3
Cycle Q Clear(g_c), s	1.9	4.5	4.6	1.1	17.7	1.6	1.5	0.0	0.5	1.2	0.0	0.3
Prop In Lane	1.00		0.13	1.00		1.00	0.90		1.00	0.55		1.00
Lane Grp Cap(c), veh/h	115	778	801	66	1459	651	224	0	199	169	0	147
V/C Ratio(X)	0.53	0.28	0.28	0.53	0.83	0.11	0.22	0.00	0.09	0.24	0.00	0.05
Avail Cap(c_a), veh/h	185	778	801	154	1494	667	341	0	302	662	0	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	10.4	10.4	27.3	15.3	10.5	22.7	0.0	22.3	24.3	0.0	23.9
Incr Delay (d2), s/veh	1.4	0.9	0.9	2.4	5.7	0.3	0.2	0.0	0.1	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.6	1.6	0.5	6.8	0.5	0.6	0.0	0.2	0.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	11.3	11.3	29.7	21.0	10.9	22.9	0.0	22.4	24.6	0.0	23.9
LnGrp LOS	C	B	B	C	C	B	C	A	C	C	A	C
Approach Vol, veh/h		503			1324			67			48	
Approach Delay, s/veh		13.2			20.7			22.8			24.5	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.2	6.1	31.0		9.4	7.7	29.4				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		11.0	5.0	25.3		21.0	6.0	24.3				
Max Q Clear Time (g_c+I1), s		3.5	3.1	6.6		3.2	3.9	19.7				
Green Ext Time (p_c), s		0.0	0.0	4.8		0.1	0.0	4.0				

Intersection Summary												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	255	65	28	602	311	482	1279	34	208	719	163
Future Volume (veh/h)	160	255	65	28	602	311	482	1279	34	208	719	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	268	0	29	634	0	507	1346	0	219	757	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	927		178	719		576	1762		276	1247	
Arrive On Green	0.11	0.26	0.00	0.05	0.20	0.00	0.17	0.35	0.00	0.08	0.24	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	168	268	0	29	634	0	507	1346	0	219	757	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	11.1	7.2	0.0	1.0	20.8	0.0	17.2	28.1	0.0	7.5	15.8	0.0
Cycle Q Clear(g_c), s	11.1	7.2	0.0	1.0	20.8	0.0	17.2	28.1	0.0	7.5	15.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	927		178	719		576	1762		276	1247	
V/C Ratio(X)	0.86	0.29		0.16	0.88		0.88	0.76		0.79	0.61	
Avail Cap(c_a), veh/h	282	1045		288	779		749	1842		346	1247	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.5	35.5	0.0	54.4	46.5	0.0	48.8	35.0	0.0	54.2	40.2	0.0
Incr Delay (d2), s/veh	11.8	0.3	0.0	0.2	11.7	0.0	8.1	2.1	0.0	7.5	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	3.1	0.0	0.4	10.1	0.0	7.7	11.2	0.0	3.4	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	35.7	0.0	54.6	58.2	0.0	57.0	37.1	0.0	61.8	42.4	0.0
LnGrp LOS	E	D		D	E		E	D		E	D	
Approach Vol, veh/h		436	A		663	A		1853	A		976	A
Approach Delay, s/veh		46.7			58.0			42.5			46.8	
Approach LOS		D			E			D			D	

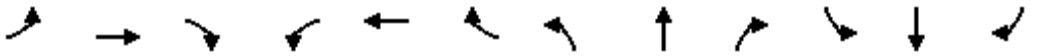
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	47.1	10.2	37.0	25.7	35.0	17.2	30.0
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	5.7	* 5.7	4.0	5.7
Max Green Setting (Gmax), s	12.0	43.3	10.0	35.3	26.0	* 29	19.0	26.3
Max Q Clear Time (g_c+I1), s	9.5	30.1	3.0	9.2	19.2	17.8	13.1	22.8
Green Ext Time (p_c), s	0.1	8.1	0.0	2.0	0.8	4.3	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Notes

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

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



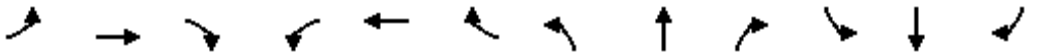
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	446	0	0	192	274	2	2	0	385	0	8
Future Volume (veh/h)	0	446	0	0	192	274	2	2	0	385	0	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	469	0	0	202	288	2	2	0	412	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	7	943	0	0	496	753	4	4	0	748	393	0
Arrive On Green	0.00	0.27	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.21	0.00	0.00
Sat Flow, veh/h	1781	3647	0	0	1870	1585	912	912	0	3563	1870	0
Grp Volume(v), veh/h	0	469	0	0	202	288	4	0	0	412	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1870	1585	1825	0	0	1781	1870	0
Q Serve(g_s), s	0.0	2.8	0.0	0.0	2.2	2.9	0.1	0.0	0.0	2.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.8	0.0	0.0	2.2	2.9	0.1	0.0	0.0	2.6	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	0.50		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	7	943	0	0	496	753	8	0	0	748	393	0
V/C Ratio(X)	0.00	0.50	0.00	0.00	0.41	0.38	0.50	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	216	2308	0	0	687	914	294	0	0	3162	1660	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.7	0.0	0.0	7.5	4.2	12.3	0.0	0.0	8.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.6	0.3	16.8	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	0.0	0.5	0.7	0.1	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.1	0.0	0.0	8.1	4.5	29.1	0.0	0.0	9.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	A	A	A
Approach Vol, veh/h		469			490			4			412	
Approach Delay, s/veh		8.1			6.0			29.1			9.0	
Approach LOS		A			A			C			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		11.5		9.2	0.0	11.5		4.1				
Change Period (Y+Rc), s		4.9		4.0	4.0	4.9		4.0				
Max Green Setting (Gmax), s		16.1		22.0	3.0	9.1		4.0				
Max Q Clear Time (g_c+I1), s		4.8		4.6	0.0	4.9		2.1				
Green Ext Time (p_c), s		1.8		1.0	0.0	1.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			7.7									
HCM 6th LOS			A									

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	836	5	3	482	0	11	0	11	116	0	4
Future Volume (veh/h)	0	836	5	3	482	0	11	0	11	116	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	880	0	3	507	0	12	0	12	122	0	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	1399		12	1763	0	39	0	39	263	0	234
Arrive On Green	0.00	0.39	0.00	0.01	0.50	0.00	0.05	0.00	0.05	0.15	0.00	0.15
Sat Flow, veh/h	0	3741	0	1781	3647	0	839	0	839	1781	0	1585
Grp Volume(v), veh/h	0	880	0	3	507	0	24	0	0	122	0	4
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	0	1677	0	0	1781	0	1585
Q Serve(g_s), s	0.0	8.3	0.0	0.1	3.5	0.0	0.6	0.0	0.0	2.6	0.0	0.1
Cycle Q Clear(g_c), s	0.0	8.3	0.0	0.1	3.5	0.0	0.6	0.0	0.0	2.6	0.0	0.1
Prop In Lane	0.00		0.00	1.00		0.00	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	0	1399		12	1763	0	78	0	0	263	0	234
V/C Ratio(X)	0.00	0.63		0.26	0.29	0.00	0.31	0.00	0.00	0.46	0.00	0.02
Avail Cap(c_a), veh/h	0	1886		342	2910	0	322	0	0	856	0	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.2	0.0	20.6	6.2	0.0	19.2	0.0	0.0	16.2	0.0	15.2
Incr Delay (d2), s/veh	0.0	0.5	0.0	4.2	0.1	0.0	0.8	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.3	0.0	0.0	0.7	0.0	0.2	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.7	0.0	24.8	6.3	0.0	20.0	0.0	0.0	16.7	0.0	15.2
LnGrp LOS	A	B		C	A	A	C	A	A	B	A	B
Approach Vol, veh/h		880	A		510			24			126	
Approach Delay, s/veh		10.7			6.4			20.0			16.7	
Approach LOS		B			A			C			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	4.3	21.3		5.9		25.6		10.1				
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9		4.0				
Max Green Setting (Gmax), s	8.0	22.1		8.0		34.1		20.0				
Max Q Clear Time (g_c+I1), s	2.1	10.3		2.6		5.5		4.6				
Green Ext Time (p_c), s	0.0	6.1		0.0		5.1		0.2				

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

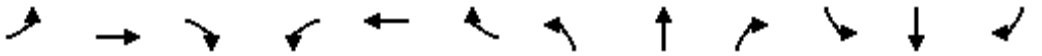
Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	955	16	87	533	49	249
Future Volume (veh/h)	955	16	87	533	49	249
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1005	17	92	561	52	262
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1519	26	116	2075	369	328
Arrive On Green	0.42	0.42	0.06	0.58	0.21	0.21
Sat Flow, veh/h	3669	60	1781	3647	1781	1585
Grp Volume(v), veh/h	499	523	92	561	52	262
Grp Sat Flow(s),veh/h/ln	1777	1859	1781	1777	1781	1585
Q Serve(g_s), s	9.6	9.6	2.2	3.3	1.0	6.7
Cycle Q Clear(g_c), s	9.6	9.6	2.2	3.3	1.0	6.7
Prop In Lane		0.03	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	755	790	116	2075	369	328
V/C Ratio(X)	0.66	0.66	0.80	0.27	0.14	0.80
Avail Cap(c_a), veh/h	965	1010	167	2597	628	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	9.8	19.6	4.4	13.8	16.0
Incr Delay (d2), s/veh	1.2	1.1	9.4	0.1	0.1	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.7	1.1	0.6	0.4	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	10.9	29.0	4.4	13.8	17.7
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	1022			653	314	
Approach Delay, s/veh	10.9			7.9	17.1	
Approach LOS	B			A	B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	6.8	23.0		12.8		29.7
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9
Max Green Setting (Gmax), s	4.0	23.1		15.0		31.1
Max Q Clear Time (g_c+I1), s	4.2	11.6		8.7		5.3
Green Ext Time (p_c), s	0.0	6.5		0.3		6.6

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



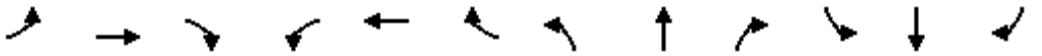
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1109	4	34	738	90	4	6	12	408	4	37
Future Volume (veh/h)	49	1109	4	34	738	90	4	6	12	408	4	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	1167	4	36	777	95	4	6	13	432	0	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	2413	8	46	2079	254	5	8	17	521	0	232
Arrive On Green	0.04	0.66	0.66	0.03	0.65	0.65	0.02	0.02	0.02	0.15	0.00	0.15
Sat Flow, veh/h	1781	3633	12	1781	3187	390	293	439	952	3563	0	1585
Grp Volume(v), veh/h	52	571	600	36	433	439	23	0	0	432	0	39
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1800	1684	0	0	1781	0	1585
Q Serve(g_s), s	3.5	19.1	19.1	2.4	13.4	13.5	1.6	0.0	0.0	14.1	0.0	2.6
Cycle Q Clear(g_c), s	3.5	19.1	19.1	2.4	13.4	13.5	1.6	0.0	0.0	14.1	0.0	2.6
Prop In Lane	1.00		0.01	1.00		0.22	0.17		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	67	1180	1241	46	1159	1174	30	0	0	521	0	232
V/C Ratio(X)	0.77	0.48	0.48	0.79	0.37	0.37	0.77	0.00	0.00	0.83	0.00	0.17
Avail Cap(c_a), veh/h	148	1180	1241	89	1159	1174	56	0	0	873	0	388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.2	10.0	10.0	58.1	9.6	9.6	58.7	0.0	0.0	49.8	0.0	44.8
Incr Delay (d2), s/veh	6.8	1.4	1.4	9.4	0.2	0.2	13.8	0.0	0.0	2.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	7.1	7.5	1.2	5.0	5.1	0.8	0.0	0.0	6.5	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.1	11.4	11.3	67.5	9.8	9.8	72.5	0.0	0.0	52.4	0.0	45.1
LnGrp LOS	E	B	B	E	A	A	E	A	A	D	A	D
Approach Vol, veh/h		1223			908			23			471	
Approach Delay, s/veh		13.6			12.1			72.5			51.8	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	84.6		6.1	8.5	83.2		22.2				
Change Period (Y+Rc), s	4.0	4.9		4.0	4.0	4.9		4.6				
Max Green Setting (Gmax), s	6.0	63.1		4.0	10.0	59.1		29.4				
Max Q Clear Time (g_c+I1), s	4.4	21.1		3.6	5.5	15.5		16.1				
Green Ext Time (p_c), s	0.0	28.3		0.0	0.0	21.3		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			20.4									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	1321	15	70	688	906	19	7	29	669	11	185
Future Volume (veh/h)	204	1321	15	70	688	906	19	7	29	669	11	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	1391	15	74	724	454	20	7	0	713	0	50
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	1610	17	207	1717	766	35	37	31	797	0	355
Arrive On Green	0.25	0.97	0.97	0.12	0.48	0.48	0.02	0.02	0.00	0.22	0.00	0.22
Sat Flow, veh/h	1781	3324	36	1781	3554	1585	1781	1870	1585	3563	0	1585
Grp Volume(v), veh/h	215	626	780	74	724	454	20	7	0	713	0	50
Grp Sat Flow(s),veh/h/ln	1781	1496	1864	1781	1777	1585	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	14.3	9.7	9.8	4.6	15.9	24.9	1.3	0.4	0.0	23.3	0.0	3.0
Cycle Q Clear(g_c), s	14.3	9.7	9.8	4.6	15.9	24.9	1.3	0.4	0.0	23.3	0.0	3.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	724	902	207	1717	766	35	37	31	797	0	355
V/C Ratio(X)	0.97	0.86	0.86	0.36	0.42	0.59	0.57	0.19	0.00	0.89	0.00	0.14
Avail Cap(c_a), veh/h	223	724	902	207	1717	766	59	62	53	1042	0	464
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	0.00	0.91	0.00	0.91
Uniform Delay (d), s/veh	44.7	1.1	1.1	48.9	20.1	22.5	58.3	57.9	0.0	45.2	0.0	37.3
Incr Delay (d2), s/veh	44.8	11.0	9.1	0.4	0.2	1.4	5.2	0.9	0.0	6.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	2.7	2.9	2.0	6.3	9.0	0.7	0.2	0.0	11.0	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.5	12.1	10.2	49.3	20.3	23.8	63.5	58.8	0.0	52.1	0.0	37.4
LnGrp LOS	F	B	B	D	C	C	E	E	A	D	A	D
Approach Vol, veh/h		1621			1252			27			763	
Approach Delay, s/veh		21.5			23.3			62.3			51.1	
Approach LOS		C			C			E			D	

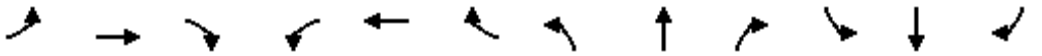
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.9	63.0		6.4	19.0	62.9		31.8				
Change Period (Y+Rc), s	4.9	* 4.9		4.0	4.0	4.9		4.9				
Max Green Setting (Gmax), s	5.0	* 58		4.0	15.0	48.1		35.1				
Max Q Clear Time (g_c+I1), s	6.6	11.8		3.3	16.3	26.9		25.3				
Green Ext Time (p_c), s	0.0	14.2		0.0	0.0	7.7		1.6				

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	996	346	0	1504	1061	0	0	0	224	642	152
Future Volume (veh/h)	0	996	346	0	1504	1061	0	0	0	224	642	152
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	1870	1870
Adj Flow Rate, veh/h	0	1048	364	0	1908	0				236	676	160
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	2	2
Cap, veh/h	0	1907	850	0	2007					674	708	600
Arrive On Green	0.00	0.54	0.54	0.00	1.00	0.00				0.38	0.38	0.38
Sat Flow, veh/h	0	3647	1585	0	3741	1585				1781	1870	1585
Grp Volume(v), veh/h	0	1048	364	0	1908	0				236	676	160
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1870	1585				1781	1870	1585
Q Serve(g_s), s	0.0	23.3	16.6	0.0	0.0	0.0				11.4	42.2	8.4
Cycle Q Clear(g_c), s	0.0	23.3	16.6	0.0	0.0	0.0				11.4	42.2	8.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1907	850	0	2007					674	708	600
V/C Ratio(X)	0.00	0.55	0.43	0.00	0.95					0.35	0.96	0.27
Avail Cap(c_a), veh/h	0	1907	850	0	2007					708	743	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.43	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.3	16.7	0.0	0.0	0.0				26.7	36.3	25.8
Incr Delay (d2), s/veh	0.0	1.1	1.6	0.0	5.9	0.0				0.1	21.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.5	6.2	0.0	1.6	0.0				4.9	23.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.4	18.3	0.0	5.9	0.0				26.8	58.0	25.9
LnGrp LOS	A	B	B	A	A					C	E	C
Approach Vol, veh/h		1412			1908	A					1072	
Approach Delay, s/veh		19.1			5.9						46.4	
Approach LOS		B			A						D	

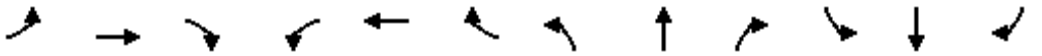
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		69.3		50.7		69.3						
Change Period (Y+Rc), s		4.9		5.3		4.9						
Max Green Setting (Gmax), s		62.1		47.7		62.1						
Max Q Clear Time (g_c+I1), s		25.3		44.2		2.0						
Green Ext Time (p_c), s		6.1		1.2		26.7						

Intersection Summary												
HCM 6th Ctrl Delay			20.0									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

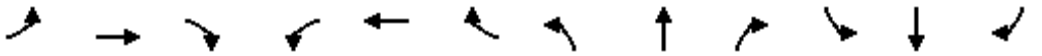
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	1018	0	0	1549	276	0	0	1396	0	0	1016
Future Volume (vph)	202	1018	0	0	1549	276	0	0	1396	0	0	1016
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.9			4.9	4.0			4.0			4.0
Lane Util. Factor	1.00	0.86			0.86	0.86			1.00			0.88
Frt	1.00	1.00			1.00	0.85			0.86			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	6408			4793	1362			1611			2787
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	6408			4793	1362			1611			2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	213	1072	0	0	1631	291	0	0	1469	0	0	1069
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0	20
Lane Group Flow (vph)	213	1072	0	0	1657	262	0	0	1469	0	0	1049
Turn Type	Prot	NA			NA	Free			Free			Over
Protected Phases	5	2			6							5
Permitted Phases						Free			Free			
Actuated Green, G (s)	25.0	60.0			26.1	60.0			60.0			25.0
Effective Green, g (s)	25.0	60.0			26.1	60.0			60.0			25.0
Actuated g/C Ratio	0.42	1.00			0.44	1.00			1.00			0.42
Clearance Time (s)	4.0	4.9			4.9							4.0
Vehicle Extension (s)	2.0	3.9			3.8							2.0
Lane Grp Cap (vph)	737	6408			2084	1362			1611			1161
v/s Ratio Prot	0.12	0.17			0.35							0.38
v/s Ratio Perm						0.19			c0.91			
v/c Ratio	0.29	0.17			0.80	0.19			0.91			0.90
Uniform Delay, d1	11.6	0.0			14.6	0.0			0.0			16.4
Progression Factor	1.66	1.00			0.88	1.00			1.00			1.00
Incremental Delay, d2	0.1	0.0			2.6	0.2			9.4			9.7
Delay (s)	19.3	0.0			15.5	0.2			9.4			26.1
Level of Service	B	A			B	A			A			C
Approach Delay (s)		3.2			13.4			9.4			26.1	
Approach LOS		A			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.9
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



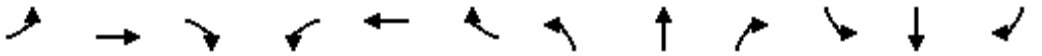
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	1807	220	108	1332	64	332	557	70	54	165	161
Future Volume (veh/h)	387	1807	220	108	1332	64	332	557	70	54	165	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	407	1902	232	114	1402	67	349	586	74	57	174	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1031	2835	1063	167	1886	90	403	771	341	97	655	674
Arrive On Green	0.30	0.56	0.56	0.05	0.30	0.30	0.12	0.22	0.22	0.03	0.13	0.13
Sat Flow, veh/h	3456	5106	1581	3456	6337	302	3456	3554	1574	3456	5106	1567
Grp Volume(v), veh/h	407	1902	232	114	1067	402	349	586	74	57	174	169
Grp Sat Flow(s),veh/h/ln	1728	1702	1581	1728	1609	1814	1728	1777	1574	1728	1702	1567
Q Serve(g_s), s	11.2	31.7	6.8	3.9	23.9	24.0	11.9	18.6	4.6	2.0	3.7	2.2
Cycle Q Clear(g_c), s	11.2	31.7	6.8	3.9	23.9	24.0	11.9	18.6	4.6	2.0	3.7	2.2
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1031	2835	1063	167	1436	540	403	771	341	97	655	674
V/C Ratio(X)	0.39	0.67	0.22	0.68	0.74	0.74	0.87	0.76	0.22	0.59	0.27	0.25
Avail Cap(c_a), veh/h	1031	2835	1063	202	1548	582	432	1057	468	144	1077	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	18.9	7.6	56.2	38.0	38.0	52.1	44.1	38.6	57.6	47.2	9.2
Incr Delay (d2), s/veh	0.1	1.0	0.4	4.1	2.0	5.1	14.9	3.2	0.5	2.1	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	12.1	2.2	1.8	9.6	11.4	5.9	8.4	1.8	0.9	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	19.9	7.9	60.3	40.0	43.1	67.0	47.2	39.2	59.7	47.7	9.6
LnGrp LOS	C	B	A	E	D	D	E	D	D	E	D	A
Approach Vol, veh/h		2541			1583			1009			400	
Approach Delay, s/veh		21.0			42.2			53.5			33.3	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	71.5	18.0	20.7	40.7	40.6	7.4	31.3
Change Period (Y+Rc), s	4.0	4.9	4.0	5.3	4.9	* 4.9	4.0	* 5.3
Max Green Setting (Gmax), s	7.0	54.5	15.0	25.3	23.0	* 39	5.0	* 36
Max Q Clear Time (g_c+I1), s	5.9	33.7	13.9	5.7	13.2	26.0	4.0	20.6
Green Ext Time (p_c), s	0.0	18.3	0.1	3.1	0.6	9.7	0.0	5.5

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1943	48	43	1431	28	36	16	64	32	13	38
Future Volume (veh/h)	88	1943	48	43	1431	28	36	16	64	32	13	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	2045	51	45	1506	29	38	17	67	24	28	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	2523	63	433	3459	1070	102	107	91	105	110	91
Arrive On Green	0.04	0.33	0.33	0.49	1.00	1.00	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1781	5123	128	1781	5106	1579	1781	1870	1585	1781	1870	1545
Grp Volume(v), veh/h	93	1358	738	45	1506	29	38	17	67	24	28	40
Grp Sat Flow(s),veh/h/ln	1781	1702	1847	1781	1702	1579	1781	1870	1585	1781	1870	1545
Q Serve(g_s), s	6.2	43.8	43.9	1.6	0.0	0.0	2.5	1.0	5.0	1.5	1.7	3.0
Cycle Q Clear(g_c), s	6.2	43.8	43.9	1.6	0.0	0.0	2.5	1.0	5.0	1.5	1.7	3.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	117	1676	909	433	3459	1070	102	107	91	105	110	91
V/C Ratio(X)	0.80	0.81	0.81	0.10	0.44	0.03	0.37	0.16	0.74	0.23	0.25	0.44
Avail Cap(c_a), veh/h	193	1676	909	433	3459	1070	104	109	92	460	483	399
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	35.1	35.1	23.8	0.0	0.0	54.5	53.8	55.7	53.9	54.0	54.6
Incr Delay (d2), s/veh	3.1	3.0	5.4	0.0	0.2	0.0	1.7	0.5	24.7	0.4	0.4	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	19.4	21.8	0.7	0.1	0.0	1.2	0.5	2.6	0.7	0.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	38.0	40.5	23.8	0.2	0.0	56.1	54.3	80.4	54.3	54.4	55.8
LnGrp LOS	E	D	D	C	A	A	E	D	F	D	D	E
Approach Vol, veh/h		2189			1580			122			92	
Approach Delay, s/veh		39.8			0.9			69.2			55.0	
Approach LOS		D			A			E			D	

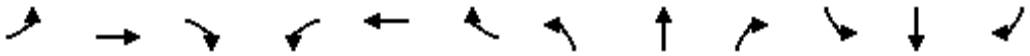
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	34.1	64.0		10.9	11.9	86.2		11.1				
Change Period (Y+Rc), s	4.9	* 4.9		4.0	4.0	4.9		4.0				
Max Green Setting (Gmax), s	6.0	* 59		7.0	13.0	52.1		31.0				
Max Q Clear Time (g_c+I1), s	3.6	45.9		7.0	8.2	2.0		5.0				
Green Ext Time (p_c), s	0.0	12.2		0.0	0.0	34.4		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		25.6
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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



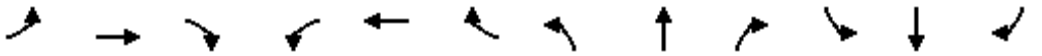
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1913	37	15	1440	25	119	48	25	56	6	11
Future Volume (veh/h)	11	1913	37	15	1440	25	119	48	25	56	6	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	2014	39	16	1516	26	101	85	26	38	35	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	2305	700	58	2430	738	140	108	33	181	133	46
Arrive On Green	0.02	0.90	0.90	0.03	0.48	0.48	0.08	0.08	0.08	0.10	0.10	0.10
Sat Flow, veh/h	1781	5106	1550	1781	5106	1552	1781	1374	420	1781	1308	448
Grp Volume(v), veh/h	12	2014	39	16	1516	26	101	0	111	38	0	47
Grp Sat Flow(s),veh/h/ln	1781	1702	1550	1781	1702	1552	1781	0	1795	1781	0	1756
Q Serve(g_s), s	0.8	21.8	0.3	1.1	26.6	1.1	6.6	0.0	7.3	2.3	0.0	3.0
Cycle Q Clear(g_c), s	0.8	21.8	0.3	1.1	26.6	1.1	6.6	0.0	7.3	2.3	0.0	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		0.26
Lane Grp Cap(c), veh/h	15	2305	700	58	2430	738	140	0	141	181	0	179
V/C Ratio(X)	0.82	0.87	0.06	0.27	0.62	0.04	0.72	0.00	0.79	0.21	0.00	0.26
Avail Cap(c_a), veh/h	45	2430	738	58	2430	738	178	0	179	451	0	445
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.9	4.3	3.2	56.6	23.4	16.8	54.0	0.0	54.3	49.5	0.0	49.7
Incr Delay (d2), s/veh	26.6	3.6	0.1	0.8	1.1	0.1	8.4	0.0	14.5	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.7	0.1	0.5	10.6	0.4	3.3	0.0	3.9	1.1	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.5	7.8	3.3	57.5	24.6	16.8	62.4	0.0	68.8	49.7	0.0	50.0
LnGrp LOS	F	A	A	E	C	B	E	A	E	D	A	D
Approach Vol, veh/h		2065			1558			212			85	
Approach Delay, s/veh		8.2			24.8			65.8			49.9	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	59.1		16.8	5.0	62.0		13.5				
Change Period (Y+Rc), s	4.0	4.9		4.6	4.0	4.9		4.0				
Max Green Setting (Gmax), s	3.0	57.1		30.4	3.0	57.1		12.0				
Max Q Clear Time (g_c+I1), s	3.1	23.8		5.0	2.8	28.6		9.3				
Green Ext Time (p_c), s	0.0	30.3		0.2	0.0	22.5		0.2				

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

Notes

User approved volume balancing among the lanes for turning movement.



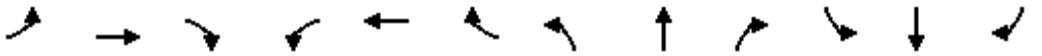
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1777	66	5	1465	0	14	4	11	27	1	17
Future Volume (veh/h)	59	1777	66	5	1465	0	14	4	11	27	1	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	1871	69	5	1542	0	15	4	12	28	1	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	570	4105	151	7	2495	0	18	9	28	35	3	48
Arrive On Green	0.32	0.81	0.81	0.00	0.49	0.00	0.01	0.02	0.02	0.02	0.03	0.03
Sat Flow, veh/h	1781	5054	186	1781	5274	0	1781	397	1192	1781	80	1449
Grp Volume(v), veh/h	62	1259	681	5	1542	0	15	0	16	28	0	19
Grp Sat Flow(s),veh/h/ln	1781	1702	1836	1781	1702	0	1781	0	1589	1781	0	1529
Q Serve(g_s), s	2.9	13.2	13.3	0.3	26.5	0.0	1.0	0.0	1.2	1.9	0.0	1.5
Cycle Q Clear(g_c), s	2.9	13.2	13.3	0.3	26.5	0.0	1.0	0.0	1.2	1.9	0.0	1.5
Prop In Lane	1.00		0.10	1.00		0.00	1.00		0.75	1.00		0.95
Lane Grp Cap(c), veh/h	570	2765	1491	7	2495	0	18	0	37	35	0	51
V/C Ratio(X)	0.11	0.46	0.46	0.73	0.62	0.00	0.85	0.00	0.43	0.80	0.00	0.37
Avail Cap(c_a), veh/h	570	2765	1491	45	2898	0	104	0	212	119	0	217
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.82	0.82	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	3.4	3.4	59.7	22.5	0.0	59.3	0.0	57.8	58.6	0.0	56.8
Incr Delay (d2), s/veh	0.0	0.4	0.7	36.3	0.7	0.0	64.7	0.0	7.6	32.6	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.3	3.7	0.2	10.4	0.0	0.8	0.0	0.6	1.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	3.8	4.1	96.0	23.2	0.0	124.0	0.0	65.4	91.1	0.0	61.3
LnGrp LOS	C	A	A	F	C	A	F	A	E	F	A	E
Approach Vol, veh/h		2002			1547			31			47	
Approach Delay, s/veh		4.7			23.4			93.8			79.1	
Approach LOS		A			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	102.4	5.2	8.0	43.3	63.5	6.4	6.8
Change Period (Y+Rc), s	4.0	4.9	4.0	4.0	4.9	* 4.9	4.0	4.0
Max Green Setting (Gmax), s	3.0	76.1	7.0	17.0	11.0	* 68	8.0	16.0
Max Q Clear Time (g_c+I1), s	2.3	15.3	3.0	3.5	4.9	28.5	3.9	3.2
Green Ext Time (p_c), s	0.0	50.8	0.0	0.0	0.0	30.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	1579	49	44	1269	121	171	723	369	92	324	62
Future Volume (veh/h)	139	1579	49	44	1269	121	171	723	369	92	324	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	1662	0	46	1336	0	180	761	264	97	341	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	2259		374	2551		236	1112	343	144	1047	323
Arrive On Green	0.02	0.15	0.00	0.22	1.00	0.00	0.07	0.22	0.22	0.04	0.21	0.21
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1574	3456	5106	1573
Grp Volume(v), veh/h	146	1662	0	46	1336	0	180	761	264	97	341	10
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1574	1728	1702	1573
Q Serve(g_s), s	5.0	37.4	0.0	1.3	0.1	0.0	6.1	16.4	18.9	3.3	6.8	0.6
Cycle Q Clear(g_c), s	5.0	37.4	0.0	1.3	0.1	0.0	6.1	16.4	18.9	3.3	6.8	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	2259		374	2551		236	1112	343	144	1047	323
V/C Ratio(X)	0.72	0.74		0.12	0.52		0.76	0.68	0.77	0.67	0.33	0.03
Avail Cap(c_a), veh/h	259	2259		374	2551		317	1630	502	144	1391	429
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	44.5	0.0	42.4	0.0	0.0	54.9	43.2	44.1	56.7	40.6	38.2
Incr Delay (d2), s/veh	3.9	1.9	0.0	0.1	0.5	0.0	4.8	0.6	3.8	9.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	17.4	0.0	0.5	0.1	0.0	2.8	6.8	7.6	1.6	2.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	46.5	0.0	42.5	0.5	0.0	59.7	43.8	48.0	66.4	40.8	38.2
LnGrp LOS	E	D		D	A		E	D	D	E	D	D
Approach Vol, veh/h		1808	A		1382	A		1205			448	
Approach Delay, s/veh		47.7			1.9			47.1			46.3	
Approach LOS		D			A			D			D	

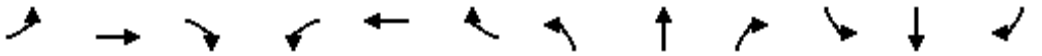
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	58.0	13.2	30.9	11.0	64.8	11.3	32.8
Change Period (Y+Rc), s	4.9	* 4.9	5.0	6.3	4.0	4.9	6.3	* 6.7
Max Green Setting (Gmax), s	3.0	* 53	11.0	32.7	9.0	47.1	5.0	* 38
Max Q Clear Time (g_c+I1), s	3.3	39.4	8.1	8.8	7.0	2.1	5.3	20.9
Green Ext Time (p_c), s	0.0	12.3	0.1	2.2	0.0	26.7	0.0	4.9

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	1474	222	265	1847	191	442	812	235	191	632	141
Future Volume (veh/h)	220	1474	222	265	1847	191	442	812	235	191	632	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	232	1552	0	279	1944	0	465	855	0	201	665	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1872		415	2148		515	1273		288	936	286
Arrive On Green	0.08	0.37	0.00	0.12	0.42	0.00	0.15	0.25	0.00	0.08	0.18	0.18
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1559
Grp Volume(v), veh/h	232	1552	0	279	1944	0	465	855	0	201	665	23
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1559
Q Serve(g_s), s	7.9	33.2	0.0	9.3	42.7	0.0	15.9	18.1	0.0	6.8	14.7	1.5
Cycle Q Clear(g_c), s	7.9	33.2	0.0	9.3	42.7	0.0	15.9	18.1	0.0	6.8	14.7	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	1872		415	2148		515	1273		288	936	286
V/C Ratio(X)	0.81	0.83		0.67	0.90		0.90	0.67		0.70	0.71	0.08
Avail Cap(c_a), veh/h	288	1872		415	2148		518	1289		346	1034	316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	34.6	0.0	50.5	32.5	0.0	50.2	40.6	0.0	53.5	46.0	40.6
Incr Delay (d2), s/veh	14.9	4.4	0.0	3.5	6.0	0.0	18.4	1.6	0.0	3.3	2.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	13.8	0.0	4.1	17.7	0.0	7.9	7.4	0.0	3.0	6.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.0	39.0	0.0	54.0	38.5	0.0	68.6	42.2	0.0	56.8	48.6	40.8
LnGrp LOS	E	D		D	D		E	D		E	D	D
Approach Vol, veh/h		1784	A		2223	A		1320	A		889	
Approach Delay, s/veh		42.9			40.5			51.5			50.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	50.0	21.9	27.7	13.9	56.5	14.0	35.6
Change Period (Y+Rc), s	6.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	12.0	44.0	18.0	24.3	10.0	48.0	12.0	30.3
Max Q Clear Time (g_c+I1), s	11.3	35.2	17.9	16.7	9.9	44.7	8.8	20.1
Green Ext Time (p_c), s	0.1	8.4	0.0	4.9	0.0	3.2	0.1	7.3

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

Notes

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

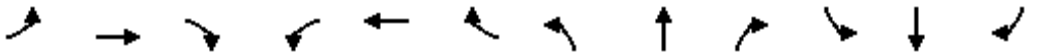
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	551	1674	411	551	2137	519
Future Volume (veh/h)	551	1674	411	551	2137	519
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	580	0	433	377	2249	546
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	523		680	303	1889	1446
Arrive On Green	0.15	0.00	0.19	0.19	0.55	0.77
Sat Flow, veh/h	3456	2790	3647	1585	3456	1870
Grp Volume(v), veh/h	580	0	433	377	2249	546
Grp Sat Flow(s),veh/h/ln	1728	1395	1777	1585	1728	1870
Q Serve(g_s), s	22.7	0.0	16.8	28.7	82.0	14.0
Cycle Q Clear(g_c), s	22.7	0.0	16.8	28.7	82.0	14.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	523		680	303	1889	1446
V/C Ratio(X)	1.11		0.64	1.24	1.19	0.38
Avail Cap(c_a), veh/h	523		680	303	1889	1446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.24	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.6	0.0	55.9	60.6	34.0	5.4
Incr Delay (d2), s/veh	56.4	0.0	2.0	134.1	91.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	0.0	7.7	22.7	56.3	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	120.0	0.0	57.8	194.8	125.3	5.6
LnGrp LOS	F		E	F	F	A
Approach Vol, veh/h	580	A	810			2795
Approach Delay, s/veh	120.0		121.6			101.9
Approach LOS	F		F			F

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	88.0	34.0			122.0	28.0
Change Period (Y+Rc), s	6.0	5.3			6.0	5.3
Max Green Setting (Gmax), s	82.0	28.7			116.0	22.7
Max Q Clear Time (g_c+I1), s	84.0	30.7			16.0	24.7
Green Ext Time (p_c), s	0.0	0.0			3.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	108.2
HCM 6th LOS	F

Notes

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



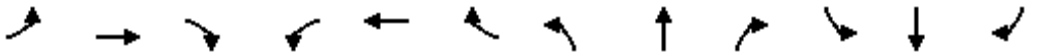
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	424	2172	59	99	1848	92	86	139	130	42	16	307
Future Volume (veh/h)	424	2172	59	99	1848	92	86	139	130	42	16	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	446	2286	61	104	1945	57	91	146	16	44	17	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	951	2518	67	149	1675	747	112	180	152	76	104	88
Arrive On Green	0.28	0.71	0.71	0.04	0.47	0.47	0.06	0.10	0.10	0.02	0.06	0.06
Sat Flow, veh/h	3456	3536	94	3456	3554	1585	1781	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	446	1143	1204	104	1945	57	91	146	16	44	17	91
Grp Sat Flow(s),veh/h/ln	1728	1777	1853	1728	1777	1585	1781	1870	1585	1728	1870	1585
Q Serve(g_s), s	16.1	78.0	80.0	4.5	70.7	2.5	7.6	11.5	1.4	1.9	1.3	5.3
Cycle Q Clear(g_c), s	16.1	78.0	80.0	4.5	70.7	2.5	7.6	11.5	1.4	1.9	1.3	5.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	951	1265	1320	149	1675	747	112	180	152	76	104	88
V/C Ratio(X)	0.47	0.90	0.91	0.70	1.16	0.08	0.82	0.81	0.10	0.58	0.16	1.03
Avail Cap(c_a), veh/h	951	1265	1320	369	1675	747	190	338	286	369	324	275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	17.4	17.7	70.8	39.7	15.4	69.4	66.5	61.9	72.7	67.5	28.2
Incr Delay (d2), s/veh	0.0	1.2	1.2	2.2	79.6	0.1	5.4	13.3	0.5	2.6	0.9	58.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	28.2	30.1	2.0	48.1	1.1	3.6	6.2	0.6	0.9	0.7	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	18.6	19.0	73.0	119.3	15.4	74.8	79.7	62.4	75.2	68.4	87.1
LnGrp LOS	D	B	B	E	F	B	E	E	E	E	E	F
Approach Vol, veh/h		2793			2106			253			152	
Approach Delay, s/veh		23.0			114.2			76.9			81.6	
Approach LOS		C			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	20.1	10.5	112.1	13.4	14.0	46.6	76.0
Change Period (Y+Rc), s	4.0	* 5.7	4.0	5.3	4.0	5.7	5.3	* 5.3
Max Green Setting (Gmax), s	16.0	* 27	16.0	73.0	16.0	26.0	18.3	* 71
Max Q Clear Time (g_c+I1), s	3.9	13.5	6.5	82.0	9.6	7.3	18.1	72.7
Green Ext Time (p_c), s	0.0	1.0	0.1	0.0	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.5
HCM 6th LOS	E

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	2371	6	13	2033	7	9	0	35	55	3	22
Future Volume (veh/h)	6	2371	6	13	2033	7	9	0	35	55	3	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	2496	6	14	2140	7	9	0	37	58	3	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	2841	7	17	2442	8	43	8	48	139	4	97
Arrive On Green	0.11	0.78	0.78	0.01	0.67	0.67	0.06	0.00	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1781	3637	9	1781	3633	12	68	123	786	1228	64	1585
Grp Volume(v), veh/h	6	1219	1283	14	1046	1101	46	0	0	61	0	23
Grp Sat Flow(s),veh/h/ln	1781	1777	1869	1781	1777	1868	977	0	0	1291	0	1585
Q Serve(g_s), s	0.3	52.6	52.7	0.9	51.6	51.7	0.5	0.0	0.0	0.0	0.0	1.5
Cycle Q Clear(g_c), s	0.3	52.6	52.7	0.9	51.6	51.7	5.7	0.0	0.0	5.2	0.0	1.5
Prop In Lane	1.00		0.00	1.00		0.01	0.20		0.80	0.95		1.00
Lane Grp Cap(c), veh/h	190	1388	1460	17	1194	1256	99	0	0	143	0	97
V/C Ratio(X)	0.03	0.88	0.88	0.83	0.88	0.88	0.47	0.00	0.00	0.43	0.00	0.24
Avail Cap(c_a), veh/h	190	1388	1460	97	1239	1303	187	0	0	222	0	187
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.0	8.4	8.4	54.4	14.4	14.4	50.3	0.0	0.0	50.9	0.0	49.2
Incr Delay (d2), s/veh	0.0	8.1	7.8	29.7	7.3	7.1	1.3	0.0	0.0	0.8	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	16.2	16.9	0.5	19.4	20.4	1.3	0.0	0.0	1.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	16.5	16.2	84.1	21.7	21.5	51.5	0.0	0.0	51.7	0.0	49.7
LnGrp LOS	D	B	B	F	C	C	D	A	A	D	A	D
Approach Vol, veh/h		2508			2161			46			84	
Approach Delay, s/veh		16.4			22.0			51.5			51.1	
Approach LOS		B			C			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.7	5.0	91.2		13.7	17.0	79.2				
Change Period (Y+Rc), s		7.0	4.0	5.3		7.0	5.3	* 5.3				
Max Green Setting (Gmax), s		13.0	6.0	74.7		13.0	4.0	* 77				
Max Q Clear Time (g_c+I1), s		7.7	2.9	54.7		7.2	2.3	53.7				
Green Ext Time (p_c), s		0.0	0.0	17.9		0.1	0.0	20.2				

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

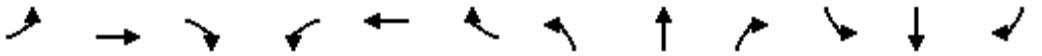
Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2482	21	368	2069	0	357
Future Volume (vph)	2482	21	368	2069	0	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3		6.0	5.3		6.0
Lane Util. Factor	0.91		0.97	0.91		1.00
Frt	1.00		1.00	1.00		0.86
Flt Protected	1.00		0.95	1.00		1.00
Satd. Flow (prot)	5079		3433	5085		1611
Flt Permitted	1.00		0.95	1.00		1.00
Satd. Flow (perm)	5079		3433	5085		1611
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2613	22	387	2178	0	376
RTOR Reduction (vph)	1	0	0	0	0	1
Lane Group Flow (vph)	2634	0	387	2178	0	375
Turn Type	NA		Prot	NA		Over
Protected Phases	4		3	8		3
Permitted Phases						
Actuated Green, G (s)	41.7		20.0	75.0		20.0
Effective Green, g (s)	41.7		20.0	75.0		20.0
Actuated g/C Ratio	0.56		0.27	1.00		0.27
Clearance Time (s)	7.3		6.0	5.3		6.0
Vehicle Extension (s)	3.5		2.0	3.5		2.0
Lane Grp Cap (vph)	2823		915	5085		429
v/s Ratio Prot	c0.52		0.11	0.43		c0.23
v/s Ratio Perm						
v/c Ratio	0.93		0.42	0.43		0.87
Uniform Delay, d1	15.4		22.7	0.0		26.3
Progression Factor	1.00		1.17	1.00		1.00
Incremental Delay, d2	7.2		0.0	0.1		17.2
Delay (s)	22.5		26.6	0.1		43.5
Level of Service	C		C	A		D
Approach Delay (s)	22.5			4.1	43.5	
Approach LOS	C			A	D	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	303	1199	1337	67	1185	279	1146	682	152	215	179	111
Future Volume (veh/h)	303	1199	1337	67	1185	279	1146	682	152	215	179	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	319	1262	0	71	1247	195	1206	718	74	226	188	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	2117		111	1239	553	1152	1131	504	272	280	87
Arrive On Green	0.14	0.69	0.00	0.03	0.35	0.35	0.33	0.32	0.32	0.08	0.05	0.05
Sat Flow, veh/h	3456	5106	2790	3456	3554	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	319	1262	0	71	1247	195	1206	718	74	226	188	3
Grp Sat Flow(s),veh/h/ln	1728	1702	1395	1728	1777	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	13.0	19.4	0.0	3.0	52.3	10.0	50.0	25.9	5.0	9.7	5.4	0.3
Cycle Q Clear(g_c), s	13.0	19.4	0.0	3.0	52.3	10.0	50.0	25.9	5.0	9.7	5.4	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	299	2117		111	1239	553	1152	1131	504	272	280	87
V/C Ratio(X)	1.07	0.60		0.64	1.01	0.35	1.05	0.63	0.15	0.83	0.67	0.03
Avail Cap(c_a), veh/h	299	2117		161	1239	553	1152	1201	536	346	534	166
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.26	0.26	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.1	16.5	0.0	71.8	48.8	19.3	50.0	43.7	36.6	68.1	69.5	67.1
Incr Delay (d2), s/veh	45.7	0.1	0.0	2.3	27.1	1.8	39.7	1.2	0.2	10.4	3.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	5.4	0.0	1.4	27.3	3.9	27.5	11.5	2.0	4.7	2.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.8	16.6	0.0	74.1	76.0	21.1	89.7	44.9	36.8	78.5	73.3	67.3
LnGrp LOS	F	B		E	F	C	F	D	D	E	E	E
Approach Vol, veh/h		1581	A		1513			1998			417	
Approach Delay, s/veh		35.4			68.8			71.6			76.1	
Approach LOS		D			E			E			E	

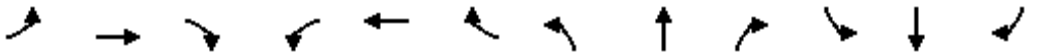
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	53.0	8.8	67.5	55.3	13.5	18.3	58.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	5.3	* 5.3	5.3	* 5.7
Max Green Setting (Gmax), s	15.0	50.7	7.0	58.7	50.0	* 16	13.0	* 52
Max Q Clear Time (g_c+I1), s	11.7	27.9	5.0	21.4	52.0	7.4	15.0	54.3
Green Ext Time (p_c), s	0.1	6.8	0.0	15.2	0.0	0.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.8
HCM 6th LOS	E

Notes

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

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



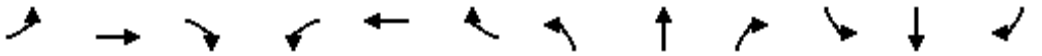
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1331	81	24	1503	5	23	1	397	5	4	6
Future Volume (veh/h)	4	1331	81	24	1503	5	23	1	397	5	4	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2106	2106	2106	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	1401	82	25	1582	5	24	1	356	5	4	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	2512	147	32	2428	8	214	9	226	9	7	14
Arrive On Green	0.00	0.65	0.65	0.04	1.00	1.00	0.13	0.13	0.13	0.01	0.01	0.00
Sat Flow, veh/h	2006	3842	224	1781	3634	11	1713	71	1585	1011	809	1585
Grp Volume(v), veh/h	4	728	755	25	773	814	25	0	356	9	0	0
Grp Sat Flow(s),veh/h/ln	2006	2001	2066	1781	1777	1868	1785	0	1585	1820	0	1585
Q Serve(g_s), s	0.2	23.8	24.0	1.7	0.0	0.0	1.5	0.0	15.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.2	23.8	24.0	1.7	0.0	0.0	1.5	0.0	15.0	0.6	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.01	0.96		1.00	0.56		1.00
Lane Grp Cap(c), veh/h	6	1308	1350	32	1188	1249	223	0	226	16	0	14
V/C Ratio(X)	0.64	0.56	0.56	0.79	0.65	0.65	0.11	0.00	1.57	0.57	0.00	0.00
Avail Cap(c_a), veh/h	50	1308	1350	356	1188	1249	223	0	226	62	0	54
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	59.7	11.3	11.3	57.7	0.0	0.0	46.6	0.0	51.4	59.3	0.0	0.0
Incr Delay (d2), s/veh	33.8	0.6	0.6	12.5	2.3	2.2	0.1	0.0	278.3	11.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.6	10.0	0.8	0.8	0.8	0.7	0.0	24.2	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.6	11.9	12.0	70.2	2.3	2.2	46.7	0.0	329.8	70.9	0.0	0.0
LnGrp LOS	F	B	B	E	A	A	D	A	F	E	A	A
Approach Vol, veh/h		1487			1612			381			9	
Approach Delay, s/veh		12.2			3.3			311.2			70.9	
Approach LOS		B			A			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	84.1		6.7	4.4	85.9		19.0				
Change Period (Y+Rc), s	4.0	5.7		5.7	4.0	* 5.7		4.0				
Max Green Setting (Gmax), s	24.0	57.5		4.1	3.0	* 80		15.0				
Max Q Clear Time (g_c+I1), s	3.7	26.0		2.6	2.2	2.0		17.0				
Green Ext Time (p_c), s	0.1	30.0		0.0	0.0	77.6		0.0				

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

Notes

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



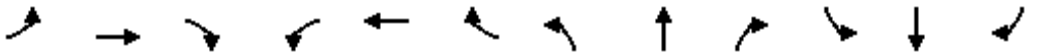
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1706	20	21	1377	0	152	0	206	0	0	0
Future Volume (veh/h)	0	1706	20	21	1377	0	152	0	206	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	0	1870	0	1870	0
Adj Flow Rate, veh/h	0	1796	21	22	1449	0	160	0	217	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0	2	0	2	0	2	0
Cap, veh/h	0	2353	27	27	2496	0	189	0	0	0	2	0
Arrive On Green	0.00	0.65	0.65	0.02	0.70	0.00	0.11	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	3691	42	1781	3647	0	1781	160		0	-74814	0
Grp Volume(v), veh/h	0	886	931	22	1449	0	160	64.8		0	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1863	1781	1777	0	1781	E		0	1870	0
Q Serve(g_s), s	0.0	41.3	41.5	1.5	24.6	0.0	10.6			0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	41.3	41.5	1.5	24.6	0.0	10.6			0.0	0.0	0.0
Prop In Lane	0.00		0.02	1.00		0.00	1.00			0.00		0.00
Lane Grp Cap(c), veh/h	0	1162	1218	27	2496	0	189			0	2	0
V/C Ratio(X)	0.00	0.76	0.76	0.82	0.58	0.00	0.85			0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1162	1218	45	2496	0	282			0	47	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	0.64	0.64	1.00	1.00	0.00	1.00			0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	14.3	14.4	58.9	9.0	0.0	52.7			0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	2.1	19.7	1.0	0.0	12.2			0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.2	16.0	0.8	8.4	0.0	5.4			0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.5	16.4	78.7	10.0	0.0	64.8			0.0	0.0	0.0
LnGrp LOS	A	B	B	E	A	A	E			A	A	A
Approach Vol, veh/h		1817			1471						0	
Approach Delay, s/veh		16.4			11.0						0.0	
Approach LOS		B			B							

Timer - Assigned Phs	1	2				6	7	8				
Phs Duration (G+Y+Rc), s	5.8	84.2				90.0	16.7	0.0				
Change Period (Y+Rc), s	4.0	5.7				5.7	4.0	4.0				
Max Green Setting (Gmax), s	3.0	77.3				84.3	19.0	3.0				
Max Q Clear Time (g_c+I1), s	3.5	43.5				26.6	12.6	0.0				
Green Ext Time (p_c), s	0.0	21.0				19.4	0.2	0.0				

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	894	689	153	508	28	775	1468	196	105	903	104
Future Volume (veh/h)	299	894	689	153	508	28	775	1468	196	105	903	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	315	941	0	161	535	26	816	1545	118	111	951	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	1032		144	878	43	835	1658	727	115	1391	423
Arrive On Green	0.09	0.29	0.00	0.04	0.25	0.25	0.48	0.93	0.93	0.03	0.27	0.27
Sat Flow, veh/h	3456	3554	1585	3456	3446	167	3456	3554	1559	3456	5106	1553
Grp Volume(v), veh/h	315	941	0	161	275	286	816	1545	118	111	951	25
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1836	1728	1777	1559	1728	1702	1553
Q Serve(g_s), s	10.9	30.7	0.0	5.0	16.4	16.5	27.7	26.7	0.7	3.8	20.0	1.4
Cycle Q Clear(g_c), s	10.9	30.7	0.0	5.0	16.4	16.5	27.7	26.7	0.7	3.8	20.0	1.4
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	1032		144	453	468	835	1658	727	115	1391	423
V/C Ratio(X)	0.99	0.91		1.12	0.61	0.61	0.98	0.93	0.16	0.96	0.68	0.06
Avail Cap(c_a), veh/h	317	1054		144	453	468	835	1658	727	115	1391	423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.45	0.45	0.45	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	41.1	0.0	57.5	39.4	39.5	30.7	3.0	2.2	57.9	39.0	32.3
Incr Delay (d2), s/veh	48.9	11.7	0.0	110.2	2.7	2.7	15.7	5.6	0.2	71.7	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	14.7	0.0	4.4	7.4	7.6	10.0	2.8	0.3	2.8	8.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.4	52.7	0.0	167.7	42.2	42.2	46.4	8.6	2.4	129.7	40.6	32.4
LnGrp LOS	F	D		F	D	D	D	A	A	F	D	C
Approach Vol, veh/h		1256	A		722			2479			1087	
Approach Delay, s/veh		65.4			70.2			20.8			49.5	
Approach LOS		E			E			C			D	

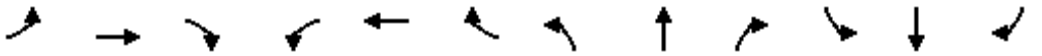
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	40.6	33.0	38.0	15.0	35.9	9.3	61.7
Change Period (Y+Rc), s	5.3	* 5.7	4.0	5.3	4.0	5.3	5.3	* 5.7
Max Green Setting (Gmax), s	5.0	* 36	29.0	31.4	11.0	30.0	4.0	* 56
Max Q Clear Time (g_c+I1), s	7.0	32.7	29.7	22.0	12.9	18.5	5.8	28.7
Green Ext Time (p_c), s	0.0	2.2	0.0	6.6	0.0	4.7	0.0	21.9

Intersection Summary	
HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

Notes

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

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



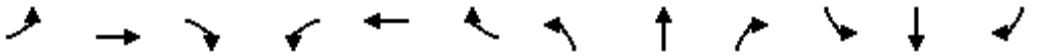
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	1172	2	19	674	82	42	67	89	4	8	5
Future Volume (veh/h)	193	1172	2	19	674	82	42	67	89	4	8	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	203	1234	2	20	709	86	44	71	94	4	8	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	1944	3	24	1294	157	62	100	137	7	13	17
Arrive On Green	0.13	0.53	0.53	0.01	0.41	0.41	0.09	0.09	0.09	0.01	0.01	0.01
Sat Flow, veh/h	1781	3640	6	1781	3188	386	702	1133	1558	613	1226	1585
Grp Volume(v), veh/h	203	602	634	20	395	400	115	0	94	12	0	5
Grp Sat Flow(s),veh/h/ln	1781	1777	1869	1781	1777	1798	1835	0	1558	1840	0	1585
Q Serve(g_s), s	13.4	28.7	28.7	1.3	20.4	20.4	7.3	0.0	7.0	0.8	0.0	0.4
Cycle Q Clear(g_c), s	13.4	28.7	28.7	1.3	20.4	20.4	7.3	0.0	7.0	0.8	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.21	0.38		1.00	0.33		1.00
Lane Grp Cap(c), veh/h	233	949	998	24	721	730	161	0	137	20	0	17
V/C Ratio(X)	0.87	0.63	0.63	0.83	0.55	0.55	0.71	0.00	0.69	0.60	0.00	0.29
Avail Cap(c_a), veh/h	416	1047	1101	89	721	730	352	0	299	46	0	40
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	19.7	19.7	59.0	27.2	27.2	53.3	0.0	53.1	59.1	0.0	58.9
Incr Delay (d2), s/veh	3.9	1.7	1.6	22.3	3.0	3.0	2.2	0.0	2.3	10.4	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	11.6	12.1	0.7	8.9	9.1	3.5	0.0	2.9	0.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	21.4	21.3	81.3	30.2	30.2	55.4	0.0	55.4	69.5	0.0	62.3
LnGrp LOS	E	C	C	F	C	C	E	A	E	E	A	E
Approach Vol, veh/h		1439			815			209			17	
Approach Delay, s/veh		26.1			31.5			55.4			67.4	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	69.4		5.3	21.0	54.0		14.5				
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.0				
Max Green Setting (Gmax), s	6.0	70.7		3.0	28.0	* 49		23.0				
Max Q Clear Time (g_c+I1), s	3.3	30.7		2.8	15.4	22.4		9.3				
Green Ext Time (p_c), s	0.0	14.9		0.0	0.3	7.4		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		30.6	
HCM 6th LOS		C	

Notes

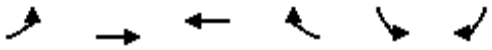
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1225	0	25	660	14	68	2	26	43	0	64
Future Volume (veh/h)	21	1225	0	25	660	14	68	2	26	43	0	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	1289	0	26	695	15	72	2	27	45	0	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	1903	0	34	1913	41	237	2	29	364	0	160
Arrive On Green	0.02	0.54	0.00	0.02	0.54	0.54	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	1781	3647	0	1781	3557	77	768	21	288	1758	0	1585
Grp Volume(v), veh/h	22	1289	0	26	347	363	101	0	0	45	0	67
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1857	1078	0	0	1758	0	1585
Q Serve(g_s), s	0.5	10.2	0.0	0.6	4.3	4.3	2.8	0.0	0.0	0.0	0.0	1.5
Cycle Q Clear(g_c), s	0.5	10.2	0.0	0.6	4.3	4.3	3.7	0.0	0.0	0.9	0.0	1.5
Prop In Lane	1.00		0.00	1.00		0.04	0.71		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	29	1903	0	34	956	999	269	0	0	364	0	160
V/C Ratio(X)	0.76	0.68	0.00	0.77	0.36	0.36	0.38	0.00	0.00	0.12	0.00	0.42
Avail Cap(c_a), veh/h	139	2092	0	139	1046	1093	890	0	0	977	0	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	6.5	0.0	18.8	5.1	5.1	17.7	0.0	0.0	16.0	0.0	16.3
Incr Delay (d2), s/veh	13.7	0.8	0.0	12.9	0.3	0.3	0.6	0.0	0.0	0.1	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.9	0.0	0.3	0.8	0.8	0.8	0.0	0.0	0.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	7.4	0.0	31.7	5.4	5.4	18.3	0.0	0.0	16.1	0.0	17.6
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		1311			736			101			112	
Approach Delay, s/veh		7.8			6.3			18.3			17.0	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	26.0		7.9	4.7	25.9		7.9				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	3.0	22.7		21.0	3.0	22.7		21.0				
Max Q Clear Time (g_c+I1), s	2.5	6.3		5.7	2.6	12.2		3.5				
Green Ext Time (p_c), s	0.0	6.9		0.2	0.0	8.5		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		8.2	
HCM 6th LOS		A	



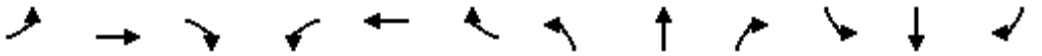
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	639	546	597	375	152	206
Future Volume (veh/h)	639	546	597	375	152	206
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	695	544	628	395	160	217
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1123	590	710	446	458	710
Arrive On Green	0.32	0.32	0.34	0.34	0.13	0.13
Sat Flow, veh/h	3563	1870	2187	1317	3456	1585
Grp Volume(v), veh/h	695	544	533	490	160	217
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1633	1728	1585
Q Serve(g_s), s	10.4	17.5	17.7	17.7	2.6	5.5
Cycle Q Clear(g_c), s	10.4	17.5	17.7	17.7	2.6	5.5
Prop In Lane	1.00			0.81	1.00	1.00
Lane Grp Cap(c), veh/h	1123	590	602	554	458	710
V/C Ratio(X)	0.62	0.92	0.88	0.89	0.35	0.31
Avail Cap(c_a), veh/h	1125	591	712	655	1219	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	20.6	19.5	19.5	24.6	11.0
Incr Delay (d2), s/veh	1.3	20.5	10.3	11.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	9.9	7.9	7.4	1.0	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.5	41.2	29.8	30.6	24.8	11.1
LnGrp LOS	B	D	C	C	C	B
Approach Vol, veh/h		1239	1023		377	
Approach Delay, s/veh		29.0	30.1		16.9	
Approach LOS		C	C		B	

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	25.1	25.0	12.3
Change Period (Y+Rc), s	4.0	5.3	4.0
Max Green Setting (Gmax), s	25.0	19.7	22.0
Max Q Clear Time (g_c+I1), s	19.7	19.5	7.5
Green Ext Time (p_c), s	1.5	0.1	0.8

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	407	29	19	864	8	94	7	4	3	2	142
Future Volume (veh/h)	192	407	29	19	864	8	94	7	4	3	2	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	428	31	20	909	8	99	7	4	3	2	149
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	1594	115	53	1300	11	352	23	8	274	146	260
Arrive On Green	0.14	0.47	0.47	0.03	0.36	0.36	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	3361	243	1781	3610	32	1108	139	47	797	893	1585
Grp Volume(v), veh/h	202	226	233	20	447	470	110	0	0	5	0	149
Grp Sat Flow(s),veh/h/ln	1781	1777	1827	1781	1777	1865	1294	0	0	1689	0	1585
Q Serve(g_s), s	4.4	3.1	3.1	0.4	8.6	8.6	2.8	0.0	0.0	0.0	0.0	3.5
Cycle Q Clear(g_c), s	4.4	3.1	3.1	0.4	8.6	8.6	3.1	0.0	0.0	0.1	0.0	3.5
Prop In Lane	1.00		0.13	1.00		0.02	0.90		0.04	0.60		1.00
Lane Grp Cap(c), veh/h	257	843	866	53	640	671	383	0	0	420	0	260
V/C Ratio(X)	0.79	0.27	0.27	0.38	0.70	0.70	0.29	0.00	0.00	0.01	0.00	0.57
Avail Cap(c_a), veh/h	356	919	944	267	830	871	810	0	0	944	0	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	6.3	6.3	19.1	11.0	11.0	15.2	0.0	0.0	14.0	0.0	15.5
Incr Delay (d2), s/veh	5.0	0.3	0.3	1.6	2.5	2.4	0.2	0.0	0.0	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.7	0.7	0.2	2.7	2.8	0.8	0.0	0.0	0.0	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	6.6	6.6	20.7	13.5	13.4	15.4	0.0	0.0	14.0	0.0	16.2
LnGrp LOS	C	A	A	C	B	B	B	A	A	B	A	B
Approach Vol, veh/h		661			937			110			154	
Approach Delay, s/veh		11.2			13.6			15.4			16.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	24.3		10.6	9.8	19.7		10.6				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	6.0	20.7		20.0	8.0	18.7		20.0				
Max Q Clear Time (g_c+I1), s	2.4	5.1		5.1	6.4	10.6		5.5				
Green Ext Time (p_c), s	0.0	2.6		0.2	0.1	3.8		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			13.1									
HCM 6th LOS			B									

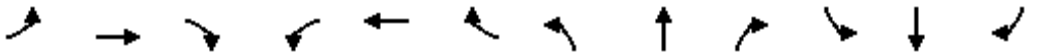
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	235	301	559	408	333	143
Future Volume (veh/h)	235	301	559	408	333	143
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	317	588	429	351	151
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	413	374	670	936	393	1189
Arrive On Green	0.23	0.23	0.36	0.36	0.22	0.64
Sat Flow, veh/h	1781	1610	1870	1585	1781	1870
Grp Volume(v), veh/h	247	317	588	429	351	151
Grp Sat Flow(s),veh/h/ln	1781	1610	1870	1585	1781	1870
Q Serve(g_s), s	8.7	13.2	20.7	10.7	13.5	2.2
Cycle Q Clear(g_c), s	8.7	13.2	20.7	10.7	13.5	2.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	413	374	670	936	393	1189
V/C Ratio(X)	0.60	0.85	0.88	0.46	0.89	0.13
Avail Cap(c_a), veh/h	608	550	710	970	405	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	25.8	21.1	8.1	26.6	5.1
Incr Delay (d2), s/veh	0.5	5.5	12.2	0.6	20.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	5.3	10.5	5.8	7.6	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.6	31.3	33.3	8.6	47.0	5.2
LnGrp LOS	C	C	C	A	D	A
Approach Vol, veh/h	564		1017			502
Approach Delay, s/veh	28.4		22.9			34.4
Approach LOS	C		C			C

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		50.0			19.5	30.5	20.3
Change Period (Y+Rc), s		5.3			4.0	5.3	4.0
Max Green Setting (Gmax), s		46.7			16.0	26.7	24.0
Max Q Clear Time (g_c+I1), s		4.2			15.5	22.7	15.2
Green Ext Time (p_c), s		1.0			0.1	2.5	1.1

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Notes

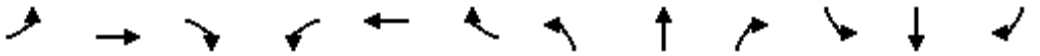
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	8	116	209	6	87	35	913	61	47	866	15
Future Volume (veh/h)	71	8	116	209	6	87	35	913	61	47	866	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	8	122	220	6	92	37	961	64	49	912	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	192	163	282	388	329	57	1502	466	71	1539	478
Arrive On Green	0.05	0.10	0.10	0.16	0.21	0.21	0.03	0.29	0.29	0.04	0.30	0.30
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	75	8	122	220	6	92	37	961	64	49	912	16
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.1	0.2	3.7	5.9	0.1	2.4	1.0	8.1	1.5	1.3	7.5	0.4
Cycle Q Clear(g_c), s	2.1	0.2	3.7	5.9	0.1	2.4	1.0	8.1	1.5	1.3	7.5	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	192	163	282	388	329	57	1502	466	71	1539	478
V/C Ratio(X)	0.79	0.04	0.75	0.78	0.02	0.28	0.64	0.64	0.14	0.69	0.59	0.03
Avail Cap(c_a), veh/h	289	1213	1028	542	1479	1253	144	1967	610	144	1967	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	19.9	21.5	19.9	15.5	16.4	23.6	15.1	12.8	23.4	14.7	12.2
Incr Delay (d2), s/veh	13.4	0.1	6.7	4.7	0.0	0.5	11.4	0.5	0.1	11.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.1	1.5	2.5	0.0	0.8	0.6	2.7	0.5	0.7	2.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	20.0	28.3	24.6	15.6	16.9	35.0	15.6	12.9	34.9	15.0	12.2
LnGrp LOS	D	C	C	C	B	B	D	B	B	C	B	B
Approach Vol, veh/h		205			318			1062			977	
Approach Delay, s/veh		31.0			22.2			16.1			16.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	19.5	12.8	10.1	6.6	19.9	7.6	15.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	19.0	15.0	32.0	4.0	19.0	8.0	39.0
Max Q Clear Time (g_c+I1), s	3.3	10.1	7.9	5.7	3.0	9.5	4.1	4.4
Green Ext Time (p_c), s	0.0	4.4	0.4	0.4	0.0	4.3	0.0	0.3

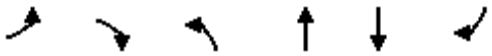
Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	2	62	27	0	19	18	949	12	63	1137	10
Future Volume (veh/h)	36	2	62	27	0	19	18	949	12	63	1137	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	2	65	28	0	20	19	999	13	66	1197	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	97	82	47	83	70	34	1974	613	92	2139	664
Arrive On Green	0.03	0.05	0.05	0.03	0.00	0.04	0.02	0.39	0.39	0.05	0.42	0.42
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	38	2	65	28	0	20	19	999	13	66	1197	11
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.9	0.0	1.7	0.6	0.0	0.5	0.4	6.2	0.2	1.5	7.4	0.2
Cycle Q Clear(g_c), s	0.9	0.0	1.7	0.6	0.0	0.5	0.4	6.2	0.2	1.5	7.4	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	61	97	82	47	83	70	34	1974	613	92	2139	664
V/C Ratio(X)	0.62	0.02	0.79	0.59	0.00	0.28	0.56	0.51	0.02	0.72	0.56	0.02
Avail Cap(c_a), veh/h	474	1447	1226	474	1447	1226	474	3210	996	474	3210	996
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	18.6	19.4	19.9	0.0	19.1	20.1	9.7	7.8	19.3	9.1	7.0
Incr Delay (d2), s/veh	10.0	0.1	15.3	11.2	0.0	2.2	13.8	0.2	0.0	10.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.9	0.4	0.0	0.2	0.3	1.8	0.1	0.8	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	18.7	34.7	31.1	0.0	21.3	33.9	9.9	7.9	29.5	9.3	7.0
LnGrp LOS	C	B	C	C	A	C	C	A	A	C	A	A
Approach Vol, veh/h		105			48			1031			1274	
Approach Delay, s/veh		32.6			27.0			10.3			10.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	21.0	6.1	7.1	5.8	22.3	6.4	6.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	26.0	11.0	32.0	11.0	26.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	3.5	8.2	2.6	3.7	2.4	9.4	2.9	2.5
Green Ext Time (p_c), s	0.1	6.8	0.0	0.2	0.0	8.0	0.0	0.0

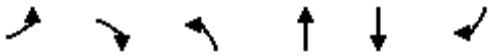
Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	205	116	52	1250	1002	94
Future Volume (veh/h)	205	116	52	1250	1002	94
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	216	122	55	1316	1055	99
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	338	301	85	2914	2058	637
Arrive On Green	0.19	0.19	0.05	0.57	0.40	0.40
Sat Flow, veh/h	1781	1585	1781	5274	5274	1581
Grp Volume(v), veh/h	216	122	55	1316	1055	99
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1702	1702	1581
Q Serve(g_s), s	3.7	2.3	1.0	5.0	5.2	1.3
Cycle Q Clear(g_c), s	3.7	2.3	1.0	5.0	5.2	1.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	338	301	85	2914	2058	637
V/C Ratio(X)	0.64	0.41	0.65	0.45	0.51	0.16
Avail Cap(c_a), veh/h	1067	949	320	4892	3363	1041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	11.9	15.6	4.1	7.5	6.3
Incr Delay (d2), s/veh	2.0	0.9	7.9	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.1	0.5	0.3	0.9	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.5	12.8	23.5	4.3	7.7	6.5
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	338			1371	1154	
Approach Delay, s/veh	13.9			5.0	7.6	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		23.1		10.3	5.6	17.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		32.0		20.0	6.0	22.0
Max Q Clear Time (g_c+I1), s		7.0		5.7	3.0	7.2
Green Ext Time (p_c), s		9.8		0.9	0.0	6.2

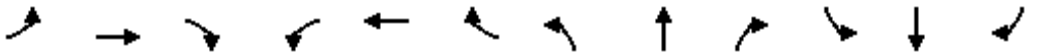
Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	52	49	18	1250	1105	12
Future Volume (veh/h)	52	49	18	1250	1105	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	52	19	1316	1163	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	143	127	35	3264	2447	758
Arrive On Green	0.08	0.08	0.02	0.64	0.48	0.48
Sat Flow, veh/h	1781	1585	1781	5274	5274	1582
Grp Volume(v), veh/h	55	52	19	1316	1163	13
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1702	1702	1582
Q Serve(g_s), s	0.8	0.9	0.3	3.6	4.4	0.1
Cycle Q Clear(g_c), s	0.8	0.9	0.3	3.6	4.4	0.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	143	127	35	3264	2447	758
V/C Ratio(X)	0.39	0.41	0.54	0.40	0.48	0.02
Avail Cap(c_a), veh/h	1250	1112	250	5731	4298	1332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	12.5	13.8	2.5	5.0	3.9
Incr Delay (d2), s/veh	1.7	2.1	12.5	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.2	0.0	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.1	14.6	26.4	2.6	5.1	3.9
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	107			1335	1176	
Approach Delay, s/veh	14.4			2.9	5.1	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		22.2		6.3	4.6	17.7
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		32.0		20.0	4.0	24.0
Max Q Clear Time (g_c+I1), s		5.6		2.9	2.3	6.4
Green Ext Time (p_c), s		10.0		0.2	0.0	7.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	0	93	31	0	15	30	1414	11	4	1059	15
Future Volume (veh/h)	88	0	93	31	0	15	30	1414	11	4	1059	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	0	98	33	0	16	32	1488	12	4	1115	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	0	145	57	0	28	51	2294	710	8	2169	672
Arrive On Green	0.17	0.00	0.17	0.05	0.00	0.05	0.03	0.45	0.45	0.00	0.42	0.42
Sat Flow, veh/h	814	0	858	1150	0	558	1781	5106	1582	1781	5106	1581
Grp Volume(v), veh/h	191	0	0	49	0	0	32	1488	12	4	1115	16
Grp Sat Flow(s),veh/h/ln	1672	0	0	1708	0	0	1781	1702	1582	1781	1702	1581
Q Serve(g_s), s	5.2	0.0	0.0	1.4	0.0	0.0	0.9	11.1	0.2	0.1	7.8	0.3
Cycle Q Clear(g_c), s	5.2	0.0	0.0	1.4	0.0	0.0	0.9	11.1	0.2	0.1	7.8	0.3
Prop In Lane	0.49		0.51	0.67		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	0	0	85	0	0	51	2294	710	8	2169	672
V/C Ratio(X)	0.68	0.00	0.00	0.57	0.00	0.00	0.62	0.65	0.02	0.52	0.51	0.02
Avail Cap(c_a), veh/h	1302	0	0	1330	0	0	146	3035	940	146	3035	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	0.0	22.7	0.0	0.0	23.4	10.4	7.5	24.2	10.3	8.2
Incr Delay (d2), s/veh	2.8	0.0	0.0	6.0	0.0	0.0	11.7	0.3	0.0	45.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.6	0.0	0.0	0.5	2.8	0.0	0.1	2.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	0.0	0.0	28.6	0.0	0.0	35.1	10.8	7.5	69.3	10.5	8.2
LnGrp LOS	C	A	A	C	A	A	D	B	A	E	B	A
Approach Vol, veh/h		191			49			1532			1135	
Approach Delay, s/veh		21.9			28.6			11.2			10.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	25.9		12.2	5.4	24.7		6.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	29.0		38.0	4.0	29.0		38.0				
Max Q Clear Time (g_c+I1), s	2.1	13.1		7.2	2.9	9.8		3.4				
Green Ext Time (p_c), s	0.0	8.9		1.2	0.0	7.2		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			12.0									
HCM 6th LOS			B									

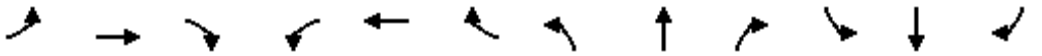
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	696	77	36	460	30	15
Future Volume (veh/h)	696	77	36	460	30	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	733	81	38	484	32	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1724	769	76	2226	165	147
Arrive On Green	0.49	0.49	0.04	0.63	0.09	0.09
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	733	81	38	484	32	16
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	5.4	1.1	0.8	2.4	0.7	0.4
Cycle Q Clear(g_c), s	5.4	1.1	0.8	2.4	0.7	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1724	769	76	2226	165	147
V/C Ratio(X)	0.43	0.11	0.50	0.22	0.19	0.11
Avail Cap(c_a), veh/h	2154	961	219	3090	878	781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.8	5.7	19.0	3.3	17.0	16.9
Incr Delay (d2), s/veh	0.3	0.1	1.9	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.3	0.3	0.4	0.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.1	5.8	20.8	3.4	17.2	17.0
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	814			522	48	
Approach Delay, s/veh	6.9			4.6	17.1	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.7	25.4				31.1	9.5
Change Period (Y+Rc), s	4.0	5.7				* 5.7	5.7
Max Green Setting (Gmax), s	5.0	24.6				* 35	20.0
Max Q Clear Time (g_c+I1), s	2.8	7.4				4.4	2.7
Green Ext Time (p_c), s	0.0	12.3				12.5	0.1

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

Notes

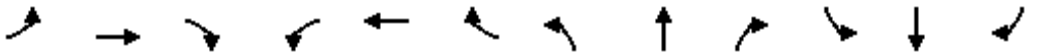
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	10	34	53	18	85	35	974	18	24	784	25
Future Volume (veh/h)	132	10	34	53	18	85	35	974	18	24	784	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	11	36	56	19	89	37	1025	19	25	825	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	252	214	81	148	125	59	1655	514	43	1608	499
Arrive On Green	0.10	0.13	0.13	0.05	0.08	0.08	0.03	0.32	0.32	0.02	0.31	0.31
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	139	11	36	56	19	89	37	1025	19	25	825	26
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	3.2	0.2	0.9	1.3	0.4	2.3	0.9	7.2	0.3	0.6	5.6	0.5
Cycle Q Clear(g_c), s	3.2	0.2	0.9	1.3	0.4	2.3	0.9	7.2	0.3	0.6	5.6	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	252	214	81	148	125	59	1655	514	43	1608	499
V/C Ratio(X)	0.77	0.04	0.17	0.69	0.13	0.71	0.62	0.62	0.04	0.58	0.51	0.05
Avail Cap(c_a), veh/h	378	1411	1195	252	1278	1083	252	2166	672	168	1926	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	16.0	16.2	20.0	18.2	19.1	20.2	12.1	9.8	20.5	11.9	10.1
Incr Delay (d2), s/veh	6.8	0.1	0.4	10.0	0.4	7.2	10.2	0.4	0.0	11.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.1	0.3	0.7	0.2	1.0	0.5	2.2	0.1	0.4	1.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	16.0	16.6	29.9	18.6	26.3	30.5	12.5	9.8	32.4	12.1	10.2
LnGrp LOS	C	B	B	C	B	C	C	B	A	C	B	B
Approach Vol, veh/h		186			164			1081			876	
Approach Delay, s/veh		23.1			26.6			13.1			12.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	18.8	6.9	10.7	6.4	18.4	9.3	8.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	18.0	6.0	32.0	6.0	16.0	9.0	29.0
Max Q Clear Time (g_c+I1), s	2.6	9.2	3.3	2.9	2.9	7.6	5.2	4.3
Green Ext Time (p_c), s	0.0	4.6	0.0	0.1	0.0	3.6	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	82	114	193	30	0	37	942	96	3	856	12
Future Volume (veh/h)	84	82	114	193	30	0	37	942	96	3	856	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	86	120	203	32	0	39	992	101	3	901	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	233	197	267	394	334	61	1778	552	6	1620	503
Arrive On Green	0.06	0.12	0.12	0.15	0.21	0.00	0.03	0.35	0.35	0.00	0.32	0.32
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	88	86	120	203	32	0	39	992	101	3	901	13
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.2	1.9	3.3	5.0	0.6	0.0	1.0	7.1	2.0	0.1	6.6	0.3
Cycle Q Clear(g_c), s	2.2	1.9	3.3	5.0	0.6	0.0	1.0	7.1	2.0	0.1	6.6	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	233	197	267	394	334	61	1778	552	6	1620	503
V/C Ratio(X)	0.78	0.37	0.61	0.76	0.08	0.00	0.64	0.56	0.18	0.51	0.56	0.03
Avail Cap(c_a), veh/h	431	1359	1151	706	1647	1396	196	1911	593	196	1911	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	18.3	18.8	18.5	14.4	0.0	21.7	12.0	10.3	22.6	12.9	10.7
Incr Delay (d2), s/veh	10.9	1.0	3.0	4.4	0.1	0.0	10.6	0.8	0.4	56.3	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.8	1.2	2.1	0.2	0.0	0.6	2.3	0.6	0.1	2.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	19.2	21.9	23.0	14.5	0.0	32.3	12.8	10.7	78.9	13.7	10.7
LnGrp LOS	C	B	C	C	B	A	C	B	B	E	B	B
Approach Vol, veh/h		294			235			1132			917	
Approach Delay, s/veh		24.1			21.8			13.2			13.9	
Approach LOS		C			C			B			B	

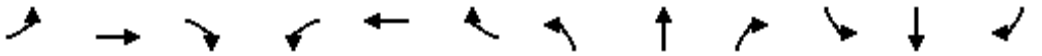
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.1	20.8	10.8	9.7	5.6	19.4	6.9	13.6
Change Period (Y+Rc), s	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	17.0	18.0	33.0	5.0	17.0	11.0	40.0
Max Q Clear Time (g_c+I1), s	2.1	9.1	7.0	5.3	3.0	8.6	4.2	2.6
Green Ext Time (p_c), s	0.0	6.0	0.4	0.8	0.0	5.8	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	60	0	1080	31	2	1161
Future Volume (veh/h)	60	0	1080	31	2	1161
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	0	1137	33	2	1222
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	97	86	2275	706	6	3134
Arrive On Green	0.05	0.00	0.45	0.45	0.00	0.61
Sat Flow, veh/h	1781	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	63	0	1137	33	2	1222
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1781	1702
Q Serve(g_s), s	1.0	0.0	4.8	0.4	0.0	3.7
Cycle Q Clear(g_c), s	1.0	0.0	4.8	0.4	0.0	3.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	97	86	2275	706	6	3134
V/C Ratio(X)	0.65	0.00	0.50	0.05	0.34	0.39
Avail Cap(c_a), veh/h	1714	1525	3389	1052	650	6100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	6.0	4.7	15.0	3.0
Incr Delay (d2), s/veh	7.1	0.0	0.2	0.0	30.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.9	0.1	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.1	0.0	6.1	4.8	45.5	3.0
LnGrp LOS	C	A	A	A	D	A
Approach Vol, veh/h	63		1170			1224
Approach Delay, s/veh	21.1		6.1			3.1
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.1	18.4			23.5	6.6
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	20.0			36.0	29.0
Max Q Clear Time (g_c+I1), s	2.0	6.8			5.7	3.0
Green Ext Time (p_c), s	0.0	6.6			10.8	0.1

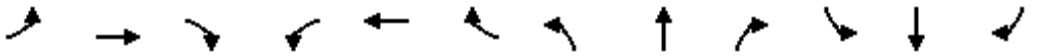
Intersection Summary	
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	6	54	141	17	24	15	1125	58	5	1192	141
Future Volume (veh/h)	52	6	54	141	17	24	15	1125	58	5	1192	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	6	57	148	18	25	16	1184	61	5	1255	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	93	79	197	215	182	29	1816	564	10	1760	546
Arrive On Green	0.05	0.05	0.05	0.11	0.12	0.12	0.02	0.36	0.36	0.01	0.34	0.34
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	55	6	57	148	18	25	16	1184	61	5	1255	54
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.3	0.1	1.5	3.4	0.4	0.6	0.4	8.1	1.1	0.1	8.9	1.0
Cycle Q Clear(g_c), s	1.3	0.1	1.5	3.4	0.4	0.6	0.4	8.1	1.1	0.1	8.9	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	93	79	197	215	182	29	1816	564	10	1760	546
V/C Ratio(X)	0.68	0.06	0.72	0.75	0.08	0.14	0.55	0.65	0.11	0.52	0.71	0.10
Avail Cap(c_a), veh/h	469	1433	1214	682	1657	1404	469	1956	607	469	1956	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	18.9	19.6	18.0	16.5	16.6	20.4	11.3	9.0	20.7	11.9	9.3
Incr Delay (d2), s/veh	9.8	0.3	11.8	5.7	0.2	0.3	15.5	0.7	0.1	37.4	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.7	1.5	0.1	0.2	0.3	2.5	0.3	0.1	2.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	19.2	31.4	23.7	16.7	17.0	35.9	12.0	9.1	58.1	13.0	9.4
LnGrp LOS	C	B	C	C	B	B	D	B	A	E	B	A
Approach Vol, veh/h		118			191			1261			1314	
Approach Delay, s/veh		29.9			22.2			12.2			13.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	19.9	9.6	7.1	5.7	19.4	6.9	9.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	16.0	32.0	11.0	16.0	11.0	37.0
Max Q Clear Time (g_c+I1), s	2.1	10.1	5.4	3.5	2.4	10.9	3.3	2.6
Green Ext Time (p_c), s	0.0	3.8	0.3	0.1	0.0	3.5	0.0	0.1

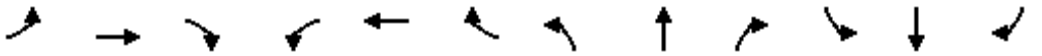
Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	98	64	77	41	184	44	1549	45	131	638	47
Future Volume (veh/h)	103	98	64	77	41	184	44	1549	45	131	638	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	103	67	81	43	194	46	1631	47	138	672	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	325	274	104	296	250	127	1726	768	153	1778	791
Arrive On Green	0.07	0.17	0.17	0.06	0.16	0.16	0.07	0.49	0.49	0.09	0.50	0.50
Sat Flow, veh/h	1781	1870	1580	1781	1870	1579	1781	3554	1582	1781	3554	1582
Grp Volume(v), veh/h	108	103	67	81	43	194	46	1631	47	138	672	49
Grp Sat Flow(s),veh/h/ln	1781	1870	1580	1781	1870	1579	1781	1777	1582	1781	1777	1582
Q Serve(g_s), s	4.9	3.9	3.0	3.7	1.6	9.6	2.0	35.5	1.3	6.3	9.5	1.3
Cycle Q Clear(g_c), s	4.9	3.9	3.0	3.7	1.6	9.6	2.0	35.5	1.3	6.3	9.5	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	325	274	104	296	250	127	1726	768	153	1778	791
V/C Ratio(X)	0.82	0.32	0.24	0.78	0.15	0.78	0.36	0.94	0.06	0.90	0.38	0.06
Avail Cap(c_a), veh/h	131	597	504	131	597	504	197	1744	776	153	1778	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	29.4	29.1	37.8	29.5	32.9	36.1	19.9	11.1	36.9	12.5	10.5
Incr Delay (d2), s/veh	32.8	0.6	0.5	20.3	0.2	5.1	1.7	11.1	0.0	45.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	1.7	1.1	2.1	0.7	3.8	0.9	14.9	0.4	4.5	3.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	30.0	29.5	58.2	29.8	38.0	37.8	31.0	11.1	82.1	12.7	10.5
LnGrp LOS	E	C	C	E	C	D	D	C	B	F	B	B
Approach Vol, veh/h		278			318			1724			859	
Approach Delay, s/veh		45.4			42.0			30.6			23.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	43.6	8.8	18.1	9.8	44.8	10.0	16.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	40.0	6.0	26.0	9.0	38.0	6.0	26.0
Max Q Clear Time (g_c+I1), s	8.3	37.5	5.7	5.9	4.0	11.5	6.9	11.6
Green Ext Time (p_c), s	0.0	2.0	0.0	0.6	0.0	4.6	0.0	0.7

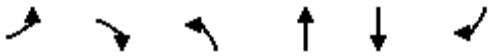
Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	12	116	68	3	0	61	1284	63	0	726	15
Future Volume (veh/h)	235	12	116	68	3	0	61	1284	63	0	726	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	247	13	122	72	3	0	64	1352	66	0	764	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	596	505	245	212	180	81	1609	718	103	1264	564
Arrive On Green	0.17	0.35	0.35	0.13	0.13	0.00	0.05	0.50	0.50	0.00	0.40	0.40
Sat Flow, veh/h	1603	1683	1427	1129	1683	1427	1603	3198	1427	341	3198	1427
Grp Volume(v), veh/h	247	13	122	72	3	0	64	1352	66	0	764	16
Grp Sat Flow(s),veh/h/ln	1603	1683	1427	1129	1683	1427	1603	1599	1427	341	1599	1427
Q Serve(g_s), s	10.6	0.4	4.2	4.2	0.1	0.0	2.8	25.5	1.7	0.0	13.3	0.5
Cycle Q Clear(g_c), s	10.6	0.4	4.2	4.2	0.1	0.0	2.8	25.5	1.7	0.0	13.3	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	596	505	245	212	180	81	1609	718	103	1264	564
V/C Ratio(X)	0.90	0.02	0.24	0.29	0.01	0.00	0.79	0.84	0.09	0.00	0.60	0.03
Avail Cap(c_a), veh/h	274	648	549	280	264	224	137	1733	773	104	1277	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	14.7	16.0	28.6	26.8	0.0	32.9	15.0	9.1	0.0	16.9	13.0
Incr Delay (d2), s/veh	29.3	0.0	0.1	0.2	0.0	0.0	6.1	4.1	0.1	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.1	1.3	1.1	0.0	0.0	1.2	8.9	0.5	0.0	4.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	14.7	16.1	28.8	26.8	0.0	39.0	19.1	9.2	0.0	18.0	13.0
LnGrp LOS	E	B	B	C	C	A	D	B	A	A	B	B
Approach Vol, veh/h		382			75			1482			780	
Approach Delay, s/veh		43.0			28.8			19.5			17.9	
Approach LOS		D			C			B			B	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		41.3		28.8	7.6	33.7	16.0	12.8				
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0	4.0	4.0				
Max Green Setting (Gmax), s		38.0		27.0	6.0	28.0	12.0	11.0				
Max Q Clear Time (g_c+I1), s		27.5		6.2	4.8	15.3	12.6	6.2				
Green Ext Time (p_c), s		7.8		0.3	0.0	5.3	0.0	0.0				

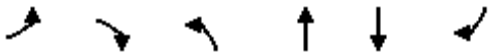
Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	157	279	51	1269	862	20
Future Volume (veh/h)	157	279	51	1269	862	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	165	294	54	1336	907	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	419	373	75	1998	1488	664
Arrive On Green	0.24	0.24	0.04	0.56	0.42	0.42
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	165	294	54	1336	907	21
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.9	8.6	1.5	13.0	9.8	0.4
Cycle Q Clear(g_c), s	3.9	8.6	1.5	13.0	9.8	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	419	373	75	1998	1488	664
V/C Ratio(X)	0.39	0.79	0.72	0.67	0.61	0.03
Avail Cap(c_a), veh/h	685	609	397	3308	2157	962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	17.7	23.4	7.6	11.2	8.5
Incr Delay (d2), s/veh	0.6	3.7	11.9	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.4	0.8	3.5	3.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.5	21.5	35.2	8.0	11.6	8.5
LnGrp LOS	B	C	D	A	B	A
Approach Vol, veh/h	459			1390	928	
Approach Delay, s/veh	19.7			9.0	11.5	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.8		16.6	7.1	25.7
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		46.0		19.0	11.0	30.0
Max Q Clear Time (g_c+I1), s		15.0		10.6	3.5	11.8
Green Ext Time (p_c), s		12.8		1.1	0.0	6.3

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	224	103	96	1345	1138	160
Future Volume (veh/h)	224	103	96	1345	1138	160
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	236	108	101	1416	1198	168
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	313	279	132	2244	1707	761
Arrive On Green	0.18	0.18	0.07	0.63	0.48	0.48
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	236	108	101	1416	1198	168
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	6.5	3.1	2.9	12.7	13.7	3.2
Cycle Q Clear(g_c), s	6.5	3.1	2.9	12.7	13.7	3.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	313	279	132	2244	1707	761
V/C Ratio(X)	0.75	0.39	0.77	0.63	0.70	0.22
Avail Cap(c_a), veh/h	687	611	412	3084	1988	887
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	18.9	23.6	5.9	10.6	7.8
Incr Delay (d2), s/veh	1.4	0.3	3.5	0.6	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.9	1.2	3.1	4.5	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.7	19.2	27.1	6.4	11.9	8.1
LnGrp LOS	C	B	C	A	B	A
Approach Vol, veh/h	344			1517	1366	
Approach Delay, s/veh	20.9			7.8	11.4	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.7		13.1	7.8	30.9
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		45.0		20.0	12.0	29.0
Max Q Clear Time (g_c+I1), s		14.7		8.5	4.9	15.7
Green Ext Time (p_c), s		17.4		0.6	0.1	9.2

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	54	30	44	24	40	9	1175	50	39	1084	97
Future Volume (veh/h)	215	54	30	44	24	40	9	1175	50	39	1084	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	226	57	32	46	25	42	9	1237	53	41	1141	102
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	300	254	173	182	154	33	1451	647	110	1605	716
Arrive On Green	0.16	0.16	0.16	0.10	0.10	0.10	0.02	0.41	0.41	0.06	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	226	57	32	46	25	42	9	1237	53	41	1141	102
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	9.0	2.0	1.3	1.8	0.9	1.8	0.4	23.4	1.5	1.6	19.2	2.8
Cycle Q Clear(g_c), s	9.0	2.0	1.3	1.8	0.9	1.8	0.4	23.4	1.5	1.6	19.2	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	300	254	173	182	154	33	1451	647	110	1605	716
V/C Ratio(X)	0.79	0.19	0.13	0.27	0.14	0.27	0.28	0.85	0.08	0.37	0.71	0.14
Avail Cap(c_a), veh/h	480	504	428	257	270	229	288	1538	686	288	1605	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	27.0	26.7	31.0	30.6	31.0	35.9	19.9	13.4	33.4	16.4	11.9
Incr Delay (d2), s/veh	5.1	0.3	0.2	0.3	0.1	0.3	1.7	5.1	0.1	0.8	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.9	0.5	0.7	0.4	0.7	0.2	8.8	0.5	0.7	6.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	27.3	26.9	31.3	30.7	31.4	37.6	25.1	13.5	34.2	18.2	12.1
LnGrp LOS	D	C	C	C	C	C	D	C	B	C	B	B
Approach Vol, veh/h		315			113			1299			1284	
Approach Delay, s/veh		32.8			31.2			24.7			18.3	
Approach LOS		C			C			C			B	

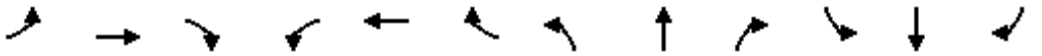
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	36.3		12.5	5.4	39.5		16.8				
Change Period (Y+Rc), s	4.0	6.0		5.3	4.0	6.0		4.9				
Max Green Setting (Gmax), s	12.0	32.1		10.7	12.0	32.1		20.0				
Max Q Clear Time (g_c+I1), s	3.6	25.4		3.8	2.4	21.2		11.0				
Green Ext Time (p_c), s	0.0	4.8		0.1	0.0	7.0		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		23.0	
HCM 6th LOS		C	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	72	39	1582	38	67	1520
Future Volume (veh/h)	72	39	1582	38	67	1520
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	41	1665	40	71	1600
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	100	54	2388	741	98	3326
Arrive On Green	0.09	0.09	0.47	0.47	0.06	0.65
Sat Flow, veh/h	1100	594	5274	1585	1781	5274
Grp Volume(v), veh/h	118	0	1665	40	71	1600
Grp Sat Flow(s),veh/h/ln	1708	0	1702	1585	1781	1702
Q Serve(g_s), s	2.6	0.0	10.0	0.5	1.5	6.2
Cycle Q Clear(g_c), s	2.6	0.0	10.0	0.5	1.5	6.2
Prop In Lane	0.64	0.35		1.00	1.00	
Lane Grp Cap(c), veh/h	156	0	2388	741	98	3326
V/C Ratio(X)	0.76	0.00	0.70	0.05	0.72	0.48
Avail Cap(c_a), veh/h	1275	0	2628	816	504	4730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	8.2	5.7	18.1	3.4
Incr Delay (d2), s/veh	7.3	0.0	0.7	0.0	9.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.5	0.1	0.8	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.5	0.0	8.9	5.7	27.7	3.5
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	118		1705			1671
Approach Delay, s/veh	24.5		8.8			4.6
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.1	23.2			30.3	8.5
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	20.0			36.0	29.0
Max Q Clear Time (g_c+I1), s	3.5	12.0			8.2	4.6
Green Ext Time (p_c), s	0.1	6.2			14.6	0.3

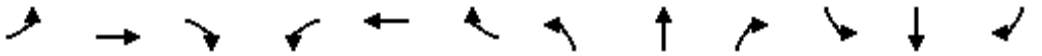
Intersection Summary			
HCM 6th Ctrl Delay		7.3	
HCM 6th LOS		A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	0	93	31	0	15	30	1414	11	4	1059	15
Future Volume (veh/h)	88	0	93	31	0	15	30	1414	11	4	1059	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	0	98	33	0	16	32	1488	12	4	1115	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	0	194	53	0	136	51	2633	816	8	2508	777
Arrive On Green	0.07	0.00	0.12	0.03	0.00	0.09	0.03	0.52	0.52	0.00	0.49	0.49
Sat Flow, veh/h	1781	0	1577	1781	0	1574	1781	5106	1582	1781	5106	1582
Grp Volume(v), veh/h	93	0	98	33	0	16	32	1488	12	4	1115	16
Grp Sat Flow(s),veh/h/ln	1781	0	1577	1781	0	1574	1781	1702	1582	1781	1702	1582
Q Serve(g_s), s	2.5	0.0	2.8	0.9	0.0	0.5	0.9	9.7	0.2	0.1	6.9	0.3
Cycle Q Clear(g_c), s	2.5	0.0	2.8	0.9	0.0	0.5	0.9	9.7	0.2	0.1	6.9	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	0	194	53	0	136	51	2633	816	8	2508	777
V/C Ratio(X)	0.79	0.00	0.51	0.63	0.00	0.12	0.62	0.57	0.01	0.52	0.44	0.02
Avail Cap(c_a), veh/h	182	0	1001	182	0	999	146	2633	816	146	2508	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	20.0	23.4	0.0	20.6	23.5	8.1	5.8	24.3	8.1	6.4
Incr Delay (d2), s/veh	11.6	0.0	2.0	11.6	0.0	0.4	11.7	0.9	0.0	45.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.0	0.5	0.0	0.2	0.5	2.3	0.0	0.1	1.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	22.1	35.0	0.0	21.0	35.2	9.0	5.8	69.4	8.7	6.4
LnGrp LOS	C	A	C	D	A	C	D	A	A	E	A	A
Approach Vol, veh/h		191			49			1532			1135	
Approach Delay, s/veh		27.9			30.5			9.5			8.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.2	29.2	5.4	10.0	5.4	28.0	7.2	8.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	24.0	5.0	31.0	4.0	24.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	2.1	11.7	2.9	4.8	2.9	8.9	4.5	2.5
Green Ext Time (p_c), s	0.0	7.4	0.0	0.5	0.0	6.4	0.0	0.0

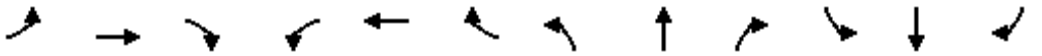
Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	7	157	125	8	0	58	0	39	0	0	0
Future Volume (veh/h)	0	7	157	125	8	0	58	0	39	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	7	165	132	8	0	61	0	41	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	262	222	192	12	181	98	558	249	7	14	6
Arrive On Green	0.00	0.14	0.14	0.11	0.11	0.00	0.06	0.00	0.16	0.00	0.00	0.00
Sat Flow, veh/h	0	1870	1585	1684	102	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	7	165	140	0	0	61	0	41	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1786	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.1	2.5	1.9	0.0	0.0	0.9	0.0	0.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.1	2.5	1.9	0.0	0.0	0.9	0.0	0.6	0.0	0.0	0.0
Prop In Lane	0.00		1.00	0.94		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	262	222	204	0	181	98	558	249	7	14	6
V/C Ratio(X)	0.00	0.03	0.74	0.69	0.00	0.00	0.62	0.00	0.16	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1909	1618	1823	0	1618	769	2371	1058	769	2371	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	9.5	10.5	10.8	0.0	0.0	11.8	0.0	9.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.9	4.1	0.0	0.0	6.3	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.7	0.0	0.0	0.4	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.5	15.4	14.9	0.0	0.0	18.1	0.0	9.6	0.0	0.0	0.0
LnGrp LOS	A	A	B	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		172			140			102			0	
Approach Delay, s/veh		15.2			14.9			14.7			0.0	
Approach LOS		B			B			B				

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	9.0		8.6	6.4	2.6		7.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	11.0	17.0		26.0	11.0	17.0		26.0				
Max Q Clear Time (g_c+I1), s	0.0	2.6		4.5	2.9	0.0		3.9				
Green Ext Time (p_c), s	0.0	0.1		0.5	0.1	0.0		0.7				

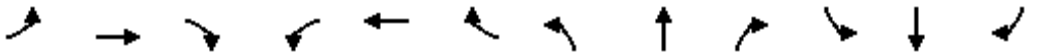
Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	28	80	45	7	48	51	694	13	43	528	38
Future Volume (veh/h)	79	28	80	45	7	48	51	694	13	43	528	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	29	84	47	7	51	54	731	14	45	556	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	53	180	106	16	107	80	1049	468	70	1029	459
Arrive On Green	0.11	0.11	0.11	0.07	0.07	0.07	0.04	0.30	0.30	0.04	0.29	0.29
Sat Flow, veh/h	1337	467	1585	1560	232	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	112	0	84	54	0	51	54	731	14	45	556	40
Grp Sat Flow(s),veh/h/ln	1804	0	1585	1792	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.4	0.0	2.0	1.2	0.0	1.3	1.2	7.5	0.3	1.0	5.4	0.8
Cycle Q Clear(g_c), s	2.4	0.0	2.0	1.2	0.0	1.3	1.2	7.5	0.3	1.0	5.4	0.8
Prop In Lane	0.74		1.00	0.87		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	0	180	122	0	107	80	1049	468	70	1029	459
V/C Ratio(X)	0.55	0.00	0.47	0.44	0.00	0.47	0.68	0.70	0.03	0.65	0.54	0.09
Avail Cap(c_a), veh/h	1135	0	998	1128	0	998	388	1377	614	733	2065	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	17.1	18.5	0.0	18.5	19.4	12.9	10.4	19.6	12.4	10.7
Incr Delay (d2), s/veh	2.3	0.0	1.9	2.5	0.0	3.2	9.6	1.0	0.0	9.7	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.7	0.5	0.0	0.5	0.7	2.5	0.1	0.6	1.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	19.0	21.0	0.0	21.8	29.1	14.0	10.4	29.2	12.8	10.8
LnGrp LOS	B	A	B	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		196			105			799			641	
Approach Delay, s/veh		19.3			21.4			14.9			13.8	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	17.2		9.7	6.8	17.0		7.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	17.0	16.0		26.0	9.0	24.0		26.0				
Max Q Clear Time (g_c+I1), s	3.0	9.5		4.4	3.2	7.4		3.3				
Green Ext Time (p_c), s	0.1	2.6		0.8	0.0	3.6		0.4				

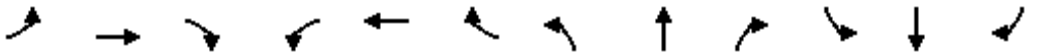
Intersection Summary												
HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	2	153	0	3	23	141	887	0	9	483	103
Future Volume (veh/h)	97	2	153	0	3	23	141	887	0	9	483	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	2	161	0	3	24	148	934	0	9	508	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	5	436	5	177	150	188	1344	599	17	1003	447
Arrive On Green	0.07	0.28	0.28	0.00	0.09	0.09	0.11	0.38	0.00	0.01	0.28	0.28
Sat Flow, veh/h	1781	19	1569	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	102	0	163	0	3	24	148	934	0	9	508	108
Grp Sat Flow(s),veh/h/ln	1781	0	1588	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.0	0.0	3.0	0.0	0.1	0.5	2.9	8.0	0.0	0.2	4.3	1.9
Cycle Q Clear(g_c), s	2.0	0.0	3.0	0.0	0.1	0.5	2.9	8.0	0.0	0.2	4.3	1.9
Prop In Lane	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	0	441	5	177	150	188	1344	599	17	1003	447
V/C Ratio(X)	0.80	0.00	0.37	0.00	0.02	0.16	0.79	0.69	0.00	0.53	0.51	0.24
Avail Cap(c_a), veh/h	199	0	1018	199	1199	1016	199	1783	795	199	1783	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	10.4	0.0	14.7	14.9	15.7	9.4	0.0	17.7	10.8	9.9
Incr Delay (d2), s/veh	11.9	0.0	0.5	0.0	0.0	0.5	18.0	0.8	0.0	23.1	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.8	0.0	0.0	0.2	1.8	1.8	0.0	0.2	1.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	0.0	10.9	0.0	14.8	15.4	33.6	10.2	0.0	40.7	11.2	10.2
LnGrp LOS	C	A	B	A	B	B	C	B	A	D	B	B
Approach Vol, veh/h		265			27			1082			625	
Approach Delay, s/veh		17.6			15.3			13.4			11.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.3	17.6	0.0	14.0	7.8	14.1	6.6	7.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	18.0	4.0	23.0	4.0	18.0	4.0	23.0
Max Q Clear Time (g_c+I1), s	2.2	10.0	0.0	5.0	4.9	6.3	4.0	2.5
Green Ext Time (p_c), s	0.0	3.6	0.0	0.8	0.0	2.7	0.0	0.0

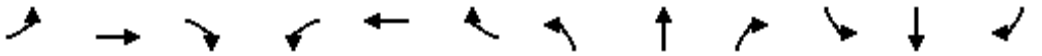
Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	0	26	43	0	44	12	762	32	20	268	11
Future Volume (veh/h)	62	0	26	43	0	44	12	762	32	20	268	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	0	27	45	0	46	13	802	34	21	282	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	0	119	134	141	118	24	1322	588	38	1349	600
Arrive On Green	0.08	0.00	0.08	0.08	0.00	0.08	0.01	0.37	0.37	0.02	0.38	0.38
Sat Flow, veh/h	1781	0	1577	1781	1870	1577	1781	3554	1581	1781	3554	1581
Grp Volume(v), veh/h	65	0	27	45	0	46	13	802	34	21	282	12
Grp Sat Flow(s),veh/h/ln	1781	0	1577	1781	1870	1577	1781	1777	1581	1781	1777	1581
Q Serve(g_s), s	1.2	0.0	0.6	0.8	0.0	1.0	0.3	6.4	0.5	0.4	1.9	0.2
Cycle Q Clear(g_c), s	1.2	0.0	0.6	0.8	0.0	1.0	0.3	6.4	0.5	0.4	1.9	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	135	0	119	134	141	118	24	1322	588	38	1349	600
V/C Ratio(X)	0.48	0.00	0.23	0.34	0.00	0.39	0.54	0.61	0.06	0.56	0.21	0.02
Avail Cap(c_a), veh/h	1574	0	1394	1574	1653	1394	203	2330	1037	203	2330	1037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	15.2	15.4	0.0	15.5	17.2	8.9	7.1	17.0	7.3	6.8
Incr Delay (d2), s/veh	2.7	0.0	1.0	1.5	0.0	2.1	17.3	0.5	0.0	12.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.2	0.3	0.0	0.4	0.2	1.4	0.1	0.3	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	0.0	16.2	16.9	0.0	17.5	34.5	9.4	7.1	29.3	7.4	6.8
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		92			91			849			315	
Approach Delay, s/veh		17.6			17.2			9.7			8.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	17.0		6.7	4.5	17.3		6.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	23.0		31.0	4.0	23.0		31.0				
Max Q Clear Time (g_c+I1), s	2.4	8.4		3.2	2.3	3.9		3.0				
Green Ext Time (p_c), s	0.0	4.5		0.4	0.0	1.5		0.2				

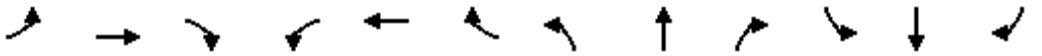
Intersection Summary												
HCM 6th Ctrl Delay			10.5									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	3	19	25	9	39	35	691	3	17	305	171
Future Volume (veh/h)	142	3	19	25	9	39	35	691	3	17	305	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	3	20	26	9	41	37	727	3	18	321	180
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	6	259	157	54	186	72	1264	5	32	722	396
Arrive On Green	0.16	0.16	0.16	0.12	0.12	0.12	0.04	0.35	0.35	0.02	0.33	0.33
Sat Flow, veh/h	1748	35	1585	1340	464	1585	1781	3630	15	1781	2214	1214
Grp Volume(v), veh/h	152	0	20	35	0	41	37	356	374	18	256	245
Grp Sat Flow(s),veh/h/ln	1783	0	1585	1803	0	1585	1781	1777	1868	1781	1777	1652
Q Serve(g_s), s	3.9	0.0	0.5	0.9	0.0	1.2	1.0	8.2	8.2	0.5	5.7	5.9
Cycle Q Clear(g_c), s	3.9	0.0	0.5	0.9	0.0	1.2	1.0	8.2	8.2	0.5	5.7	5.9
Prop In Lane	0.98		1.00	0.74		1.00	1.00		0.01	1.00		0.74
Lane Grp Cap(c), veh/h	291	0	259	211	0	186	72	619	651	32	579	538
V/C Ratio(X)	0.52	0.00	0.08	0.17	0.00	0.22	0.52	0.58	0.58	0.57	0.44	0.45
Avail Cap(c_a), veh/h	712	0	633	432	0	380	427	827	869	427	827	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	17.8	19.9	0.0	20.0	23.6	13.3	13.3	24.4	13.3	13.4
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.2	2.1	1.1	1.1	5.9	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.2	0.4	0.0	0.4	0.4	2.6	2.8	0.2	1.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	17.8	20.0	0.0	20.2	25.7	14.4	14.4	30.3	14.0	14.2
LnGrp LOS	B	A	B	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		172			76			767			519	
Approach Delay, s/veh		19.5			20.2			14.9			14.6	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	23.1		9.9	6.0	22.0		12.2				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	23.3		12.0	12.0	23.3		20.0				
Max Q Clear Time (g_c+I1), s	2.5	10.2		3.2	3.0	7.9		5.9				
Green Ext Time (p_c), s	0.0	7.3		0.0	0.0	5.8		0.3				

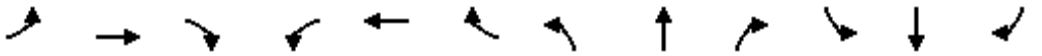
Intersection Summary			
HCM 6th Ctrl Delay		15.6	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	24	30	29	5	21	16	652	17	4	327	36
Future Volume (veh/h)	102	24	30	29	5	21	16	652	17	4	327	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	25	32	31	5	22	17	686	18	4	344	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	54	253	96	15	68	38	1123	29	12	977	107
Arrive On Green	0.16	0.16	0.16	0.10	0.10	0.10	0.02	0.32	0.32	0.01	0.30	0.30
Sat Flow, veh/h	1457	340	1585	913	147	648	1781	3538	93	1781	3229	354
Grp Volume(v), veh/h	132	0	32	58	0	0	17	344	360	4	188	194
Grp Sat Flow(s),veh/h/ln	1798	0	1585	1708	0	0	1781	1777	1854	1781	1777	1807
Q Serve(g_s), s	2.9	0.0	0.7	1.4	0.0	0.0	0.4	7.1	7.1	0.1	3.6	3.6
Cycle Q Clear(g_c), s	2.9	0.0	0.7	1.4	0.0	0.0	0.4	7.1	7.1	0.1	3.6	3.6
Prop In Lane	0.81		1.00	0.53		0.38	1.00		0.05	1.00		0.20
Lane Grp Cap(c), veh/h	287	0	253	179	0	0	38	564	588	12	537	546
V/C Ratio(X)	0.46	0.00	0.13	0.32	0.00	0.00	0.45	0.61	0.61	0.34	0.35	0.35
Avail Cap(c_a), veh/h	585	0	516	477	0	0	497	1004	1048	497	1004	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	15.5	17.8	0.0	0.0	20.8	12.4	12.4	21.3	11.7	11.7
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.4	0.0	0.0	3.0	1.3	1.2	6.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.2	0.5	0.0	0.0	0.2	2.5	2.6	0.1	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	0.0	15.6	18.2	0.0	0.0	23.8	13.7	13.7	27.7	12.2	12.2
LnGrp LOS	B	A	B	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		164			58			721			386	
Approach Delay, s/veh		16.6			18.2			13.9			12.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	19.3		8.5	4.9	18.7		10.9				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	24.3		12.0	12.0	24.3		14.0				
Max Q Clear Time (g_c+I1), s	2.1	9.1		3.4	2.4	5.6		4.9				
Green Ext Time (p_c), s	0.0	4.6		0.1	0.0	2.5		0.3				

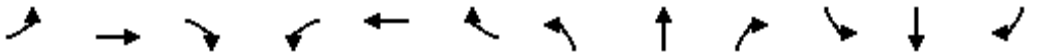
Intersection Summary			
HCM 6th Ctrl Delay		14.0	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	6	142	13	11	13	97	604	12	2	410	17
Future Volume (veh/h)	66	6	142	13	11	13	97	604	12	2	410	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	6	149	14	12	14	102	636	13	2	432	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	28	309	78	67	126	175	1104	23	5	745	31
Arrive On Green	0.20	0.20	0.20	0.08	0.08	0.08	0.10	0.31	0.31	0.00	0.21	0.21
Sat Flow, veh/h	1645	143	1585	981	841	1585	1781	3561	73	1781	3477	145
Grp Volume(v), veh/h	75	0	149	26	0	14	102	317	332	2	220	230
Grp Sat Flow(s),veh/h/ln	1788	0	1585	1821	0	1585	1781	1777	1857	1781	1777	1844
Q Serve(g_s), s	1.5	0.0	3.6	0.6	0.0	0.4	2.4	6.4	6.4	0.0	4.8	4.8
Cycle Q Clear(g_c), s	1.5	0.0	3.6	0.6	0.0	0.4	2.4	6.4	6.4	0.0	4.8	4.8
Prop In Lane	0.92		1.00	0.54		1.00	1.00		0.04	1.00		0.08
Lane Grp Cap(c), veh/h	349	0	309	145	0	126	175	551	576	5	381	395
V/C Ratio(X)	0.21	0.00	0.48	0.18	0.00	0.11	0.58	0.58	0.58	0.41	0.58	0.58
Avail Cap(c_a), veh/h	417	0	369	849	0	739	249	1130	1182	208	1089	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	15.3	18.4	0.0	18.3	18.5	12.4	12.4	21.4	15.1	15.1
Incr Delay (d2), s/veh	0.3	0.0	1.2	0.6	0.0	0.4	1.1	1.3	1.2	19.1	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.2	0.2	0.0	0.1	0.9	2.3	2.4	0.0	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	0.0	16.5	19.0	0.0	18.7	19.6	13.7	13.7	40.4	17.0	16.9
LnGrp LOS	B	A	B	B	A	B	B	B	B	D	B	B
Approach Vol, veh/h		224			40			751			452	
Approach Delay, s/veh		15.9			18.9			14.5			17.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	14.9		12.4	4.1	19.0		7.4				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	6.0	26.3		10.0	5.0	27.3		20.0				
Max Q Clear Time (g_c+I1), s	4.4	6.8		5.6	2.0	8.4		2.6				
Green Ext Time (p_c), s	0.0	2.4		0.4	0.0	3.6		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		15.6	
HCM 6th LOS		B	



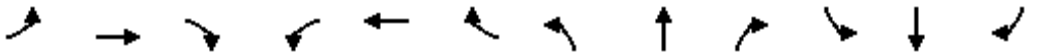
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	24	35	99	51	97	35	1116	18	227	436	43
Future Volume (veh/h)	58	24	35	99	51	97	35	1116	18	227	436	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	25	37	79	89	102	37	1175	19	239	459	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	70	201	165	173	146	73	1424	23	280	1679	164
Arrive On Green	0.13	0.13	0.13	0.09	0.09	0.09	0.04	0.40	0.40	0.16	0.51	0.51
Sat Flow, veh/h	1281	525	1513	1781	1870	1585	1781	3577	58	1781	3264	319
Grp Volume(v), veh/h	86	0	37	79	89	102	37	584	610	239	249	255
Grp Sat Flow(s),veh/h/ln	1806	0	1513	1781	1870	1585	1781	1777	1858	1781	1777	1806
Q Serve(g_s), s	3.8	0.0	1.9	3.6	3.9	5.4	1.8	25.5	25.5	11.3	6.8	6.9
Cycle Q Clear(g_c), s	3.8	0.0	1.9	3.6	3.9	5.4	1.8	25.5	25.5	11.3	6.8	6.9
Prop In Lane	0.71		1.00	1.00		1.00	1.00		0.03	1.00		0.18
Lane Grp Cap(c), veh/h	239	0	201	165	173	146	73	707	740	280	914	929
V/C Ratio(X)	0.36	0.00	0.18	0.48	0.52	0.70	0.51	0.82	0.83	0.85	0.27	0.27
Avail Cap(c_a), veh/h	460	0	385	171	180	152	124	939	982	515	1329	1351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	33.4	37.3	37.4	38.1	40.6	23.3	23.3	35.5	11.8	11.9
Incr Delay (d2), s/veh	0.7	0.0	0.3	1.6	1.8	11.6	2.0	5.2	5.0	2.9	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.7	1.7	1.9	2.6	0.8	10.4	10.8	4.8	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	0.0	33.7	38.9	39.2	49.7	42.7	28.5	28.3	38.3	12.1	12.1
LnGrp LOS	C	A	C	D	D	D	D	C	C	D	B	B
Approach Vol, veh/h		123			270			1231			743	
Approach Delay, s/veh		34.5			43.1			28.8			20.5	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.6	40.1		13.3	7.5	50.2		15.5				
Change Period (Y+Rc), s	4.0	5.7		5.3	4.0	5.7		4.0				
Max Green Setting (Gmax), s	25.0	45.7		8.3	6.0	64.7		22.0				
Max Q Clear Time (g_c+I1), s	13.3	27.5		7.4	3.8	8.9		5.8				
Green Ext Time (p_c), s	0.4	7.0		0.1	0.0	2.9		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		28.1	
HCM 6th LOS		C	

Notes

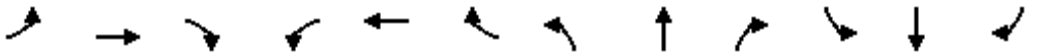
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	0	101	42	0	72	73	1058	33	43	448	32
Future Volume (veh/h)	65	0	101	42	0	72	73	1058	33	43	448	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	0	106	44	0	76	77	1114	35	45	472	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	208	0	0	153	0	0	150	1813	57	86	1705	761
Arrive On Green	0.12	0.00	0.00	0.09	0.00	0.00	0.08	0.52	0.52	0.05	0.48	0.48
Sat Flow, veh/h	1781	68		1781	44		1781	3517	110	1781	3554	1585
Grp Volume(v), veh/h	68	17.7		44	18.8		77	563	586	45	472	34
Grp Sat Flow(s),veh/h/ln	1781	B		1781	B		1781	1777	1850	1781	1777	1585
Q Serve(g_s), s	1.5			1.0			1.8	9.6	9.6	1.1	3.4	0.5
Cycle Q Clear(g_c), s	1.5			1.0			1.8	9.6	9.6	1.1	3.4	0.5
Prop In Lane	1.00			1.00			1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	208			153			150	916	954	86	1705	761
V/C Ratio(X)	0.33			0.29			0.51	0.61	0.61	0.52	0.28	0.04
Avail Cap(c_a), veh/h	499			499			499	1505	1567	499	3009	1342
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4			18.4			18.8	7.4	7.4	19.9	6.7	5.9
Incr Delay (d2), s/veh	0.3			0.4			1.0	1.2	1.1	1.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6			0.4			0.7	2.7	2.8	0.4	0.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7			18.8			19.8	8.5	8.5	21.7	6.8	6.0
LnGrp LOS	B			B			B	A	A	C	A	A
Approach Vol, veh/h								1226			551	
Approach Delay, s/veh								9.2			8.0	
Approach LOS								A			A	

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	6.1	27.8	9.0		7.6	26.3	7.7					
Change Period (Y+Rc), s	4.0	5.7	4.0		4.0	5.7	4.0					
Max Green Setting (Gmax), s	12.0	36.3	12.0		12.0	36.3	12.0					
Max Q Clear Time (g_c+I1), s	3.1	11.6	3.5		3.8	5.4	3.0					
Green Ext Time (p_c), s	0.0	10.5	0.0		0.0	4.4	0.0					

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	4	51	63	4	15	289	862	135	99	854	528
Future Volume (veh/h)	85	4	51	63	4	15	289	862	135	99	854	528
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	0	0	66	4	0	304	907	0	104	899	556
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	368	0		165	174		346	2432		149	1867	580
Arrive On Green	0.10	0.00	0.00	0.09	0.09	0.00	0.19	0.48	0.00	0.08	0.37	0.37
Sat Flow, veh/h	3563	0	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	92	0	0	66	4	0	304	907	0	104	899	556
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.8	0.0	0.0	2.6	0.1	0.0	12.2	8.4	0.0	4.2	10.0	25.3
Cycle Q Clear(g_c), s	1.8	0.0	0.0	2.6	0.1	0.0	12.2	8.4	0.0	4.2	10.0	25.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	368	0		165	174		346	2432		149	1867	580
V/C Ratio(X)	0.25	0.00		0.40	0.02		0.88	0.37		0.70	0.48	0.96
Avail Cap(c_a), veh/h	965	0		217	228		386	2432		217	1867	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	0.0	31.5	30.4	0.0	28.9	12.3	0.0	32.9	18.0	22.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.6	0.1	0.0	17.4	0.2	0.0	5.8	0.3	27.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	1.2	0.1	0.0	6.3	2.5	0.0	1.9	3.3	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	0.0	0.0	33.1	30.5	0.0	46.3	12.5	0.0	38.7	18.4	50.5
LnGrp LOS	C	A		C	C		D	B		D	B	D
Approach Vol, veh/h		92	A		70	A		1211	A		1559	
Approach Delay, s/veh		30.7			32.9			21.0			31.2	
Approach LOS		C			C			C			C	

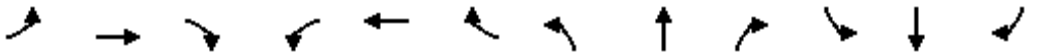
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	41.2		11.6	18.3	33.0		10.9				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	9.0	34.0		20.0	16.0	27.0		9.0				
Max Q Clear Time (g_c+I1), s	6.2	10.4		3.8	14.2	27.3		4.6				
Green Ext Time (p_c), s	0.1	7.7		0.2	0.1	0.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		27.0
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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



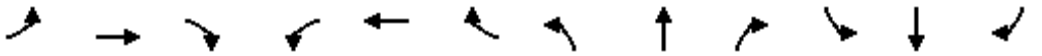
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2	1	17	2	35	51	1429	124	182	799	201
Future Volume (veh/h)	3	2	1	17	2	35	51	1429	124	182	799	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	3	0	18	2	0	54	1504	109	192	841	192
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	10	9	7	8	0	89	2389	1066	426	1919	435
Arrive On Green	0.01	0.01	0.00	0.00	0.00	0.00	0.05	0.67	0.67	0.46	0.46	0.46
Sat Flow, veh/h	1781	1870	1585	1781	1870	0	1781	3554	1585	314	4161	944
Grp Volume(v), veh/h	2	3	0	18	2	0	54	1504	109	192	687	346
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	0	1781	1777	1585	314	1702	1700
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.7	6.0	0.6	10.7	3.4	3.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	0.0	0.0	0.7	6.0	0.6	11.5	3.4	3.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	10	10	9	7	8	0	89	2389	1066	426	1570	784
V/C Ratio(X)	0.21	0.29	0.00	2.51	0.27	0.00	0.61	0.63	0.10	0.45	0.44	0.44
Avail Cap(c_a), veh/h	1148	1205	1021	1148	1205	0	861	15027	6703	1406	12201	6095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	12.3	0.0	12.4	12.4	0.0	11.6	2.3	1.4	8.6	4.5	4.5
Incr Delay (d2), s/veh	10.1	15.1	0.0	759.7	17.7	0.0	6.4	0.3	0.0	0.7	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	1.5	0.0	0.0	0.3	0.1	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	27.4	0.0	772.1	30.1	0.0	18.0	2.6	1.5	9.4	4.7	4.9
LnGrp LOS	C	C	A	F	C	A	B	A	A	A	A	A
Approach Vol, veh/h		5			20			1667			1225	
Approach Delay, s/veh		25.4			697.9			3.0			5.5	
Approach LOS		C			F			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		20.7		4.1	5.2	15.5		0.0				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		5.0				
Max Green Setting (Gmax), s		105.0		16.0	12.0	89.0		16.0				
Max Q Clear Time (g_c+I1), s		8.0		2.0	2.7	5.4		0.0				
Green Ext Time (p_c), s		8.7		0.0	0.1	3.8		0.0				

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

Notes

User approved volume balancing among the lanes for turning movement.



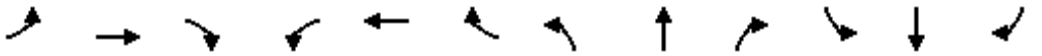
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	7	53	0	1	64	17	1795	0	275	556	0
Future Volume (veh/h)	2	7	53	0	1	64	17	1795	0	275	556	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	0	61	0	1	67	18	1889	0	289	585	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	102	0	175	0	1	87	29	2075	0	328	2671	1191
Arrive On Green	0.06	0.00	0.06	0.00	0.06	0.06	0.02	0.58	0.00	0.18	0.75	0.00
Sat Flow, veh/h	1333	0	3170	0	23	1565	1781	3647	0	1781	3554	1585
Grp Volume(v), veh/h	2	0	61	0	0	68	18	1889	0	289	585	0
Grp Sat Flow(s),veh/h/ln	1333	0	1585	0	0	1589	1781	1777	0	1781	1777	1585
Q Serve(g_s), s	0.1	0.0	1.6	0.0	0.0	3.6	0.9	40.1	0.0	13.4	4.2	0.0
Cycle Q Clear(g_c), s	3.7	0.0	1.6	0.0	0.0	3.6	0.9	40.1	0.0	13.4	4.2	0.0
Prop In Lane	1.00		1.00	0.00		0.99	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	102	0	175	0	0	88	29	2075	0	328	2671	1191
V/C Ratio(X)	0.02	0.00	0.35	0.00	0.00	0.77	0.62	0.91	0.00	0.88	0.22	0.00
Avail Cap(c_a), veh/h	437	0	971	0	0	487	840	2136	0	378	2671	1191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.4	0.0	38.6	0.0	0.0	39.6	41.5	15.7	0.0	33.7	3.1	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.2	0.0	0.0	13.4	19.6	6.3	0.0	19.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.4	0.0	0.0	1.7	0.5	15.8	0.0	7.4	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	0.0	39.8	0.0	0.0	53.0	61.1	21.9	0.0	52.7	3.2	0.0
LnGrp LOS	D	A	D	A	A	D	E	C	A	D	A	A
Approach Vol, veh/h		63			68			1907			874	
Approach Delay, s/veh		39.8			53.0			22.3			19.5	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.6	54.6		9.7	6.4	68.8		9.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	18.0	51.0		26.0	40.0	29.0		26.0				
Max Q Clear Time (g_c+I1), s	15.4	42.1		5.7	2.9	6.2		5.6				
Green Ext Time (p_c), s	0.2	7.5		0.2	0.0	4.1		0.3				

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

Notes

User approved volume balancing among the lanes for turning movement.



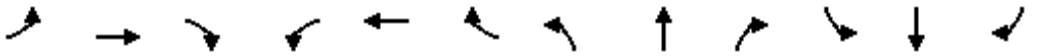
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	9	18	42	1	2	8	1463	339	33	643	7
Future Volume (veh/h)	51	9	18	42	1	2	8	1463	339	33	643	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	9	19	45	0	2	8	1540	357	35	677	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	32	200	293	0	130	22	1884	434	53	2457	25
Arrive On Green	0.13	0.13	0.13	0.08	0.00	0.08	0.01	0.45	0.45	0.03	0.47	0.47
Sat Flow, veh/h	1537	256	1585	3563	0	1585	1781	4148	955	1781	5211	54
Grp Volume(v), veh/h	63	0	19	45	0	2	8	1262	635	35	442	242
Grp Sat Flow(s),veh/h/ln	1793	0	1585	1781	0	1585	1781	1702	1698	1781	1702	1861
Q Serve(g_s), s	1.9	0.0	0.6	0.7	0.0	0.1	0.3	18.8	19.0	1.1	4.6	4.6
Cycle Q Clear(g_c), s	1.9	0.0	0.6	0.7	0.0	0.1	0.3	18.8	19.0	1.1	4.6	4.6
Prop In Lane	0.86		1.00	1.00		1.00	1.00		0.56	1.00		0.03
Lane Grp Cap(c), veh/h	226	0	200	293	0	130	22	1547	772	53	1605	877
V/C Ratio(X)	0.28	0.00	0.10	0.15	0.00	0.02	0.36	0.82	0.82	0.66	0.28	0.28
Avail Cap(c_a), veh/h	307	0	271	1219	0	542	183	1630	814	122	1605	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	22.6	24.9	0.0	24.7	28.6	13.8	13.9	28.1	9.4	9.4
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.1	0.0	0.0	3.6	3.4	6.9	5.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.2	0.3	0.0	0.0	0.1	5.6	6.4	0.5	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	0.0	22.7	25.0	0.0	24.7	32.2	17.2	20.8	33.3	9.5	9.6
LnGrp LOS	C	A	C	C	A	C	C	B	C	C	A	A
Approach Vol, veh/h		82			47			1905			719	
Approach Delay, s/veh		23.2			25.0			18.5			10.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	32.6		11.4	4.7	33.6		8.8				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	4.0	28.0		10.0	6.0	26.0		20.0				
Max Q Clear Time (g_c+I1), s	3.1	21.0		3.9	2.3	6.6		2.7				
Green Ext Time (p_c), s	0.0	5.5		0.0	0.0	3.8		0.0				

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

Notes

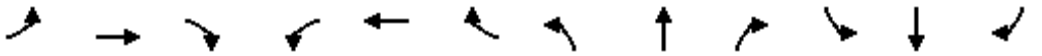
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	6	177	73	16	55	123	1620	17	11	1125	21
Future Volume (veh/h)	117	6	177	73	16	55	123	1620	17	11	1125	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	6	186	77	17	58	129	1705	18	12	1184	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	14	269	104	23	112	166	2117	22	16	1664	31
Arrive On Green	0.17	0.17	0.17	0.07	0.07	0.07	0.09	0.41	0.41	0.01	0.32	0.32
Sat Flow, veh/h	1702	83	1558	1472	325	1585	1781	5209	55	1781	5160	96
Grp Volume(v), veh/h	129	0	186	94	0	58	129	1114	609	12	781	425
Grp Sat Flow(s),veh/h/ln	1785	0	1558	1797	0	1585	1781	1702	1860	1781	1702	1851
Q Serve(g_s), s	3.6	0.0	6.4	2.9	0.0	2.0	4.0	16.4	16.4	0.4	11.4	11.4
Cycle Q Clear(g_c), s	3.6	0.0	6.4	2.9	0.0	2.0	4.0	16.4	16.4	0.4	11.4	11.4
Prop In Lane	0.95		1.00	0.82		1.00	1.00		0.03	1.00		0.05
Lane Grp Cap(c), veh/h	309	0	269	127	0	112	166	1384	756	16	1098	597
V/C Ratio(X)	0.42	0.00	0.69	0.74	0.00	0.52	0.78	0.81	0.81	0.74	0.71	0.71
Avail Cap(c_a), veh/h	631	0	550	127	0	112	283	1425	779	94	1098	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	22.0	25.8	0.0	25.4	25.1	14.8	14.8	28.0	16.9	16.9
Incr Delay (d2), s/veh	0.3	0.0	1.2	18.3	0.0	1.9	3.0	4.0	7.1	21.3	2.8	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	2.3	1.8	0.0	0.8	1.6	5.2	6.3	0.2	3.8	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	0.0	23.2	44.1	0.0	27.3	28.1	18.8	21.9	49.3	19.6	21.9
LnGrp LOS	C	A	C	D	A	C	C	B	C	D	B	C
Approach Vol, veh/h		315			152			1852			1218	
Approach Delay, s/veh		22.4			37.7			20.5			20.7	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	24.3		8.0	4.5	29.0		15.1				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		5.3				
Max Green Setting (Gmax), s	9.0	17.7		4.0	3.0	23.7		20.0				
Max Q Clear Time (g_c+I1), s	6.0	13.4		4.9	2.4	18.4		8.4				
Green Ext Time (p_c), s	0.1	3.1		0.0	0.0	4.7		0.6				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	654	167	175	201	132	76	1471	201	158	1011	133
Future Volume (veh/h)	242	654	167	175	201	132	76	1471	201	158	1011	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	688	55	184	212	32	80	1548	0	166	1064	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	798	351	212	1281	393	188	2188		220	2236	
Arrive On Green	0.09	0.22	0.22	0.12	0.25	0.25	0.05	0.43	0.00	0.06	0.44	0.00
Sat Flow, veh/h	3456	3554	1564	1781	5106	1566	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	255	688	55	184	212	32	80	1548	0	166	1064	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1564	1781	1702	1566	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	8.7	22.3	3.4	12.2	3.9	1.9	2.7	29.8	0.0	5.7	17.8	0.0
Cycle Q Clear(g_c), s	8.7	22.3	3.4	12.2	3.9	1.9	2.7	29.8	0.0	5.7	17.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	798	351	212	1281	393	188	2188		220	2236	
V/C Ratio(X)	0.80	0.86	0.16	0.87	0.17	0.08	0.43	0.71		0.75	0.48	
Avail Cap(c_a), veh/h	634	957	421	282	1281	393	202	2188		230	2236	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.3	44.7	37.4	51.9	35.1	34.4	54.9	28.1	0.0	55.2	23.9	0.0
Incr Delay (d2), s/veh	1.7	7.4	0.3	15.9	0.1	0.1	0.6	1.2	0.0	11.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	10.2	1.3	6.2	1.6	0.7	1.2	11.6	0.0	2.7	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	52.2	37.7	67.8	35.2	34.5	55.5	29.4	0.0	66.3	24.7	0.0
LnGrp LOS	E	D	D	E	D	C	E	C		E	C	
Approach Vol, veh/h		998			428			1628	A		1230	A
Approach Delay, s/veh		52.1			49.2			30.7			30.3	
Approach LOS		D			D			C			C	

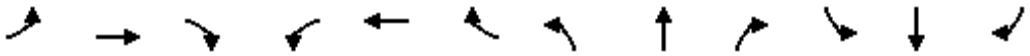
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	58.6	15.1	35.8	11.7	57.4	18.3	32.6
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	* 6	4.0	5.7
Max Green Setting (Gmax), s	7.0	42.0	22.0	29.3	8.0	* 41	19.0	32.3
Max Q Clear Time (g_c+I1), s	4.7	19.8	10.7	5.9	7.7	31.8	14.2	24.3
Green Ext Time (p_c), s	0.0	7.9	0.5	1.2	0.0	7.0	0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Notes

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

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



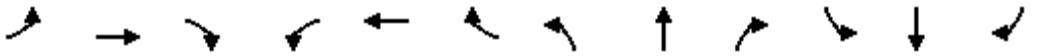
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	0	39	44	2	21	24	1711	20	10	1382	9
Future Volume (veh/h)	48	0	39	44	2	21	24	1711	20	10	1382	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	0	41	46	2	22	25	1801	21	11	1455	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	4	50	113	10	34	780	2876	1283	14	1911	12
Arrive On Green	0.07	0.00	0.07	0.07	0.07	0.07	0.44	0.81	0.81	0.01	0.37	0.37
Sat Flow, veh/h	849	57	728	919	141	486	1781	3554	1585	1781	5236	32
Grp Volume(v), veh/h	92	0	0	70	0	0	25	1801	21	11	946	518
Grp Sat Flow(s),veh/h/ln	1634	0	0	1546	0	0	1781	1777	1585	1781	1702	1865
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	0.0	1.0	23.5	0.3	0.7	29.3	29.3
Cycle Q Clear(g_c), s	6.5	0.0	0.0	5.2	0.0	0.0	1.0	23.5	0.3	0.7	29.3	29.3
Prop In Lane	0.55		0.45	0.66		0.31	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	159	0	0	156	0	0	780	2876	1283	14	1243	681
V/C Ratio(X)	0.58	0.00	0.00	0.45	0.00	0.00	0.03	0.63	0.02	0.80	0.76	0.76
Avail Cap(c_a), veh/h	315	0	0	309	0	0	780	2876	1283	45	2306	1263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	0.0	0.0	54.4	0.0	0.0	19.2	4.4	2.2	59.4	33.5	33.5
Incr Delay (d2), s/veh	3.3	0.0	0.0	2.0	0.0	0.0	0.0	1.0	0.0	31.9	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	2.1	0.0	0.0	0.4	5.2	0.1	0.4	11.6	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	0.0	0.0	56.4	0.0	0.0	19.3	5.5	2.2	91.4	34.8	35.9
LnGrp LOS	E	A	A	E	A	A	B	A	A	F	C	D
Approach Vol, veh/h		92			70			1847			1475	
Approach Delay, s/veh		58.2			56.4			5.6			35.6	
Approach LOS		E			E			A			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	102.8		12.3	58.2	49.5		12.3				
Change Period (Y+Rc), s	4.0	5.7		4.0	5.7	* 5.7		4.0				
Max Green Setting (Gmax), s	3.0	82.3		21.0	4.0	* 81		21.0				
Max Q Clear Time (g_c+I1), s	2.7	25.5		8.5	3.0	31.3		7.2				
Green Ext Time (p_c), s	0.0	22.5		0.2	0.0	12.5		0.1				

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	270	226	109	50	51	125	1760	48	139	2098	31
Future Volume (veh/h)	99	270	226	109	50	51	125	1760	48	139	2098	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	284	238	115	53	0	132	1853	0	146	2208	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	601	266	168	516		186	2702		201	2764	41
Arrive On Green	0.07	0.17	0.17	0.05	0.15	0.00	0.05	0.53	0.00	0.06	0.53	0.53
Sat Flow, veh/h	1781	3554	1571	3456	3554	1585	3456	5106	1585	3456	5183	77
Grp Volume(v), veh/h	104	284	238	115	53	0	132	1853	0	146	1449	792
Grp Sat Flow(s),veh/h/ln	1781	1777	1571	1728	1777	1585	1728	1702	1585	1728	1702	1856
Q Serve(g_s), s	6.9	8.7	17.8	3.9	1.6	0.0	4.5	32.2	0.0	5.0	41.5	41.7
Cycle Q Clear(g_c), s	6.9	8.7	17.8	3.9	1.6	0.0	4.5	32.2	0.0	5.0	41.5	41.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	129	601	266	168	516		186	2702		201	1815	990
V/C Ratio(X)	0.81	0.47	0.90	0.69	0.10		0.71	0.69		0.73	0.80	0.80
Avail Cap(c_a), veh/h	208	631	279	202	516		230	2723		230	1815	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	45.0	48.8	56.2	44.5	0.0	55.8	20.9	0.0	55.6	22.8	22.8
Incr Delay (d2), s/veh	4.5	0.8	28.5	4.7	0.1	0.0	4.9	0.8	0.0	7.4	3.8	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.9	8.9	1.8	0.7	0.0	2.1	12.1	0.0	2.3	16.3	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	45.8	77.3	60.9	44.6	0.0	60.7	21.6	0.0	63.0	26.5	29.6
LnGrp LOS	E	D	E	E	D		E	C		E	C	C
Approach Vol, veh/h		626			168	A		1985	A		2387	
Approach Delay, s/veh		60.0			55.8			24.2			29.8	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	23.1	11.0	69.5	9.8	26.0	10.5	70.0
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	14.0	14.3	8.0	64.0	7.0	21.3	8.0	64.0
Max Q Clear Time (g_c+I1), s	8.9	3.6	7.0	34.2	5.9	19.8	6.5	43.7
Green Ext Time (p_c), s	0.1	0.1	0.0	14.5	0.0	0.5	0.0	13.7

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

Notes

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	169	278	1737	91	210	2271
Future Volume (veh/h)	169	278	1737	91	210	2271
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	0	1828	96	221	2391
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	237		2265	703	269	3383
Arrive On Green	0.13	0.00	0.44	0.44	0.15	0.66
Sat Flow, veh/h	1781	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	178	0	1828	96	221	2391
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1781	1702
Q Serve(g_s), s	5.7	0.0	18.2	2.1	7.1	17.4
Cycle Q Clear(g_c), s	5.7	0.0	18.2	2.1	7.1	17.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	237		2265	703	269	3383
V/C Ratio(X)	0.75		0.81	0.14	0.82	0.71
Avail Cap(c_a), veh/h	789		2435	756	303	3827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	14.2	9.7	24.2	6.3
Incr Delay (d2), s/veh	4.7	0.0	2.0	0.1	13.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	5.6	0.6	3.6	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.3	0.0	16.2	9.8	37.5	6.8
LnGrp LOS	C		B	A	D	A
Approach Vol, veh/h	178	A	1924			2612
Approach Delay, s/veh	29.3		15.9			9.4
Approach LOS	C		B			A

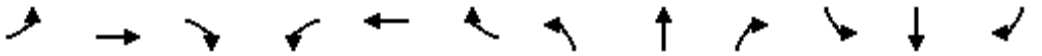
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.9	32.0			44.9	13.8
Change Period (Y+Rc), s	4.0	6.0			* 6	6.0
Max Green Setting (Gmax), s	10.0	28.0			* 44	26.0
Max Q Clear Time (g_c+I1), s	9.1	20.2			19.4	7.7
Green Ext Time (p_c), s	0.0	5.8			17.4	0.6

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	6	9	95	2	181	40	699	360	461	1037	0
Future Volume (veh/h)	0	6	9	95	2	181	40	699	360	461	1037	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	6	9	100	0	192	42	736	379	485	1092	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	27	23	337	0	300	55	1888	842	507	2298	1025
Arrive On Green	0.00	0.01	0.01	0.09	0.00	0.09	0.03	0.53	0.53	0.15	0.65	0.00
Sat Flow, veh/h	3456	1870	1585	3563	0	3170	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	0	6	9	100	0	192	42	736	379	485	1092	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	0	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.0	0.2	0.4	2.0	0.0	4.4	1.8	9.2	11.0	10.4	11.8	0.0
Cycle Q Clear(g_c), s	0.0	0.2	0.4	2.0	0.0	4.4	1.8	9.2	11.0	10.4	11.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	27	23	337	0	300	55	1888	842	507	2298	1025
V/C Ratio(X)	0.00	0.22	0.40	0.30	0.00	0.64	0.76	0.39	0.45	0.96	0.48	0.00
Avail Cap(c_a), veh/h	737	399	338	760	0	676	95	1888	842	507	2298	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	36.6	36.6	31.6	0.0	32.7	36.1	10.4	10.8	31.8	6.8	0.0
Incr Delay (d2), s/veh	0.0	4.1	10.8	0.5	0.0	2.3	18.8	0.6	1.7	29.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.2	0.8	0.0	1.7	1.0	3.0	3.5	6.1	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.7	47.5	32.1	0.0	35.0	54.8	11.0	12.6	61.1	7.5	0.0
LnGrp LOS	A	D	D	C	A	D	D	B	B	E	A	A
Approach Vol, veh/h		15			292			1157			1577	
Approach Delay, s/veh		44.8			34.0			13.1			23.9	
Approach LOS		D			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	43.8		5.1	6.3	52.5		11.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	11.0	16.0		16.0	4.0	23.0		16.0				
Max Q Clear Time (g_c+I1), s	12.4	13.0		2.4	3.8	13.8		6.4				
Green Ext Time (p_c), s	0.0	1.7		0.0	0.0	4.7		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

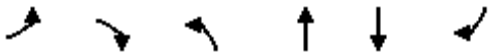
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	97	48	539	169	51	552
Future Volume (veh/h)	97	48	539	169	51	552
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	51	567	178	54	581
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	352	313	1199	535	124	1848
Arrive On Green	0.20	0.20	0.34	0.34	0.07	0.52
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	102	51	567	178	54	581
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	1.7	0.9	4.5	3.0	1.0	3.3
Cycle Q Clear(g_c), s	1.7	0.9	4.5	3.0	1.0	3.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	352	313	1199	535	124	1848
V/C Ratio(X)	0.29	0.16	0.47	0.33	0.43	0.31
Avail Cap(c_a), veh/h	1206	1074	2106	939	302	3109
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	11.8	9.3	8.8	15.8	4.9
Incr Delay (d2), s/veh	0.4	0.2	0.6	0.7	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	1.3	0.8	0.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.5	12.0	9.8	9.5	16.7	5.1
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	153		745			635
Approach Delay, s/veh	12.4		9.7			6.1
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.5	18.0			24.4	11.0
Change Period (Y+Rc), s	4.0	6.0			6.0	4.0
Max Green Setting (Gmax), s	6.0	21.0			31.0	24.0
Max Q Clear Time (g_c+I1), s	3.0	6.5			5.3	3.7
Green Ext Time (p_c), s	0.0	5.5			5.5	0.5

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	164	429	1195	729	17
Future Volume (veh/h)	0	164	429	1195	729	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	173	452	1258	767	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	246	219	515	2370	997	445
Arrive On Green	0.00	0.14	0.29	0.67	0.28	0.28
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	0	173	452	1258	767	18
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	0.0	5.4	12.4	9.4	10.2	0.4
Cycle Q Clear(g_c), s	0.0	5.4	12.4	9.4	10.2	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	246	219	515	2370	997	445
V/C Ratio(X)	0.00	0.79	0.88	0.53	0.77	0.04
Avail Cap(c_a), veh/h	556	495	591	2704	1178	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	21.4	17.4	4.4	16.9	13.4
Incr Delay (d2), s/veh	0.0	6.3	12.9	0.2	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	6.2	1.9	4.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	27.7	30.3	4.6	19.6	13.5
LnGrp LOS	A	C	C	A	B	B
Approach Vol, veh/h	173			1710	785	
Approach Delay, s/veh	27.7			11.4	19.4	
Approach LOS	C			B	B	

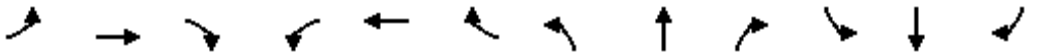
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.2		12.1	19.8	19.4
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		39.0		16.0	17.0	17.0
Max Q Clear Time (g_c+I1), s		11.4		7.4	14.4	12.2
Green Ext Time (p_c), s		11.2		0.3	0.4	2.2

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	9	10	53	1	189	6	1254	93	91	608	27
Future Volume (veh/h)	6	9	10	53	1	189	6	1254	93	91	608	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	9	11	56	1	199	6	1320	98	96	640	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	128	116	356	5	262	20	1771	131	123	2032	89
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.01	0.53	0.53	0.07	0.59	0.59
Sat Flow, veh/h	179	766	694	1396	32	1571	1781	3353	248	1781	3468	152
Grp Volume(v), veh/h	26	0	0	57	0	199	6	698	720	96	328	340
Grp Sat Flow(s),veh/h/ln	1639	0	0	1428	0	1571	1781	1777	1824	1781	1777	1842
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	7.0	0.2	17.7	17.8	3.1	5.4	5.4
Cycle Q Clear(g_c), s	0.7	0.0	0.0	1.8	0.0	7.0	0.2	17.7	17.8	3.1	5.4	5.4
Prop In Lane	0.23		0.42	0.98		1.00	1.00		0.14	1.00		0.08
Lane Grp Cap(c), veh/h	349	0	0	361	0	262	20	939	964	123	1041	1079
V/C Ratio(X)	0.07	0.00	0.00	0.16	0.00	0.76	0.30	0.74	0.75	0.78	0.31	0.32
Avail Cap(c_a), veh/h	625	0	0	611	0	542	215	960	985	154	1041	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	0.0	20.8	0.0	23.0	28.4	10.6	10.7	26.6	6.1	6.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	1.7	3.1	3.5	3.5	14.3	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.6	0.0	2.6	0.1	5.3	5.5	1.6	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	20.9	0.0	24.8	31.6	14.2	14.2	40.8	6.4	6.4
LnGrp LOS	C	A	A	C	A	C	C	B	B	D	A	A
Approach Vol, veh/h		26			256			1424			764	
Approach Delay, s/veh		20.5			23.9			14.3			10.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	36.3		13.7	4.6	39.7		13.7				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	5.0	31.3		20.0	7.0	29.3		20.0				
Max Q Clear Time (g_c+I1), s	5.1	19.8		2.7	2.2	7.4		9.0				
Green Ext Time (p_c), s	0.0	10.8		0.0	0.0	11.4		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		14.2	
HCM 6th LOS		B	



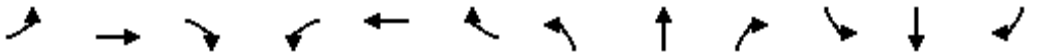
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1	47	14	1	15	32	1210	64	26	614	19
Future Volume (veh/h)	80	1	47	14	1	15	32	1210	64	26	614	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	1	49	15	1	16	34	1274	67	27	646	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	1	109	41	3	38	295	2457	1094	33	1849	57
Arrive On Green	0.07	0.07	0.07	0.02	0.02	0.02	0.17	0.69	0.69	0.02	0.53	0.53
Sat Flow, veh/h	1761	21	1585	1675	112	1542	1781	3554	1583	1781	3518	109
Grp Volume(v), veh/h	85	0	49	16	0	16	34	1274	67	27	326	340
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1787	0	1542	1781	1777	1583	1781	1777	1850
Q Serve(g_s), s	4.2	0.0	2.7	0.8	0.0	0.9	1.5	15.5	1.2	1.4	9.6	9.6
Cycle Q Clear(g_c), s	4.2	0.0	2.7	0.8	0.0	0.9	1.5	15.5	1.2	1.4	9.6	9.6
Prop In Lane	0.99		1.00	0.94		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	123	0	109	44	0	38	295	2457	1094	33	934	972
V/C Ratio(X)	0.69	0.00	0.45	0.37	0.00	0.42	0.12	0.52	0.06	0.83	0.35	0.35
Avail Cap(c_a), veh/h	317	0	282	79	0	69	295	2457	1094	79	934	972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	0.0	40.2	43.2	0.0	43.3	32.0	6.7	4.5	44.0	12.4	12.4
Incr Delay (d2), s/veh	2.6	0.0	1.1	1.9	0.0	2.8	0.1	0.4	0.1	17.3	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.1	0.4	0.0	0.4	0.6	3.8	0.3	0.7	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	0.0	41.3	45.1	0.0	46.1	32.0	7.1	4.5	61.3	13.4	13.4
LnGrp LOS	D	A	D	D	A	D	C	A	A	E	B	B
Approach Vol, veh/h		134			32			1375			693	
Approach Delay, s/veh		42.7			45.6			7.6			15.3	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.6	53.0		6.2	5.7	67.9		10.2				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	5.0	* 47		4.0	4.0	48.3		16.0				
Max Q Clear Time (g_c+I1), s	3.5	11.6		2.9	3.4	17.5		6.2				
Green Ext Time (p_c), s	0.0	18.5		0.0	0.0	27.8		0.2				

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	497	0	704	11	3	1	291	801	0	1	528	140
Future Volume (veh/h)	497	0	704	11	3	1	291	801	0	1	528	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	523	0	0	12	3	1	306	843	0	1	556	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	633	0		59	44	15	380	2100	0	3	1755	783
Arrive On Green	0.18	0.00	0.00	0.03	0.03	0.03	0.11	0.59	0.00	0.00	0.49	0.49
Sat Flow, veh/h	3563	0	1585	1781	1342	447	3456	3647	0	1781	3554	1585
Grp Volume(v), veh/h	523	0	0	12	0	4	306	843	0	1	556	147
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1790	1728	1777	0	1781	1777	1585
Q Serve(g_s), s	12.7	0.0	0.0	0.6	0.0	0.2	7.8	11.5	0.0	0.1	8.4	4.7
Cycle Q Clear(g_c), s	12.7	0.0	0.0	0.6	0.0	0.2	7.8	11.5	0.0	0.1	8.4	4.7
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	633	0		59	0	59	380	2100	0	3	1755	783
V/C Ratio(X)	0.83	0.00		0.20	0.00	0.07	0.81	0.40	0.00	0.29	0.32	0.19
Avail Cap(c_a), veh/h	1029	0		238	0	239	422	2100	0	139	1755	783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	0.0	42.4	0.0	42.2	39.1	9.9	0.0	44.9	13.7	12.7
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.6	0.0	0.2	8.8	0.6	0.0	16.6	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.0	0.3	0.0	0.1	3.7	4.2	0.0	0.0	2.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	0.0	43.0	0.0	42.4	47.9	10.4	0.0	61.4	13.8	12.9
LnGrp LOS	D	A		D	A	D	D	B	A	E	B	B
Approach Vol, veh/h		523	A		16			1149			704	
Approach Delay, s/veh		36.9			42.8			20.4			13.7	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	58.9		7.0	12.9	50.2		20.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	3.0	* 5.7		4.0				
Max Green Setting (Gmax), s	7.0	27.3		12.0	11.0	* 25		26.0				
Max Q Clear Time (g_c+I1), s	2.1	13.5		2.6	9.8	10.4		14.7				
Green Ext Time (p_c), s	0.0	4.9		0.0	0.1	4.2		1.2				

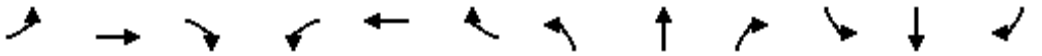
Intersection Summary		
HCM 6th Ctrl Delay	22.2	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

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

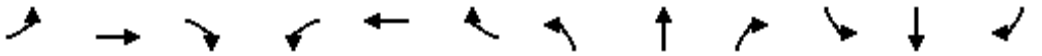
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1	13	0	1	25	30	737	0	22	727	61
Future Volume (veh/h)	85	1	13	0	1	25	30	737	0	22	727	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	1	14	0	1	26	32	776	0	23	765	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	8	108	0	49	41	54	1266	565	40	1158	97
Arrive On Green	0.07	0.07	0.07	0.00	0.03	0.03	0.03	0.36	0.00	0.02	0.35	0.35
Sat Flow, veh/h	1781	107	1495	0	1870	1585	1781	3554	1585	1781	3320	278
Grp Volume(v), veh/h	89	0	15	0	1	26	32	776	0	23	409	420
Grp Sat Flow(s),veh/h/ln	1781	0	1601	0	1870	1585	1781	1777	1585	1781	1777	1820
Q Serve(g_s), s	1.9	0.0	0.3	0.0	0.0	0.6	0.7	6.9	0.0	0.5	7.5	7.5
Cycle Q Clear(g_c), s	1.9	0.0	0.3	0.0	0.0	0.6	0.7	6.9	0.0	0.5	7.5	7.5
Prop In Lane	1.00		0.93	0.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	128	0	115	0	49	41	54	1266	565	40	620	635
V/C Ratio(X)	0.69	0.00	0.13	0.00	0.02	0.63	0.60	0.61	0.00	0.57	0.66	0.66
Avail Cap(c_a), veh/h	1025	0	921	0	1076	912	512	1859	829	512	929	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	16.6	0.0	18.1	18.4	18.3	10.1	0.0	18.5	10.5	10.5
Incr Delay (d2), s/veh	6.6	0.0	0.5	0.0	0.2	14.7	10.1	0.5	0.0	12.0	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.1	0.0	0.0	0.4	0.4	2.0	0.0	0.3	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	0.0	17.1	0.0	18.3	33.1	28.4	10.6	0.0	30.5	11.7	11.7
LnGrp LOS	C	A	B	A	B	C	C	B	A	C	B	B
Approach Vol, veh/h		104			27			808			852	
Approach Delay, s/veh		22.9			32.5			11.3			12.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	18.6		7.8	6.2	18.3		6.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	11.0	20.0		22.0	11.0	20.0		22.0				
Max Q Clear Time (g_c+I1), s	2.5	8.9		3.9	2.7	9.5		2.6				
Green Ext Time (p_c), s	0.0	4.0		0.2	0.0	3.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		12.8	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	0	36	40	1	48	64	445	5	25	390	94
Future Volume (veh/h)	68	0	36	40	1	48	64	445	5	25	390	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	0	38	42	1	51	67	468	5	26	411	99
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	531	0	236	246	4	215	157	1040	464	66	858	383
Arrive On Green	0.15	0.00	0.15	0.14	0.14	0.14	0.09	0.29	0.29	0.04	0.24	0.24
Sat Flow, veh/h	3563	0	1585	1781	31	1559	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	72	0	38	42	0	52	67	468	5	26	411	99
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1590	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.8	0.0	0.9	0.9	0.0	1.3	1.6	4.8	0.1	0.6	4.5	2.3
Cycle Q Clear(g_c), s	0.8	0.0	0.9	0.9	0.0	1.3	1.6	4.8	0.1	0.6	4.5	2.3
Prop In Lane	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	531	0	236	246	0	219	157	1040	464	66	858	383
V/C Ratio(X)	0.14	0.00	0.16	0.17	0.00	0.24	0.43	0.45	0.01	0.39	0.48	0.26
Avail Cap(c_a), veh/h	1578	0	702	474	0	423	474	2653	1183	474	2653	1183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	16.7	17.2	0.0	17.3	19.5	13.0	11.3	21.2	14.7	13.9
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.2	0.7	0.4	0.0	1.4	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	0.3	0.0	0.4	0.6	1.7	0.0	0.3	1.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	0.0	16.9	17.3	0.0	17.5	20.2	13.4	11.3	22.7	15.3	14.3
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		110			94			540			536	
Approach Delay, s/veh		16.8			17.4			14.2			15.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	18.5		10.2	8.0	16.2		10.7				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	12.0	33.7		12.0	12.0	33.7		20.0				
Max Q Clear Time (g_c+I1), s	2.6	6.8		3.3	3.6	6.5		2.9				
Green Ext Time (p_c), s	0.0	4.5		0.1	0.0	4.4		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

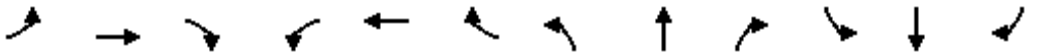
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	44	30	5	60	25
Future Volume (veh/h)	4	44	30	5	60	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	46	32	5	63	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	150	134	219	186	156	826
Arrive On Green	0.08	0.08	0.12	0.12	0.09	0.44
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	4	46	32	5	63	26
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	0.0	0.6	0.3	0.1	0.7	0.2
Cycle Q Clear(g_c), s	0.0	0.6	0.3	0.1	0.7	0.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	150	134	219	186	156	826
V/C Ratio(X)	0.03	0.34	0.15	0.03	0.40	0.03
Avail Cap(c_a), veh/h	1773	1577	1950	1653	591	3014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	9.1	8.4	8.3	9.1	3.3
Incr Delay (d2), s/veh	0.1	1.5	0.3	0.1	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.1	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.9	10.6	8.7	8.3	10.8	3.3
LnGrp LOS	A	B	A	A	B	A
Approach Vol, veh/h	50		37			89
Approach Delay, s/veh	10.5		8.6			8.6
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	7.5			14.3	6.8
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	7.0	22.0			34.0	21.0
Max Q Clear Time (g_c+I1), s	2.7	2.3			2.2	2.6
Green Ext Time (p_c), s	0.0	0.1			0.1	0.1

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



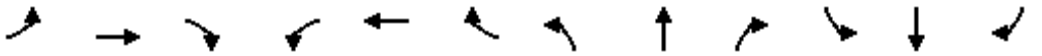
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	368	40	42	455	11	39	8	36	6	46	11
Future Volume (veh/h)	3	368	40	42	455	11	39	8	36	6	46	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	387	42	44	479	12	47	0	38	6	48	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	879	392	73	1015	453	241	0	107	9	74	18
Arrive On Green	0.00	0.25	0.25	0.04	0.29	0.29	0.07	0.00	0.07	0.06	0.06	0.06
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	164	1311	328
Grp Volume(v), veh/h	3	387	42	44	479	12	47	0	38	66	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1803	0	0
Q Serve(g_s), s	0.1	2.8	0.6	0.7	3.4	0.2	0.4	0.0	0.7	1.1	0.0	0.0
Cycle Q Clear(g_c), s	0.1	2.8	0.6	0.7	3.4	0.2	0.4	0.0	0.7	1.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.09		0.18
Lane Grp Cap(c), veh/h	6	879	392	73	1015	453	241	0	107	102	0	0
V/C Ratio(X)	0.51	0.44	0.11	0.60	0.47	0.03	0.20	0.00	0.35	0.65	0.00	0.00
Avail Cap(c_a), veh/h	710	3222	1437	710	3222	1437	1893	0	842	719	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.0	9.6	8.8	14.2	8.9	7.7	13.3	0.0	13.4	13.9	0.0	0.0
Incr Delay (d2), s/veh	22.8	0.5	0.2	3.0	0.5	0.0	0.1	0.0	0.7	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	0.1	0.3	0.7	0.0	0.1	0.0	0.2	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	10.1	8.9	17.2	9.4	7.8	13.4	0.0	14.1	16.5	0.0	0.0
LnGrp LOS	D	B	A	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		432			535			85			66	
Approach Delay, s/veh		10.1			10.0			13.7			16.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	5.7	5.2	13.1	6.0	4.1	14.3
Change Period (Y+Rc), s	4.0	4.0	5.7	4.0	4.0	5.7
Max Green Setting (Gmax), s	12.0	12.0	27.3	16.0	12.0	27.3
Max Q Clear Time (g_c+I1), s	3.1	2.7	4.8	2.7	2.1	5.4
Green Ext Time (p_c), s	0.1	0.0	2.7	0.1	0.0	3.1

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

Notes

User approved volume balancing among the lanes for turning movement.



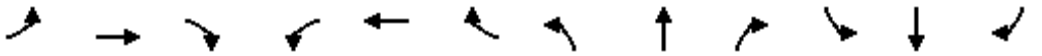
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	350	120	68	366	7	70	9	29	14	37	76
Future Volume (veh/h)	25	350	120	68	366	7	70	9	29	14	37	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	368	126	72	385	7	80	0	31	15	39	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	977	436	87	1083	483	266	0	118	159	167	142
Arrive On Green	0.02	0.27	0.27	0.05	0.30	0.30	0.07	0.00	0.07	0.09	0.09	0.09
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	1781	1870	1585
Grp Volume(v), veh/h	26	368	126	72	385	7	80	0	31	15	39	80
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1781	1870	1585
Q Serve(g_s), s	0.5	3.0	2.2	1.4	3.0	0.1	0.8	0.0	0.7	0.3	0.7	1.7
Cycle Q Clear(g_c), s	0.5	3.0	2.2	1.4	3.0	0.1	0.8	0.0	0.7	0.3	0.7	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	34	977	436	87	1083	483	266	0	118	159	167	142
V/C Ratio(X)	0.76	0.38	0.29	0.82	0.36	0.01	0.30	0.00	0.26	0.09	0.23	0.56
Avail Cap(c_a), veh/h	149	1889	843	149	1889	843	399	0	177	782	822	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	10.5	10.2	16.8	9.7	8.7	15.7	0.0	15.6	14.9	15.1	15.6
Incr Delay (d2), s/veh	12.3	0.3	0.5	7.1	0.3	0.0	0.2	0.0	0.4	0.4	1.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	0.6	0.6	0.8	0.0	0.2	0.0	0.2	0.1	0.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	10.8	10.7	24.0	10.0	8.7	15.9	0.0	16.0	15.3	16.1	20.6
LnGrp LOS	C	B	B	C	A	A	B	A	B	B	B	C
Approach Vol, veh/h		520			464			111			134	
Approach Delay, s/veh		11.7			12.1			15.9			18.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.7	5.8	15.5		7.8	4.7	16.6				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.6	4.0	5.7				
Max Green Setting (Gmax), s		4.0	3.0	19.0		15.7	3.0	19.0				
Max Q Clear Time (g_c+I1), s		2.8	3.4	5.0		3.7	2.5	5.0				
Green Ext Time (p_c), s		0.0	0.0	4.8		0.6	0.0	4.4				

Intersection Summary												
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			B									

Notes

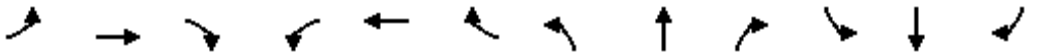
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	292	58	30	357	3	53	15	4	0	7	27
Future Volume (veh/h)	61	292	58	30	357	3	53	15	4	0	7	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	307	61	32	376	3	56	16	4	0	7	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	1141	509	42	1073	479	87	25	99	0	63	53
Arrive On Green	0.04	0.32	0.32	0.02	0.30	0.30	0.06	0.06	0.06	0.00	0.03	0.03
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1400	400	1585	0	1870	1585
Grp Volume(v), veh/h	64	307	61	32	376	3	72	0	4	0	7	28
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1800	0	1585	0	1870	1585
Q Serve(g_s), s	1.1	2.0	0.8	0.5	2.5	0.0	1.2	0.0	0.1	0.0	0.1	0.5
Cycle Q Clear(g_c), s	1.1	2.0	0.8	0.5	2.5	0.0	1.2	0.0	0.1	0.0	0.1	0.5
Prop In Lane	1.00		1.00	1.00		1.00	0.78		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	76	1141	509	42	1073	479	112	0	99	0	63	53
V/C Ratio(X)	0.84	0.27	0.12	0.77	0.35	0.01	0.64	0.00	0.04	0.00	0.11	0.52
Avail Cap(c_a), veh/h	293	2105	939	235	1988	887	1304	0	1148	0	246	209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	7.7	7.3	14.8	8.3	7.4	13.9	0.0	13.4	0.0	14.2	14.4
Incr Delay (d2), s/veh	9.2	0.2	0.2	10.5	0.3	0.0	7.2	0.0	0.2	0.0	0.3	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.4	0.2	0.3	0.7	0.0	0.6	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	7.9	7.4	25.2	8.6	7.4	21.1	0.0	13.6	0.0	14.5	17.4
LnGrp LOS	C	A	A	C	A	A	C	A	B	A	B	B
Approach Vol, veh/h		432			411			76			35	
Approach Delay, s/veh		10.1			9.9			20.7			16.8	
Approach LOS		B			A			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.0	4.7	14.8		5.9	5.3	14.2				
Change Period (Y+Rc), s		4.0	4.0	5.0		4.0	4.0	5.0				
Max Green Setting (Gmax), s		4.0	4.0	18.0		22.0	5.0	17.0				
Max Q Clear Time (g_c+I1), s		2.5	2.5	4.0		3.2	3.1	4.5				
Green Ext Time (p_c), s		0.0	0.0	4.0		0.2	0.0	4.7				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	164	136	7	291	109	83	12	4	28	63	8
Future Volume (veh/h)	27	164	136	7	291	109	83	12	4	28	63	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	173	143	7	306	115	96	0	4	29	66	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	954	545	10	780	348	270	0	120	43	99	122
Arrive On Green	0.02	0.27	0.27	0.01	0.22	0.22	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	562	1280	1585
Grp Volume(v), veh/h	28	173	143	7	306	115	96	0	4	95	0	8
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1842	0	1585
Q Serve(g_s), s	0.5	1.1	1.9	0.1	2.2	1.8	0.8	0.0	0.1	1.5	0.0	0.1
Cycle Q Clear(g_c), s	0.5	1.1	1.9	0.1	2.2	1.8	0.8	0.0	0.1	1.5	0.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.31		1.00
Lane Grp Cap(c), veh/h	37	954	545	10	780	348	270	0	120	142	0	122
V/C Ratio(X)	0.75	0.18	0.26	0.69	0.39	0.33	0.36	0.00	0.03	0.67	0.00	0.07
Avail Cap(c_a), veh/h	240	2157	1082	180	2037	908	2883	0	1283	497	0	428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.4	8.3	7.0	14.7	9.9	9.7	13.0	0.0	12.7	13.3	0.0	12.7
Incr Delay (d2), s/veh	10.9	0.1	0.4	27.0	0.5	0.9	1.0	0.0	0.1	2.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.5	0.1	0.6	0.5	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	8.5	7.4	41.8	10.4	10.6	14.0	0.0	12.8	15.3	0.0	12.8
LnGrp LOS	C	A	A	D	B	B	B	A	B	B	A	B
Approach Vol, veh/h		344			428			100			103	
Approach Delay, s/veh		9.4			11.0			13.9			15.1	
Approach LOS		A			B			B			B	

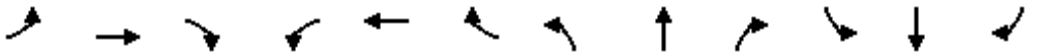
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.2	4.2	13.0		6.3	5.6	11.5				
Change Period (Y+Rc), s		4.0	4.0	5.0		4.0	5.0	* 5				
Max Green Setting (Gmax), s		24.0	3.0	18.0		8.0	4.0	* 17				
Max Q Clear Time (g_c+I1), s		2.8	2.1	3.9		3.5	2.5	4.2				
Green Ext Time (p_c), s		0.4	0.0	1.8		0.1	0.0	2.3				

Intersection Summary		
HCM 6th Ctrl Delay		11.2
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

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



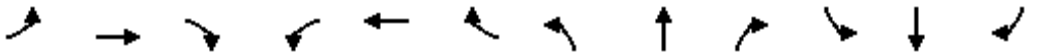
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	35	84	43	12	5	23	703	71	39	1130	91
Future Volume (veh/h)	111	35	84	43	12	5	23	703	71	39	1130	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1864	1864	1870	1870	1870	1776	1776	1776	2027	2027	2027
Adj Flow Rate, veh/h	117	37	88	45	13	5	24	740	75	41	1189	96
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	325	67	160	338	68	26	47	1889	585	80	2234	692
Arrive On Green	0.18	0.14	0.14	0.10	0.05	0.05	0.03	0.39	0.39	0.04	0.40	0.40
Sat Flow, veh/h	1776	488	1162	3456	1285	494	1692	4849	1501	1931	5535	1714
Grp Volume(v), veh/h	117	0	125	45	0	18	24	740	75	41	1189	96
Grp Sat Flow(s),veh/h/ln	1776	0	1650	1728	0	1780	1692	1616	1501	1931	1845	1714
Q Serve(g_s), s	3.3	0.0	4.1	0.7	0.0	0.6	0.8	6.4	1.9	1.2	9.5	0.8
Cycle Q Clear(g_c), s	3.3	0.0	4.1	0.7	0.0	0.6	0.8	6.4	1.9	1.2	9.5	0.8
Prop In Lane	1.00		0.70	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	0	228	338	0	94	47	1889	585	80	2234	692
V/C Ratio(X)	0.36	0.00	0.55	0.13	0.00	0.19	0.51	0.39	0.13	0.51	0.53	0.14
Avail Cap(c_a), veh/h	325	0	569	656	0	685	146	2066	640	167	2358	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	23.3	23.9	0.0	26.3	27.8	12.7	11.4	27.2	13.1	1.5
Incr Delay (d2), s/veh	0.2	0.0	1.8	0.1	0.0	0.4	3.2	0.3	0.2	1.8	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.6	0.3	0.0	0.2	0.3	1.7	0.6	0.5	2.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	25.1	24.0	0.0	26.7	31.0	13.0	11.6	29.0	13.5	1.6
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	A
Approach Vol, veh/h		242			63			839			1326	
Approach Delay, s/veh		23.1			24.7			13.4			13.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	28.6	9.7	13.3	5.6	29.4	15.9	7.0
Change Period (Y+Rc), s	4.0	6.0	4.0	5.3	4.0	6.0	5.3	* 4
Max Green Setting (Gmax), s	5.0	24.7	11.0	20.0	5.0	24.7	10.0	* 22
Max Q Clear Time (g_c+I1), s	3.2	8.4	2.7	6.1	2.8	11.5	5.3	2.6
Green Ext Time (p_c), s	0.0	11.2	0.0	0.6	0.0	11.9	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Notes

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



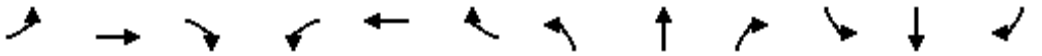
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	102	96	164	244	10	112	766	86	27	1190	60
Future Volume (veh/h)	29	102	96	164	244	10	112	766	86	27	1190	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	107	101	173	257	11	118	806	91	28	1253	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	443	198	220	296	13	162	3397	1055	51	3234	1004
Arrive On Green	0.02	0.12	0.12	0.06	0.17	0.17	0.09	1.00	1.00	0.01	0.63	0.63
Sat Flow, veh/h	1781	3554	1585	3456	1780	76	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	31	107	101	173	0	268	118	806	91	28	1253	63
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	0	1857	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	2.6	4.1	8.9	7.4	0.0	21.1	5.0	0.0	0.0	1.2	17.9	2.3
Cycle Q Clear(g_c), s	2.6	4.1	8.9	7.4	0.0	21.1	5.0	0.0	0.0	1.2	17.9	2.3
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	443	198	220	0	309	162	3397	1055	51	3234	1004
V/C Ratio(X)	0.78	0.24	0.51	0.78	0.00	0.87	0.73	0.24	0.09	0.55	0.39	0.06
Avail Cap(c_a), veh/h	166	893	398	392	0	504	323	3397	1055	276	3234	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.0	59.2	61.4	69.2	0.0	60.9	67.1	0.0	0.0	73.4	13.4	10.5
Incr Delay (d2), s/veh	11.6	0.4	2.7	2.3	0.0	10.8	2.3	0.2	0.2	3.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.9	3.8	3.4	0.0	10.9	2.2	0.0	0.0	0.6	6.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.6	59.6	64.1	71.5	0.0	71.8	69.3	0.2	0.2	76.8	13.5	10.5
LnGrp LOS	F	E	E	E	A	E	E	A	A	E	B	B
Approach Vol, veh/h		239			441			1015			1344	
Approach Delay, s/veh		64.7			71.7			8.2			14.7	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	106.2	13.6	24.0	11.0	101.4	7.3	30.2
Change Period (Y+Rc), s	4.0	* 6.4	4.0	5.3	4.0	6.4	4.0	5.3
Max Green Setting (Gmax), s	12.0	* 65	17.0	37.7	14.0	61.6	14.0	40.7
Max Q Clear Time (g_c+I1), s	3.2	2.0	9.4	10.9	7.0	19.9	4.6	23.1
Green Ext Time (p_c), s	0.0	17.5	0.2	1.3	0.1	18.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Notes

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



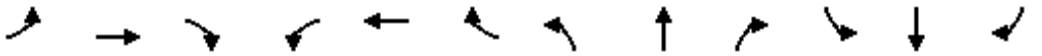
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	31	129	177	47	59	107	929	275	108	1362	52
Future Volume (veh/h)	24	31	129	177	47	59	107	929	275	108	1362	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	33	136	186	49	62	113	978	289	114	1434	55
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	187	159	301	63	80	158	2417	884	731	3263	1013
Arrive On Green	0.10	0.10	0.10	0.08	0.08	0.08	0.09	0.95	0.95	0.21	0.64	0.64
Sat Flow, veh/h	1781	1870	1585	3563	750	949	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	25	33	136	186	0	111	113	978	289	114	1434	55
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1699	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	1.9	2.4	12.7	7.6	0.0	9.6	4.8	2.5	1.9	4.0	21.1	1.9
Cycle Q Clear(g_c), s	1.9	2.4	12.7	7.6	0.0	9.6	4.8	2.5	1.9	4.0	21.1	1.9
Prop In Lane	1.00		1.00	1.00		0.56	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	187	159	301	0	143	158	2417	884	731	3263	1013
V/C Ratio(X)	0.14	0.18	0.86	0.62	0.00	0.77	0.71	0.40	0.33	0.16	0.44	0.05
Avail Cap(c_a), veh/h	258	271	229	610	0	291	323	2417	884	731	3263	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.90	0.90	0.90
Uniform Delay (d), s/veh	61.6	61.8	66.4	66.3	0.0	67.3	67.2	2.2	1.5	48.2	13.6	10.1
Incr Delay (d2), s/veh	0.4	0.4	19.0	2.1	0.0	8.5	5.8	0.5	1.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.2	6.0	3.5	0.0	4.5	2.2	0.8	0.8	1.7	7.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	62.3	85.5	68.4	0.0	75.8	72.9	2.7	2.5	48.3	13.7	10.2
LnGrp LOS	E	E	F	E	A	E	E	A	A	D	B	B
Approach Vol, veh/h		194			297			1380			1603	
Approach Delay, s/veh		78.5			71.2			8.4			16.1	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.7	76.0		20.3	11.9	99.9		18.0				
Change Period (Y+Rc), s	4.0	5.0		5.3	5.0	4.0		5.3				
Max Green Setting (Gmax), s	12.0	71.0		21.7	14.0	69.0		25.7				
Max Q Clear Time (g_c+I1), s	6.0	4.5		14.7	6.8	23.1		11.6				
Green Ext Time (p_c), s	0.1	10.8		0.3	0.2	22.8		1.1				

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

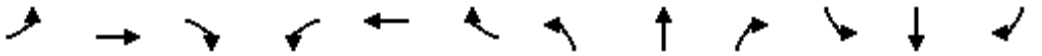
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	276	0	0	537	375	774	0	0	1538	176
Future Volume (vph)	0	0	276	0	0	537	375	774	0	0	1538	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0	4.0	5.0			5.0	5.0
Lane Util. Factor			1.00			1.00	0.97	0.91			0.91	1.00
Frt			0.86			0.86	1.00	1.00			1.00	0.85
Flt Protected			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)			1611			1611	3433	5085			5085	1583
Flt Permitted			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)			1611			1611	3433	5085			5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	291	0	0	565	395	815	0	0	1619	185
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	47
Lane Group Flow (vph)	0	0	291	0	0	565	395	815	0	0	1619	138
Turn Type			Free			Free	Prot	NA			NA	Perm
Protected Phases							5	2			6	
Permitted Phases			Free			Free						6
Actuated Green, G (s)			75.0			75.0	13.8	75.0			52.2	52.2
Effective Green, g (s)			75.0			75.0	13.8	75.0			52.2	52.2
Actuated g/C Ratio			1.00			1.00	0.18	1.00			0.70	0.70
Clearance Time (s)							4.0	5.0			5.0	5.0
Vehicle Extension (s)							3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			1611			1611	631	5085			3539	1101
v/s Ratio Prot							c0.12	0.16			c0.32	
v/s Ratio Perm			0.18			0.35						0.09
v/c Ratio			0.18			0.35	0.63	0.16			0.46	0.13
Uniform Delay, d1			0.0			0.0	28.2	0.0			5.1	3.8
Progression Factor			1.00			1.00	0.94	1.00			1.69	3.63
Incremental Delay, d2			0.2			0.6	1.9	0.1			0.4	0.2
Delay (s)			0.2			0.6	28.5	0.1			9.0	14.0
Level of Service			A			A	C	A			A	B
Approach Delay (s)		0.2			0.6			9.4			9.5	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		

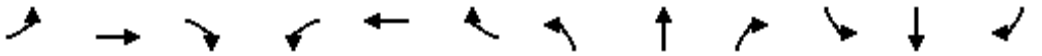
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1237	0	0	215	0	952	184	535	1304	0
Future Volume (vph)	0	0	1237	0	0	215	0	952	184	535	1304	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.3			4.0		5.7	5.7	5.7	5.7	
Lane Util. Factor			1.00			1.00		0.91	1.00	0.97	0.91	
Frt			0.86			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			1611			1611		5085	1583	3433	5085	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			1611			1611		5085	1583	3433	5085	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	1302	0	0	226	0	1002	194	563	1373	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	12	0	0	0
Lane Group Flow (vph)	0	0	1302	0	0	226	0	1002	182	563	1373	0
Turn Type			Perm			Free		NA	Perm	Prot	NA	
Protected Phases								2		1	6	
Permitted Phases			5			Free			2			
Actuated Green, G (s)			103.7			150.0		104.3	104.3	34.3	35.3	
Effective Green, g (s)			103.7			150.0		104.3	104.3	34.3	35.3	
Actuated g/C Ratio			0.69			1.00		0.70	0.70	0.23	0.24	
Clearance Time (s)			5.3					5.7	5.7	5.7	5.7	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			1113			1611		3535	1100	785	1196	
v/s Ratio Prot								0.20		0.16	c0.27	
v/s Ratio Perm			c0.81			c0.14			0.11			
v/c Ratio			1.17			0.14		0.28	0.17	0.72	1.15	
Uniform Delay, d1			23.1			0.0		8.7	7.9	53.4	57.4	
Progression Factor			1.00			1.00		0.98	0.84	1.02	0.98	
Incremental Delay, d2			86.3			0.2		0.2	0.3	2.9	76.2	
Delay (s)			109.4			0.2		8.7	7.0	57.3	132.4	
Level of Service			F			A		A	A	E	F	
Approach Delay (s)		109.4			0.2			8.4			110.6	
Approach LOS		F			A			A			F	

Intersection Summary			
HCM 2000 Control Delay	78.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	111.0%	ICU Level of Service	H
Analysis Period (min)	15		

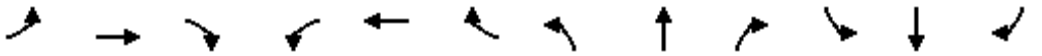
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	9	8	9	17	43	0	4	13	16
Future Volume (veh/h)	1	1	1	9	8	9	17	43	0	4	13	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	1	1	9	8	9	18	45	0	4	14	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	3	3	12	11	12	25	723	0	9	148	180
Arrive On Green	0.00	0.00	0.00	0.02	0.02	0.02	0.01	0.20	0.00	0.00	0.19	0.19
Sat Flow, veh/h	579	579	579	600	533	600	1781	3647	0	1781	769	934
Grp Volume(v), veh/h	3	0	0	26	0	0	18	45	0	4	0	31
Grp Sat Flow(s),veh/h/ln	1737	0	0	1732	0	0	1781	1777	0	1781	0	1702
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.3
Prop In Lane	0.33		0.33	0.35		0.35	1.00		0.00	1.00		0.55
Lane Grp Cap(c), veh/h	8	0	0	35	0	0	25	723	0	9	0	328
V/C Ratio(X)	0.36	0.00	0.00	0.75	0.00	0.00	0.71	0.06	0.00	0.47	0.00	0.09
Avail Cap(c_a), veh/h	418	0	0	417	0	0	429	1540	0	429	0	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.3	0.0	0.0	10.1	0.0	0.0	10.2	6.7	0.0	10.3	0.0	6.9
Incr Delay (d2), s/veh	9.3	0.0	0.0	11.1	0.0	0.0	12.7	0.0	0.0	13.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	0.0	21.2	0.0	0.0	22.8	6.7	0.0	24.2	0.0	7.0
LnGrp LOS	B	A	A	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		3			26			63			35	
Approach Delay, s/veh		19.7			21.2			11.3			9.0	
Approach LOS		B			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	8.2		4.4	4.3	8.0		4.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	9.0		5.0	5.0	9.0		5.0				
Max Q Clear Time (g_c+I1), s	2.0	2.2		2.3	2.2	2.3		2.0				
Green Ext Time (p_c), s	0.0	0.1		0.0	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		12.9	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	9	8	57	10	64	13	984	90	297	1965	53
Future Volume (veh/h)	74	9	8	57	10	64	13	984	90	297	1965	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	78	9	0	60	11	0	14	1036	0	313	2068	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	5	5	5
Cap, veh/h	150	53		135	47		40	2705		375	3200	989
Arrive On Green	0.03	0.03	0.00	0.03	0.03	0.00	0.01	0.54	0.00	0.11	0.64	0.64
Sat Flow, veh/h	5344	1870	1585	5344	1870	1585	3374	4985	1547	3374	4985	1540
Grp Volume(v), veh/h	78	9	0	60	11	0	14	1036	0	313	2068	56
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1687	1662	1547	1687	1662	1540
Q Serve(g_s), s	2.2	0.7	0.0	1.7	0.9	0.0	0.6	18.0	0.0	13.6	38.1	2.0
Cycle Q Clear(g_c), s	2.2	0.7	0.0	1.7	0.9	0.0	0.6	18.0	0.0	13.6	38.1	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	150	53		135	47		40	2705		375	3200	989
V/C Ratio(X)	0.52	0.17		0.44	0.23		0.35	0.38		0.83	0.65	0.06
Avail Cap(c_a), veh/h	428	150		395	138		270	2768		562	3200	989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.76	0.76	0.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	71.9	71.2	0.0	72.1	71.7	0.0	73.5	19.8	0.0	65.3	16.4	10.0
Incr Delay (d2), s/veh	2.8	1.5	0.0	3.1	3.4	0.0	1.5	0.1	0.0	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.4	0.0	0.8	0.5	0.0	0.3	6.9	0.0	5.8	13.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.6	72.7	0.0	75.2	75.1	0.0	75.0	19.9	0.0	65.7	16.5	10.0
LnGrp LOS	E	E		E	E		E	B		E	B	A
Approach Vol, veh/h		87	A		71	A		1050	A		2437	
Approach Delay, s/veh		74.4			75.2			20.7			22.7	
Approach LOS		E			E			C			C	

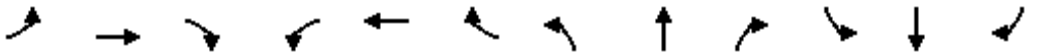
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.7	87.1		8.7	5.8	102.0		8.2				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.0				
Max Green Setting (Gmax), s	25.0	83.3		11.1	12.0	96.3		12.0				
Max Q Clear Time (g_c+I1), s	15.6	20.0		3.7	2.6	40.1		4.2				
Green Ext Time (p_c), s	1.0	37.6		0.2	0.0	54.6		0.2				

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

Notes

User approved volume balancing among the lanes for turning movement.

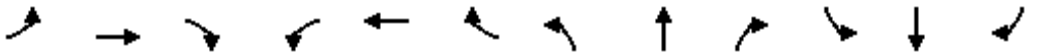
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	1	118	5	2	4	42	1470	1	5	1557	156
Future Volume (veh/h)	172	1	118	5	2	4	42	1470	1	5	1557	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	181	1	124	5	2	4	44	1547	1	5	1639	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	271	1	242	32	13	40	75	1915	1	12	1741	777
Arrive On Green	0.15	0.15	0.15	0.02	0.02	0.02	0.04	0.53	0.53	0.01	0.49	0.49
Sat Flow, veh/h	1772	10	1585	1290	516	1585	1781	3644	2	1781	3554	1585
Grp Volume(v), veh/h	182	0	124	7	0	4	44	754	794	5	1639	164
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1806	0	1585	1781	1777	1870	1781	1777	1585
Q Serve(g_s), s	6.3	0.0	4.7	0.2	0.0	0.2	1.6	22.8	22.8	0.2	28.4	3.8
Cycle Q Clear(g_c), s	6.3	0.0	4.7	0.2	0.0	0.2	1.6	22.8	22.8	0.2	28.4	3.8
Prop In Lane	0.99		1.00	0.71		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	272	0	242	45	0	40	75	934	983	12	1741	777
V/C Ratio(X)	0.67	0.00	0.51	0.16	0.00	0.10	0.59	0.81	0.81	0.42	0.94	0.21
Avail Cap(c_a), veh/h	547	0	486	249	0	219	137	934	983	137	1751	781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	0.0	25.4	31.1	0.0	31.1	30.7	12.7	12.7	32.2	15.7	9.5
Incr Delay (d2), s/veh	1.1	0.0	0.6	0.6	0.0	0.4	2.7	5.6	5.3	8.7	10.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	1.7	0.1	0.0	0.1	0.7	8.9	9.3	0.1	12.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	0.0	26.0	31.7	0.0	31.5	33.3	18.4	18.1	40.9	26.5	9.6
LnGrp LOS	C	A	C	C	A	C	C	B	B	D	C	A
Approach Vol, veh/h		306			11			1592			1808	
Approach Delay, s/veh		26.7			31.6			18.6			25.0	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	40.2		5.6	6.7	37.9		14.9				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.9				
Max Green Setting (Gmax), s	5.0	32.1		9.0	5.0	32.1		20.0				
Max Q Clear Time (g_c+I1), s	2.2	24.8		2.2	3.6	30.4		8.3				
Green Ext Time (p_c), s	0.0	5.5		0.0	0.0	1.5		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		22.4	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	14	372	3	6	18	81	1206	8	7	1387	317
Future Volume (veh/h)	305	14	372	3	6	18	81	1206	8	7	1387	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	321	15	392	3	6	19	85	1269	8	7	1460	334
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1018	17	452	31	32	27	126	1705	11	10	1563	697
Arrive On Green	0.29	0.29	0.29	0.02	0.02	0.02	0.04	0.47	0.47	0.01	0.44	0.44
Sat Flow, veh/h	3456	59	1535	1781	1870	1585	3456	3620	23	1781	3554	1585
Grp Volume(v), veh/h	321	0	407	3	6	19	85	623	654	7	1460	334
Grp Sat Flow(s),veh/h/ln	1728	0	1594	1781	1870	1585	1728	1777	1866	1781	1777	1585
Q Serve(g_s), s	6.0	0.0	20.0	0.1	0.3	1.0	2.0	23.6	23.6	0.3	32.3	12.4
Cycle Q Clear(g_c), s	6.0	0.0	20.0	0.1	0.3	1.0	2.0	23.6	23.6	0.3	32.3	12.4
Prop In Lane	1.00		0.96	1.00		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	1018	0	470	31	32	27	126	837	879	10	1563	697
V/C Ratio(X)	0.32	0.00	0.87	0.10	0.19	0.70	0.68	0.74	0.74	0.73	0.93	0.48
Avail Cap(c_a), veh/h	1255	0	579	65	68	58	126	837	879	65	1570	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	27.6	40.0	40.0	40.4	39.3	17.8	17.8	41.0	22.0	16.4
Incr Delay (d2), s/veh	0.2	0.0	11.2	0.5	1.0	11.2	11.3	4.4	4.2	32.1	11.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	8.8	0.1	0.1	0.5	1.0	9.5	9.9	0.2	14.2	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	0.0	38.8	40.5	41.0	51.6	50.7	22.3	22.1	73.1	33.0	17.6
LnGrp LOS	C	A	D	D	D	D	D	C	C	E	C	B
Approach Vol, veh/h		728			28			1362			1801	
Approach Delay, s/veh		31.7			48.1			23.9			30.3	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	44.4		5.4	7.0	41.8		28.3				
Change Period (Y+Rc), s	4.0	5.5		4.0	4.0	5.5		4.0				
Max Green Setting (Gmax), s	3.0	36.5		3.0	3.0	36.5		30.0				
Max Q Clear Time (g_c+I1), s	2.3	25.6		3.0	4.0	34.3		22.0				
Green Ext Time (p_c), s	0.0	7.6		0.0	0.0	2.1		2.4				

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

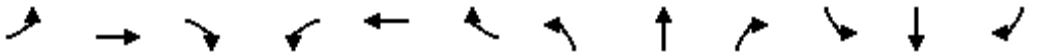
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	141	473	865	408	946	822
Future Volume (veh/h)	141	473	865	408	946	822
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	498	911	429	996	865
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	366	577	1369	611	891	2609
Arrive On Green	0.11	0.11	0.39	0.39	0.26	0.73
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	148	498	911	429	996	865
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	2.3	2.0	12.3	13.3	15.0	5.0
Cycle Q Clear(g_c), s	2.3	2.0	12.3	13.3	15.0	5.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	366	577	1369	611	891	2609
V/C Ratio(X)	0.40	0.86	0.67	0.70	1.12	0.33
Avail Cap(c_a), veh/h	1426	1063	1692	755	891	2853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	17.2	14.8	15.1	21.6	2.7
Incr Delay (d2), s/veh	0.3	1.5	0.9	2.7	68.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.9	4.5	4.6	13.9	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.6	18.7	15.7	17.8	89.6	2.8
LnGrp LOS	C	B	B	B	F	A
Approach Vol, veh/h	646		1340			1861
Approach Delay, s/veh	20.1		16.4			49.2
Approach LOS	C		B			D

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				48.0		10.2	20.3	27.7
Change Period (Y+Rc), s				5.3		4.0	5.3	* 5.3
Max Green Setting (Gmax), s				46.7		24.0	15.0	* 28
Max Q Clear Time (g_c+I1), s				7.0		4.3	17.0	15.3
Green Ext Time (p_c), s				6.1		1.8	0.0	7.1

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	9	18	36	20	45	13	1054	0	46	776	90
Future Volume (veh/h)	280	9	18	36	20	45	13	1054	0	46	776	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	319	0	0	38	21	47	14	1109	0	48	817	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	477	251	0	48	26	59	19	1445	0	58	1375	160
Arrive On Green	0.13	0.00	0.00	0.08	0.08	0.08	0.01	0.41	0.00	0.03	0.43	0.43
Sat Flow, veh/h	3563	1870	0	611	338	755	1781	3647	0	1781	3207	373
Grp Volume(v), veh/h	319	0	0	106	0	0	14	1109	0	48	453	459
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1704	0	0	1781	1777	0	1781	1777	1803
Q Serve(g_s), s	4.2	0.0	0.0	3.0	0.0	0.0	0.4	13.3	0.0	1.3	9.7	9.7
Cycle Q Clear(g_c), s	4.2	0.0	0.0	3.0	0.0	0.0	0.4	13.3	0.0	1.3	9.7	9.7
Prop In Lane	1.00		0.00	0.36		0.44	1.00		0.00	1.00		0.21
Lane Grp Cap(c), veh/h	477	251	0	133	0	0	19	1445	0	58	762	773
V/C Ratio(X)	0.67	0.00	0.00	0.80	0.00	0.00	0.74	0.77	0.00	0.83	0.59	0.59
Avail Cap(c_a), veh/h	1365	717	0	137	0	0	108	1584	0	108	778	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	0.0	22.5	0.0	0.0	24.5	12.7	0.0	23.9	10.9	10.9
Incr Delay (d2), s/veh	0.6	0.0	0.0	24.5	0.0	0.0	18.8	2.4	0.0	10.7	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.0	0.0	0.0	0.3	4.7	0.0	0.7	3.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	0.0	47.0	0.0	0.0	43.3	15.1	0.0	34.5	12.1	12.1
LnGrp LOS	C	A	A	D	A	A	D	B	A	C	B	B
Approach Vol, veh/h		319			106			1123			960	
Approach Delay, s/veh		21.0			47.0			15.4			13.2	
Approach LOS		C			D			B			B	

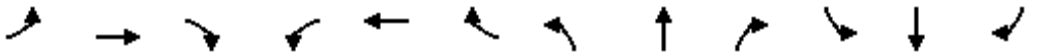
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	25.5		7.9	4.5	26.6		10.6				
Change Period (Y+Rc), s	4.0	* 5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	3.0	* 22		4.0	3.0	21.7		19.0				
Max Q Clear Time (g_c+I1), s	3.3	15.3		5.0	2.4	11.7		6.2				
Green Ext Time (p_c), s	0.0	4.8		0.0	0.0	4.4		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		16.6
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	10	27	25	1	7	40	1065	23	8	803	27
Future Volume (veh/h)	76	10	27	25	1	7	40	1065	23	8	803	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	11	28	26	1	7	42	1121	24	8	845	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	17	123	53	2	49	277	1766	38	11	1146	38
Arrive On Green	0.08	0.08	0.08	0.03	0.03	0.03	0.16	0.50	0.50	0.01	0.33	0.33
Sat Flow, veh/h	1575	217	1585	1718	66	1585	1781	3557	76	1781	3510	116
Grp Volume(v), veh/h	91	0	28	27	0	7	42	560	585	8	428	445
Grp Sat Flow(s),veh/h/ln	1792	0	1585	1784	0	1585	1781	1777	1857	1781	1777	1849
Q Serve(g_s), s	2.1	0.0	0.7	0.6	0.0	0.2	0.9	10.1	10.1	0.2	9.3	9.3
Cycle Q Clear(g_c), s	2.1	0.0	0.7	0.6	0.0	0.2	0.9	10.1	10.1	0.2	9.3	9.3
Prop In Lane	0.88		1.00	0.96		1.00	1.00		0.04	1.00		0.06
Lane Grp Cap(c), veh/h	139	0	123	55	0	49	277	882	921	11	580	604
V/C Ratio(X)	0.66	0.00	0.23	0.49	0.00	0.14	0.15	0.63	0.63	0.71	0.74	0.74
Avail Cap(c_a), veh/h	824	0	729	657	0	584	656	1149	1200	164	658	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	18.8	20.7	0.0	20.5	15.9	8.0	8.1	21.6	13.0	13.0
Incr Delay (d2), s/veh	2.0	0.0	0.3	2.5	0.0	0.5	0.1	1.2	1.1	25.7	4.5	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.2	0.3	0.0	0.1	0.3	2.9	3.0	0.2	3.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	0.0	19.2	23.2	0.0	21.0	16.0	9.2	9.2	47.3	17.4	17.3
LnGrp LOS	C	A	B	C	A	C	B	A	A	D	B	B
Approach Vol, veh/h		119			34			1187			881	
Approach Delay, s/veh		20.9			22.7			9.4			17.6	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	26.5		7.4	11.7	19.1		5.3				
Change Period (Y+Rc), s	4.0	4.9		4.0	4.9	* 4.9		4.0				
Max Green Setting (Gmax), s	4.0	28.1		20.0	16.0	* 16		16.0				
Max Q Clear Time (g_c+I1), s	2.2	12.1		4.1	2.9	11.3		2.6				
Green Ext Time (p_c), s	0.0	9.5		0.3	0.0	2.9		0.0				

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

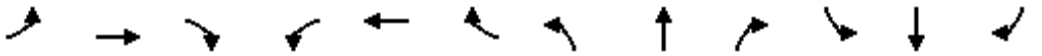
Notes

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	53	147	321	8	372	580
Future Volume (veh/h)	53	147	321	8	372	580
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	155	338	8	392	611
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	701	321	1226	380	462	2993
Arrive On Green	0.20	0.20	0.24	0.24	0.26	0.59
Sat Flow, veh/h	3456	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	56	155	338	8	392	611
Grp Sat Flow(s),veh/h/ln	1728	1585	1702	1585	1781	1702
Q Serve(g_s), s	0.6	4.0	2.5	0.2	9.6	2.6
Cycle Q Clear(g_c), s	0.6	4.0	2.5	0.2	9.6	2.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	701	321	1226	380	462	2993
V/C Ratio(X)	0.08	0.48	0.28	0.02	0.85	0.20
Avail Cap(c_a), veh/h	1503	690	3365	1045	620	5587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	16.2	14.2	13.3	16.2	4.5
Incr Delay (d2), s/veh	0.0	0.4	0.2	0.0	6.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.2	0.7	0.1	3.7	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	16.6	14.4	13.4	22.7	4.5
LnGrp LOS	B	B	B	B	C	A
Approach Vol, veh/h	211		346			1003
Approach Delay, s/veh	16.1		14.4			11.6
Approach LOS	B		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.9	16.7			32.7	13.3
Change Period (Y+Rc), s	4.0	5.7			5.7	4.0
Max Green Setting (Gmax), s	16.0	30.3			50.3	20.0
Max Q Clear Time (g_c+I1), s	11.6	4.5			4.6	6.0
Green Ext Time (p_c), s	0.4	6.6			15.8	0.3

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B



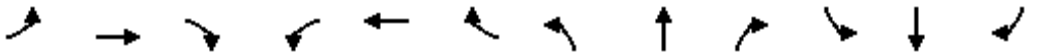
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	447	54	204	368	93	18	3	161	90	3	15
Future Volume (veh/h)	34	447	54	204	368	93	18	3	161	90	3	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	471	57	215	387	98	19	3	169	97	0	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	978	117	271	1544	479	266	42	273	533	0	237
Arrive On Green	0.06	0.21	0.21	0.15	0.30	0.30	0.17	0.17	0.17	0.15	0.00	0.15
Sat Flow, veh/h	1781	4625	551	1781	5106	1585	1548	244	1585	3563	0	1585
Grp Volume(v), veh/h	36	345	183	215	387	98	22	0	169	97	0	16
Grp Sat Flow(s),veh/h/ln	1781	1702	1771	1781	1702	1585	1793	0	1585	1781	0	1585
Q Serve(g_s), s	1.1	4.9	5.0	6.4	3.1	2.5	0.6	0.0	5.4	1.3	0.0	0.5
Cycle Q Clear(g_c), s	1.1	4.9	5.0	6.4	3.1	2.5	0.6	0.0	5.4	1.3	0.0	0.5
Prop In Lane	1.00		0.31	1.00		1.00	0.86		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	720	375	271	1544	479	308	0	273	533	0	237
V/C Ratio(X)	0.33	0.48	0.49	0.79	0.25	0.20	0.07	0.00	0.62	0.18	0.00	0.07
Avail Cap(c_a), veh/h	648	1962	1021	615	2850	885	391	0	346	1296	0	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.7	19.0	19.1	22.5	14.5	14.3	19.1	0.0	21.1	20.4	0.0	20.1
Incr Delay (d2), s/veh	0.6	1.0	2.0	2.0	0.2	0.4	0.0	0.0	0.9	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.8	2.0	2.5	1.0	0.8	0.2	0.0	1.9	0.5	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	20.0	21.1	24.5	14.7	14.7	19.1	0.0	22.0	20.5	0.0	20.1
LnGrp LOS	C	C	C	C	B	B	B	A	C	C	A	C
Approach Vol, veh/h		564			700			191			113	
Approach Delay, s/veh		20.7			17.7			21.6			20.5	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	16.9		12.2	7.4	21.9		13.5				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	19.0	31.7		20.0	20.0	30.7		12.0				
Max Q Clear Time (g_c+I1), s	8.4	7.0		3.3	3.1	5.1		7.4				
Green Ext Time (p_c), s	0.3	4.6		0.2	0.0	4.4		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		19.4	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.



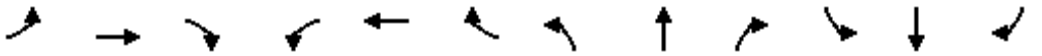
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	763	283	65	217	77	371	429	35	80	332	47
Future Volume (veh/h)	218	763	283	65	217	77	371	429	35	80	332	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	2145	2145	2145
Adj Flow Rate, veh/h	229	803	298	68	228	81	391	452	37	84	349	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	1156	516	155	920	411	477	1056	328	380	964	299
Arrive On Green	0.15	0.33	0.33	0.09	0.26	0.26	0.14	0.21	0.21	0.10	0.16	0.16
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	5106	1585	3964	5857	1818
Grp Volume(v), veh/h	229	803	298	68	228	81	391	452	37	84	349	49
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1702	1585	1982	1952	1818
Q Serve(g_s), s	8.1	12.8	10.2	2.4	3.3	2.6	7.2	5.0	1.2	1.3	3.5	1.5
Cycle Q Clear(g_c), s	8.1	12.8	10.2	2.4	3.3	2.6	7.2	5.0	1.2	1.3	3.5	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	1156	516	155	920	411	477	1056	328	380	964	299
V/C Ratio(X)	0.84	0.69	0.58	0.44	0.25	0.20	0.82	0.43	0.11	0.22	0.36	0.16
Avail Cap(c_a), veh/h	273	1242	554	218	1112	496	477	2584	802	486	2874	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	19.2	18.3	28.3	19.1	18.9	27.3	22.5	21.0	27.2	24.2	23.4
Incr Delay (d2), s/veh	19.2	2.1	2.3	0.7	0.2	0.4	10.2	0.4	0.2	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	5.2	3.6	1.0	1.3	0.9	3.4	1.9	0.4	0.6	1.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	21.3	20.6	29.0	19.4	19.2	37.5	22.9	21.2	27.3	24.6	23.8
LnGrp LOS	D	C	C	C	B	B	D	C	C	C	C	C
Approach Vol, veh/h		1330			377			880			482	
Approach Delay, s/veh		25.4			21.1			29.4			25.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	26.5	13.0	16.0	14.0	22.2	10.3	18.8
Change Period (Y+Rc), s	4.0	* 5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	8.0	* 23	9.0	32.0	10.0	20.4	8.0	33.0
Max Q Clear Time (g_c+I1), s	4.4	14.8	9.2	5.5	10.1	5.3	3.3	7.0
Green Ext Time (p_c), s	0.0	6.4	0.0	5.3	0.0	3.0	0.1	6.1

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	2	13	25	2	136	49	786	41	134	459	21
Future Volume (veh/h)	12	2	13	25	2	136	49	786	41	134	459	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1988	1988	1988	1870	1945	1870	2145	2231	2145
Adj Flow Rate, veh/h	13	2	14	26	2	143	52	827	43	141	483	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	14	94	255	20	399	109	1305	68	189	2416	721
Arrive On Green	0.06	0.06	0.06	0.14	0.14	0.14	0.06	0.37	0.37	0.09	0.40	0.40
Sat Flow, veh/h	1554	239	1585	1764	136	1681	1781	3572	186	2043	6091	1818
Grp Volume(v), veh/h	15	0	14	28	0	143	52	428	442	141	483	22
Grp Sat Flow(s),veh/h/ln	1793	0	1585	1900	0	1681	1781	1848	1909	2043	2030	1818
Q Serve(g_s), s	0.4	0.0	0.4	0.7	0.0	3.6	1.4	9.8	9.8	3.4	2.7	0.4
Cycle Q Clear(g_c), s	0.4	0.0	0.4	0.7	0.0	3.6	1.4	9.8	9.8	3.4	2.7	0.4
Prop In Lane	0.87		1.00	0.93		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	107	0	94	274	0	399	109	675	697	189	2416	721
V/C Ratio(X)	0.14	0.00	0.15	0.10	0.00	0.36	0.48	0.63	0.63	0.74	0.20	0.03
Avail Cap(c_a), veh/h	315	0	279	769	0	837	209	759	784	280	2620	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	22.8	19.0	0.0	16.3	23.2	13.4	13.4	22.6	10.1	9.4
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.1	0.0	0.2	1.2	2.5	2.4	2.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.3	0.0	1.2	0.6	3.6	3.7	1.6	0.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.0	0.0	23.1	19.1	0.0	16.5	24.4	15.9	15.8	25.0	10.2	9.5
LnGrp LOS	C	A	C	B	A	B	C	B	B	C	B	A
Approach Vol, veh/h		29			171			922			646	
Approach Delay, s/veh		23.1			16.9			16.4			13.4	
Approach LOS		C			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.0	7.1	25.6		11.4	8.7	24.0				
Change Period (Y+Rc), s		4.0	4.0	5.3		4.0	4.0	5.3				
Max Green Setting (Gmax), s		9.0	6.0	22.0		20.7	7.0	21.0				
Max Q Clear Time (g_c+I1), s		2.4	3.4	4.7		5.6	5.4	11.8				
Green Ext Time (p_c), s		0.0	0.0	7.0		0.3	0.0	6.8				

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

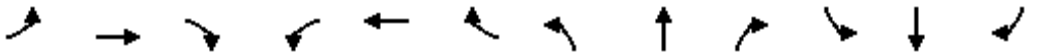
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	183	798	1	18	443
Future Volume (veh/h)	2	183	798	1	18	443
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	193	840	1	19	466
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	361	321	1347	2	60	1868
Arrive On Green	0.20	0.20	0.37	0.37	0.03	0.53
Sat Flow, veh/h	1781	1585	3736	4	1781	3647
Grp Volume(v), veh/h	2	193	410	431	19	466
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1870	1781	1777
Q Serve(g_s), s	0.0	3.6	6.2	6.2	0.3	2.3
Cycle Q Clear(g_c), s	0.0	3.6	6.2	6.2	0.3	2.3
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	361	321	657	691	60	1868
V/C Ratio(X)	0.01	0.60	0.62	0.62	0.31	0.25
Avail Cap(c_a), veh/h	1098	977	1084	1141	380	3350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	11.9	8.5	8.5	15.5	4.2
Incr Delay (d2), s/veh	0.0	0.7	1.3	1.3	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	1.5	1.6	0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	12.5	9.8	9.7	16.6	4.3
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	195		841			485
Approach Delay, s/veh	12.5		9.8			4.8
Approach LOS	B		A			A

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				22.1		10.6	5.1	17.0
Change Period (Y+Rc), s				4.9		4.0	4.0	* 4.9
Max Green Setting (Gmax), s				30.9		20.2	7.0	* 20
Max Q Clear Time (g_c+I1), s				4.3		5.6	2.3	8.2
Green Ext Time (p_c), s				2.0		0.4	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Notes

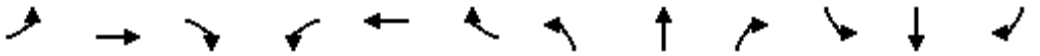
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	5	0	11	0	1472	27	23	1237	0
Future Volume (veh/h)	0	0	0	5	0	11	0	1472	27	23	1237	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	5	0	12	0	1549	28	24	1302	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	4	3	10	0	0	0	2527	46	31	2873	0
Arrive On Green	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.71	0.71	0.02	0.81	0.00
Sat Flow, veh/h	0	-74814	1585	1781	5		0	3665	64	1781	3647	0
Grp Volume(v), veh/h	0	0	0	5	39.1		0	770	807	24	1302	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	D		0	1777	1859	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1			0.0	10.7	10.7	0.6	5.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1			0.0	10.7	10.7	0.6	5.3	0.0
Prop In Lane	0.00		1.00	1.00			0.00		0.03	1.00		0.00
Lane Grp Cap(c), veh/h	0	4	3	10			0	1257	1315	31	2873	0
V/C Ratio(X)	0.00	0.00	0.00	0.52			0.00	0.61	0.61	0.79	0.45	0.00
Avail Cap(c_a), veh/h	0	940	796	149			0	1566	1638	112	3652	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	23.7			0.0	3.6	3.6	23.4	1.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	15.4			0.0	1.3	1.3	15.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1			0.0	1.2	1.3	0.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	39.1			0.0	4.9	4.9	38.5	1.6	0.0
LnGrp LOS	A	A	A	D			A	A	A	D	A	A
Approach Vol, veh/h		0						1577			1326	
Approach Delay, s/veh		0.0						4.9			2.3	
Approach LOS								A			A	

Timer - Assigned Phs	1	2	3	4		6
Phs Duration (G+Y+Rc), s	4.8	38.7	4.3	0.0		43.5
Change Period (Y+Rc), s	4.0	4.9	4.0	4.0		4.9
Max Green Setting (Gmax), s	3.0	42.1	4.0	24.0		49.1
Max Q Clear Time (g_c+I1), s	2.6	12.7	2.1	0.0		7.3
Green Ext Time (p_c), s	0.0	21.1	0.0	0.0		19.9

Intersection Summary	
HCM 6th Ctrl Delay	3.8
HCM 6th LOS	A



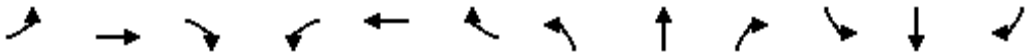
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	24	31	60	27	54	34	1673	40	84	1182	29
Future Volume (veh/h)	48	24	31	60	27	54	34	1673	40	84	1182	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	25	33	63	28	57	36	1761	42	88	1244	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	169	143	190	57	117	86	1826	43	133	1917	48
Arrive On Green	0.09	0.09	0.09	0.11	0.11	0.11	0.05	0.51	0.51	0.07	0.54	0.54
Sat Flow, veh/h	1781	1870	1585	1781	539	1097	1781	3547	84	1781	3542	88
Grp Volume(v), veh/h	51	25	33	63	0	85	36	879	924	88	624	651
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1635	1781	1777	1854	1781	1777	1854
Q Serve(g_s), s	2.2	1.0	1.6	2.6	0.0	4.0	1.6	38.5	38.9	3.9	20.1	20.1
Cycle Q Clear(g_c), s	2.2	1.0	1.6	2.6	0.0	4.0	1.6	38.5	38.9	3.9	20.1	20.1
Prop In Lane	1.00		1.00	1.00		0.67	1.00		0.05	1.00		0.05
Lane Grp Cap(c), veh/h	161	169	143	190	0	174	86	915	954	133	962	1003
V/C Ratio(X)	0.32	0.15	0.23	0.33	0.00	0.49	0.42	0.96	0.97	0.66	0.65	0.65
Avail Cap(c_a), veh/h	176	185	157	352	0	324	154	916	956	154	962	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	33.9	34.2	33.5	0.0	34.1	37.4	18.9	19.0	36.4	13.1	13.1
Incr Delay (d2), s/veh	1.0	0.3	0.7	0.9	0.0	1.8	1.2	21.0	21.7	5.4	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.5	0.6	1.2	0.0	1.6	0.7	18.2	19.4	1.8	7.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	34.3	34.9	34.3	0.0	35.9	38.6	39.9	40.6	41.8	14.8	14.8
LnGrp LOS	D	C	C	C	A	D	D	D	D	D	B	B
Approach Vol, veh/h		109			148			1839			1363	
Approach Delay, s/veh		35.0			35.2			40.2			16.6	
Approach LOS		C			D			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	49.1		12.6	10.0	46.9		11.3				
Change Period (Y+Rc), s	4.0	* 5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	7.0	* 42		16.0	7.0	41.7		8.0				
Max Q Clear Time (g_c+I1), s	3.6	22.1		6.0	5.9	40.9		4.2				
Green Ext Time (p_c), s	0.0	8.4		0.3	0.0	0.7		0.0				

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

Notes

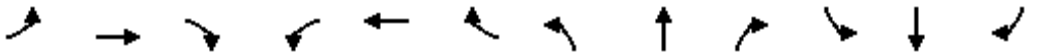
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	23	5	60	18	21	11	2517	16	12	1624	55
Future Volume (veh/h)	49	23	5	60	18	21	11	2517	16	12	1624	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1945	1870	1870	1841	1841	1870	1841	1841
Adj Flow Rate, veh/h	52	24	5	63	19	22	12	2649	17	13	1709	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	4	4
Cap, veh/h	68	31	6	83	25	29	16	2903	19	17	2816	96
Arrive On Green	0.06	0.06	0.06	0.08	0.08	0.08	0.02	1.00	1.00	0.01	0.56	0.56
Sat Flow, veh/h	1196	552	115	1101	332	384	1781	5152	33	1781	4991	169
Grp Volume(v), veh/h	81	0	0	104	0	0	12	1721	945	13	1147	620
Grp Sat Flow(s),veh/h/ln	1863	0	0	1817	0	0	1781	1675	1835	1781	1675	1810
Q Serve(g_s), s	2.6	0.0	0.0	3.4	0.0	0.0	0.4	0.0	0.0	0.4	13.6	13.6
Cycle Q Clear(g_c), s	2.6	0.0	0.0	3.4	0.0	0.0	0.4	0.0	0.0	0.4	13.6	13.6
Prop In Lane	0.64		0.06	0.61		0.21	1.00		0.02	1.00		0.09
Lane Grp Cap(c), veh/h	105	0	0	137	0	0	16	1888	1034	17	1890	1021
V/C Ratio(X)	0.77	0.00	0.00	0.76	0.00	0.00	0.74	0.91	0.91	0.75	0.61	0.61
Avail Cap(c_a), veh/h	124	0	0	242	0	0	89	1888	1034	89	1890	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.69	0.69	0.69	0.72	0.72	0.72
Uniform Delay (d), s/veh	27.9	0.0	0.0	27.2	0.0	0.0	29.4	0.0	0.0	29.6	8.7	8.7
Incr Delay (d2), s/veh	17.6	0.0	0.0	3.2	0.0	0.0	15.7	5.9	10.1	15.7	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	1.5	0.0	0.0	0.2	1.6	2.9	0.2	3.5	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	0.0	0.0	30.5	0.0	0.0	45.1	5.9	10.1	45.4	9.1	9.5
LnGrp LOS	D	A	A	C	A	A	D	A	B	D	A	A
Approach Vol, veh/h		81			104			2678			1780	
Approach Delay, s/veh		45.5			30.5			7.6			9.5	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.4	4.6	39.5		8.5	4.5	39.6				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		4.0	3.0	27.3		8.0	3.0	27.3				
Max Q Clear Time (g_c+I1), s		4.6	2.4	2.0		5.4	2.4	15.6				
Green Ext Time (p_c), s		0.0	0.0	25.1		0.0	0.0	11.1				

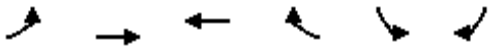
Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	0	21	65	0	18	3	2506	92	4	1644	5
Future Volume (vph)	44	0	21	65	0	18	3	2506	92	4	1644	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Lane Util. Factor	1.00		1.00	1.00		1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00		0.96	1.00		0.96	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Frt	1.00		0.85	1.00		0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770		1524	1770		1524	1768	5053		1769	5083	
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770		1524	1770		1524	1768	5053		1769	5083	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	46	0	22	68	0	19	3	2638	97	4	1731	5
RTOR Reduction (vph)	0	0	21	0	0	18	0	5	0	0	0	0
Lane Group Flow (vph)	46	0	1	68	0	1	3	2730	0	4	1736	0
Confl. Peds. (#/hr)	4		4	4		4	4		4	4		4
Confl. Bikes (#/hr)			2			2			2			2
Turn Type	Prot		Perm	Prot		Perm	Prot	NA		Prot	NA	
Protected Phases	6			5			7	4		3	8	
Permitted Phases			6			5						
Actuated Green, G (s)	3.8		3.8	3.8		3.8	0.6	38.9		0.6	38.9	
Effective Green, g (s)	3.8		3.8	3.8		3.8	0.6	38.9		0.6	38.9	
Actuated g/C Ratio	0.06		0.06	0.06		0.06	0.01	0.65		0.01	0.65	
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Vehicle Extension (s)	2.0		2.0	2.0		2.0	2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)	112		96	112		96	17	3276		17	3295	
v/s Ratio Prot	0.03			c0.04			0.00	c0.54		c0.00	0.34	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.41		0.01	0.61		0.01	0.18	0.83		0.24	0.53	
Uniform Delay, d1	27.0		26.3	27.4		26.3	29.5	8.1		29.5	5.6	
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00		1.36	0.74	
Incremental Delay, d2	0.9		0.0	6.2		0.0	1.8	2.7		2.2	0.2	
Delay (s)	27.9		26.4	33.6		26.4	31.3	10.7		42.3	4.3	
Level of Service	C		C	C		C	C	B		D	A	
Approach Delay (s)		27.4			32.0			10.7			4.4	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		

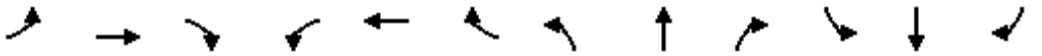
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	163	239	67	27	0
Future Volume (veh/h)	9	163	239	67	27	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	172	252	71	28	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	13	1666	956	427	38	34
Arrive On Green	0.01	0.47	0.27	0.27	0.02	0.00
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	9	172	252	71	28	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.1	0.6	1.2	0.7	0.3	0.0
Cycle Q Clear(g_c), s	0.1	0.6	1.2	0.7	0.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	13	1666	956	427	38	34
V/C Ratio(X)	0.69	0.10	0.26	0.17	0.73	0.00
Avail Cap(c_a), veh/h	1370	7741	4323	1928	2064	1837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.3	3.1	6.0	5.8	10.1	0.0
Incr Delay (d2), s/veh	21.5	0.0	0.2	0.3	9.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.1	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.8	3.1	6.2	6.1	19.5	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		181	323		28	
Approach Delay, s/veh		4.6	6.2		19.5	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			15.4		5.3	4.2	11.3
Change Period (Y+Rc), s			5.7		4.9	4.0	5.7
Max Green Setting (Gmax), s			45.3		24.1	16.0	25.3
Max Q Clear Time (g_c+I1), s			2.6		2.3	2.1	3.2
Green Ext Time (p_c), s			1.4		0.0	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	355	308	80	185	37	256	549	86	49	215	52
Future Volume (veh/h)	47	355	308	80	185	37	256	549	86	49	215	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	374	0	84	195	0	269	578	0	52	226	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	634		171	765		326	985		128	848	
Arrive On Green	0.06	0.18	0.00	0.10	0.22	0.00	0.18	0.28	0.00	0.07	0.17	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	5274	0
Grp Volume(v), veh/h	49	374	0	84	195	0	269	578	0	52	226	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1702	0
Q Serve(g_s), s	1.3	4.9	0.0	2.3	2.3	0.0	7.3	7.1	0.0	1.4	1.9	0.0
Cycle Q Clear(g_c), s	1.3	4.9	0.0	2.3	2.3	0.0	7.3	7.1	0.0	1.4	1.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	105	634		171	765		326	985		128	848	
V/C Ratio(X)	0.47	0.59		0.49	0.25		0.83	0.59		0.41	0.27	
Avail Cap(c_a), veh/h	212	1408		247	1507		388	1901		247	2327	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.0	19.0	0.0	21.6	16.4	0.0	19.8	15.7	0.0	22.4	18.4	0.0
Incr Delay (d2), s/veh	1.2	1.4	0.0	0.8	0.4	0.0	10.1	1.1	0.0	0.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.9	0.0	0.9	0.9	0.0	3.6	2.7	0.0	0.6	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	20.4	0.0	22.5	16.8	0.0	29.9	16.9	0.0	23.2	18.7	0.0
LnGrp LOS	C	C		C	B		C	B		C	B	
Approach Vol, veh/h		423	A		279	A		847	A		278	A
Approach Delay, s/veh		20.9			18.5			21.0			19.5	
Approach LOS		C			B			C			B	

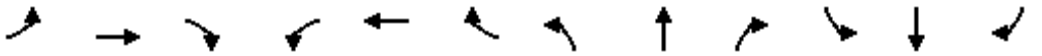
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	14.7	13.2	13.7	7.0	16.6	7.6	19.3
Change Period (Y+Rc), s	4.0	5.7	4.0	5.3	4.0	* 5.7	4.0	5.3
Max Green Setting (Gmax), s	7.0	20.0	11.0	23.0	6.0	* 21	7.0	27.0
Max Q Clear Time (g_c+I1), s	4.3	6.9	9.3	3.9	3.3	4.3	3.4	9.1
Green Ext Time (p_c), s	0.0	2.2	0.1	1.8	0.0	1.4	0.0	4.9

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	41	31	47	11	38	19	1288	62	49	347	8
Future Volume (veh/h)	10	41	31	47	11	38	19	1288	62	49	347	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	43	33	49	12	0	20	1356	65	52	365	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	94	95	144	9		261	2280	109	64	1854	
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.00	0.15	0.66	0.66	0.04	0.52	0.00
Sat Flow, veh/h	296	1560	1585	601	147	1585	1781	3452	165	1781	3647	0
Grp Volume(v), veh/h	54	0	33	61	0	0	20	697	724	52	365	0
Grp Sat Flow(s),veh/h/ln	1856	0	1585	748	0	1585	1781	1777	1841	1781	1777	0
Q Serve(g_s), s	0.0	0.0	1.2	1.9	0.0	0.0	0.6	13.1	13.2	1.7	3.3	0.0
Cycle Q Clear(g_c), s	1.7	0.0	1.2	3.6	0.0	0.0	0.6	13.1	13.2	1.7	3.3	0.0
Prop In Lane	0.20		1.00	0.80		1.00	1.00		0.09	1.00		0.00
Lane Grp Cap(c), veh/h	184	0	95	153	0		261	1173	1216	64	1854	
V/C Ratio(X)	0.29	0.00	0.35	0.40	0.00		0.08	0.59	0.60	0.81	0.20	
Avail Cap(c_a), veh/h	402	0	293	329	0		261	1173	1216	119	1854	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.3	0.0	27.1	29.3	0.0	0.0	22.1	5.7	5.7	28.7	7.6	0.0
Incr Delay (d2), s/veh	0.7	0.0	1.6	1.2	0.0	0.0	0.0	0.9	0.9	8.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.4	0.9	0.0	0.0	0.2	2.7	2.8	0.8	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	0.0	28.7	30.5	0.0	0.0	22.1	6.6	6.6	37.3	7.9	0.0
LnGrp LOS	C	A	C	C	A		C	A	A	D	A	
Approach Vol, veh/h		87			61	A		1441			417	A
Approach Delay, s/veh		28.2			30.5			6.8			11.6	
Approach LOS		C			C			A			B	

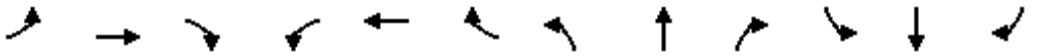
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		8.5	14.5	37.0		8.5	6.2	45.3				
Change Period (Y+Rc), s		4.9	5.7	* 5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		11.1	3.0	* 31		11.1	4.0	30.3				
Max Q Clear Time (g_c+I1), s		3.7	2.6	5.3		5.6	3.7	15.2				
Green Ext Time (p_c), s		0.1	0.0	2.2		0.0	0.0	7.9				

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

Notes

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

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



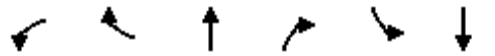
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	4	2	21	1	22	6	1240	31	20	348	5
Future Volume (veh/h)	7	4	2	21	1	22	6	1240	31	20	348	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	4	2	22	1	23	6	1305	33	21	366	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	21	78	78	2	78	374	2780	70	25	2046	28
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.21	0.78	0.78	0.01	0.57	0.57
Sat Flow, veh/h	1	433	1585	2	39	1585	1781	3542	90	1781	3589	49
Grp Volume(v), veh/h	11	0	2	23	0	23	6	654	684	21	181	190
Grp Sat Flow(s),veh/h/ln	435	0	1585	40	0	1585	1781	1777	1854	1781	1777	1862
Q Serve(g_s), s	0.0	0.0	0.1	0.0	0.0	1.3	0.2	11.3	11.3	1.1	4.4	4.4
Cycle Q Clear(g_c), s	4.4	0.0	0.1	4.4	0.0	1.3	0.2	11.3	11.3	1.1	4.4	4.4
Prop In Lane	0.64		1.00	0.96		1.00	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	87	0	78	80	0	78	374	1395	1455	25	1013	1061
V/C Ratio(X)	0.13	0.00	0.03	0.29	0.00	0.30	0.02	0.47	0.47	0.85	0.18	0.18
Avail Cap(c_a), veh/h	386	0	387	359	0	387	374	1395	1455	79	1013	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	0.0	40.8	44.6	0.0	41.3	28.2	3.3	3.3	44.3	9.3	9.3
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.7	0.0	0.8	0.0	0.3	0.3	24.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.5	0.0	0.5	0.1	2.3	2.3	0.6	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	0.0	40.8	45.4	0.0	42.1	28.2	3.6	3.6	68.5	9.7	9.6
LnGrp LOS	D	A	D	D	A	D	C	A	A	E	A	A
Approach Vol, veh/h		13			46			1344			392	
Approach Delay, s/veh		41.2			43.7			3.7			12.8	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.6	57.0		8.4	5.2	76.3		8.4				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	3.0	* 51		22.0	4.0	50.3		22.0				
Max Q Clear Time (g_c+I1), s	2.2	6.4		6.4	3.1	13.3		6.4				
Green Ext Time (p_c), s	0.0	2.6		0.0	0.0	13.6		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		7.0
HCM 6th LOS		A

Notes

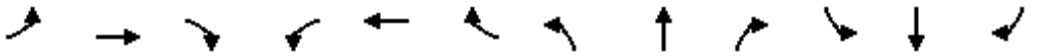
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	104	1161	43	34	335
Future Volume (veh/h)	28	104	1161	43	34	335
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	109	1222	45	36	353
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	159	141	2564	94	45	2853
Arrive On Green	0.09	0.09	0.73	0.73	0.05	1.00
Sat Flow, veh/h	1781	1585	3589	129	1781	3647
Grp Volume(v), veh/h	29	109	621	646	36	353
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1847	1781	1777
Q Serve(g_s), s	1.4	6.1	12.9	12.9	1.8	0.0
Cycle Q Clear(g_c), s	1.4	6.1	12.9	12.9	1.8	0.0
Prop In Lane	1.00	1.00		0.07	1.00	
Lane Grp Cap(c), veh/h	159	141	1303	1355	45	2853
V/C Ratio(X)	0.18	0.77	0.48	0.48	0.81	0.12
Avail Cap(c_a), veh/h	416	370	1303	1355	99	2853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	40.1	4.9	4.9	42.5	0.0
Incr Delay (d2), s/veh	0.2	3.3	0.3	0.3	11.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.3	3.7	3.9	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.1	43.4	5.3	5.2	54.3	0.1
LnGrp LOS	D	D	A	A	D	A
Approach Vol, veh/h	138		1267			389
Approach Delay, s/veh	42.3		5.2			5.1
Approach LOS	D		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		78.0		12.0	6.3	71.7
Change Period (Y+Rc), s		5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s		59.3		21.0	5.0	50.3
Max Q Clear Time (g_c+I1), s		2.0		8.1	3.8	14.9
Green Ext Time (p_c), s		2.2		0.2	0.0	9.6

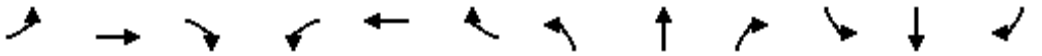
Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	0	200	0	1	0	203	692	1	0	512	203
Future Volume (veh/h)	129	0	200	0	1	0	203	692	1	0	512	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1870	1664	1708	1723	2067	2007	2052
Adj Flow Rate, veh/h	136	0	211	0	1	0	214	728	1	0	539	214
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	2	6	3	2	2	6	3
Cap, veh/h	650	0	295	0	5	0	221	1697	763	3	1197	546
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.14	0.52	0.52	0.00	0.31	0.31
Sat Flow, veh/h	3428	0	1557	0	1870	0	1585	3246	1460	1968	3813	1739
Grp Volume(v), veh/h	136	0	211	0	1	0	214	728	1	0	539	214
Grp Sat Flow(s),veh/h/ln	1714	0	1557	0	1870	0	1585	1623	1460	1968	1906	1739
Q Serve(g_s), s	1.9	0.0	7.3	0.0	0.0	0.0	7.7	7.9	0.0	0.0	6.5	5.5
Cycle Q Clear(g_c), s	1.9	0.0	7.3	0.0	0.0	0.0	7.7	7.9	0.0	0.0	6.5	5.5
Prop In Lane	1.00		1.00	0.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	650	0	295	0	5	0	221	1697	763	3	1197	546
V/C Ratio(X)	0.21	0.00	0.72	0.00	0.22	0.00	0.97	0.43	0.00	0.00	0.45	0.39
Avail Cap(c_a), veh/h	1193	0	542	0	293	0	221	1697	763	274	1830	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	21.8	0.0	28.6	0.0	24.6	8.4	6.6	0.0	15.8	15.4
Incr Delay (d2), s/veh	0.2	0.0	4.7	0.0	8.4	0.0	51.8	0.3	0.0	0.0	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.7	0.0	0.0	0.0	5.6	1.8	0.0	0.0	2.3	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	26.6	0.0	37.0	0.0	76.4	8.7	6.6	0.0	16.2	16.2
LnGrp LOS	B	A	C	A	D	A	E	A	A	A	B	B
Approach Vol, veh/h		347			1			943			753	
Approach Delay, s/veh		23.9			37.0			24.1			16.2	
Approach LOS		C			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	36.5		4.1	12.0	24.5		16.9				
Change Period (Y+Rc), s	4.0	6.4		4.0	4.0	6.4		6.0				
Max Green Setting (Gmax), s	8.0	27.6		9.0	8.0	27.6		20.0				
Max Q Clear Time (g_c+I1), s	0.0	9.9		2.0	9.7	8.5		9.3				
Green Ext Time (p_c), s	0.0	10.4		0.0	0.0	9.6		1.6				

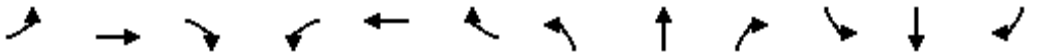
Intersection Summary			
HCM 6th Ctrl Delay		21.1	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	0	130	2	0	2	47	845	0	7	683	14
Future Volume (veh/h)	57	0	130	2	0	2	47	845	0	7	683	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	0	137	2	0	2	49	889	0	7	719	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	0	333	19	0	17	73	1216	542	17	1103	492
Arrive On Green	0.21	0.00	0.21	0.01	0.00	0.01	0.04	0.34	0.00	0.01	0.31	0.31
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	60	0	137	2	0	2	49	889	0	7	719	15
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.2	0.0	3.2	0.0	0.0	0.1	1.2	9.4	0.0	0.2	7.5	0.3
Cycle Q Clear(g_c), s	1.2	0.0	3.2	0.0	0.0	0.1	1.2	9.4	0.0	0.2	7.5	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	375	0	333	19	0	17	73	1216	542	17	1103	492
V/C Ratio(X)	0.16	0.00	0.41	0.10	0.00	0.12	0.67	0.73	0.00	0.42	0.65	0.03
Avail Cap(c_a), veh/h	497	0	442	828	0	736	497	1453	648	497	1453	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	14.7	21.1	0.0	21.1	20.3	12.4	0.0	21.2	12.8	10.3
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.9	0.0	1.1	3.9	1.9	0.0	6.2	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.0	0.0	0.0	0.0	0.5	3.3	0.0	0.1	2.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	0.0	15.0	21.9	0.0	22.2	24.2	14.4	0.0	27.4	13.9	10.4
LnGrp LOS	B	A	B	C	A	C	C	B	A	C	B	B
Approach Vol, veh/h		197			4			938			741	
Approach Delay, s/veh		14.7			22.1			14.9			13.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.1	5.8	19.8		4.5	4.4	21.1				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		12.0	12.0	17.6		20.0	12.0	17.6				
Max Q Clear Time (g_c+I1), s		5.2	3.2	9.5		2.1	2.2	11.4				
Green Ext Time (p_c), s		0.3	0.0	3.4		0.0	0.0	3.3				

Intersection Summary												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1	276	13	1	7	459	826	32	21	680	97
Future Volume (veh/h)	73	1	276	13	1	7	459	826	32	21	680	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	0	30	14	1	0	483	869	16	22	716	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	0	171	115	60	0	480	1907	851	53	1515	470
Arrive On Green	0.11	0.00	0.11	0.03	0.03	0.00	0.27	0.54	0.54	0.03	0.30	0.30
Sat Flow, veh/h	3563	0	1585	3563	1870	0	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	78	0	30	14	1	0	483	869	16	22	716	20
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	1.5	0.0	1.3	0.3	0.0	0.0	20.0	11.1	0.4	0.9	8.5	0.7
Cycle Q Clear(g_c), s	1.5	0.0	1.3	0.3	0.0	0.0	20.0	11.1	0.4	0.9	8.5	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	385	0	171	115	60	0	480	1907	851	53	1515	470
V/C Ratio(X)	0.20	0.00	0.18	0.12	0.02	0.00	1.01	0.46	0.02	0.42	0.47	0.04
Avail Cap(c_a), veh/h	959	0	427	432	227	0	480	2086	931	144	2008	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	30.1	34.9	34.8	0.0	27.1	10.6	8.1	35.4	21.4	18.6
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.7	0.2	0.0	42.8	0.3	0.0	2.0	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.5	0.1	0.0	0.0	13.1	3.4	0.1	0.4	3.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	0.0	30.9	35.7	35.0	0.0	69.9	10.9	8.1	37.4	21.7	18.7
LnGrp LOS	C	A	C	D	C	A	F	B	A	D	C	B
Approach Vol, veh/h		108			15			1368			758	
Approach Delay, s/veh		30.7			35.6			31.7			22.1	
Approach LOS		C			D			C			C	

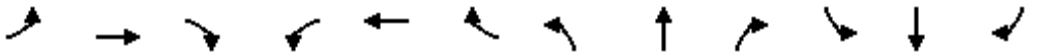
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	46.2		13.7	24.0	28.4		8.1				
Change Period (Y+Rc), s	4.0	* 6.4		5.7	4.0	6.4		5.7				
Max Green Setting (Gmax), s	6.0	* 44		20.0	20.0	29.2		9.0				
Max Q Clear Time (g_c+I1), s	2.9	13.1		3.5	22.0	10.5		2.3				
Green Ext Time (p_c), s	0.0	21.3		0.5	0.0	11.5		0.0				

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	2	132	45	3	22	152	1448	90	74	918	96
Future Volume (veh/h)	132	2	132	45	3	22	152	1448	90	74	918	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	0	139	47	3	23	160	1524	95	78	966	101
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	380	0	169	140	9	133	188	2059	128	407	2614	273
Arrive On Green	0.11	0.00	0.11	0.08	0.08	0.08	0.11	0.42	0.42	0.23	0.56	0.56
Sat Flow, veh/h	3563	0	1585	1679	107	1585	1781	4913	306	1781	4696	490
Grp Volume(v), veh/h	140	0	139	50	0	23	160	1056	563	78	700	367
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1786	0	1585	1781	1702	1815	1781	1702	1782
Q Serve(g_s), s	4.4	0.0	10.3	3.2	0.0	1.6	10.6	31.3	31.4	4.2	13.8	13.8
Cycle Q Clear(g_c), s	4.4	0.0	10.3	3.2	0.0	1.6	10.6	31.3	31.4	4.2	13.8	13.8
Prop In Lane	1.00		1.00	0.94		1.00	1.00		0.17	1.00		0.27
Lane Grp Cap(c), veh/h	380	0	169	149	0	133	188	1427	761	407	1895	992
V/C Ratio(X)	0.37	0.00	0.82	0.33	0.00	0.17	0.85	0.74	0.74	0.19	0.37	0.37
Avail Cap(c_a), veh/h	623	0	277	313	0	277	267	1427	761	407	1895	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	52.5	51.8	0.0	51.1	52.7	29.3	29.3	37.3	14.8	14.9
Incr Delay (d2), s/veh	0.2	0.0	3.8	0.5	0.0	0.2	12.2	3.5	6.4	0.1	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	4.3	1.5	0.0	0.7	5.2	12.7	14.2	1.8	5.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	0.0	56.3	52.3	0.0	51.4	64.9	32.8	35.7	37.4	15.1	15.4
LnGrp LOS	D	A	E	D	A	D	E	C	D	D	B	B
Approach Vol, veh/h		279			73			1779			1145	
Approach Delay, s/veh		53.2			52.0			36.6			16.8	
Approach LOS		D			D			D			B	

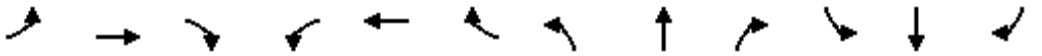
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.2	56.0		14.0	16.7	72.5		16.8				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	10.0	* 50		21.0	18.0	42.3		21.0				
Max Q Clear Time (g_c+I1), s	6.2	33.4		5.2	12.6	15.8		12.3				
Green Ext Time (p_c), s	0.0	12.9		0.1	0.1	11.6		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		31.4
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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



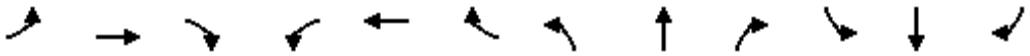
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	66	296	50	128	90	119	1689	19	28	1059	172
Future Volume (veh/h)	345	66	296	50	128	90	119	1689	19	28	1059	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	248	230	312	53	135	95	125	1778	20	29	1115	181
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	521	442	0	183	121	227	2777	862	83	2680	832
Arrive On Green	0.16	0.28	0.28	0.00	0.09	0.09	0.07	0.54	0.54	0.05	0.52	0.52
Sat Flow, veh/h	1781	1870	1585	0	2054	1350	3456	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	248	230	312	0	116	114	125	1778	20	29	1115	181
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1627	1728	1702	1585	1781	1702	1585
Q Serve(g_s), s	16.4	12.1	21.2	0.0	7.6	8.3	4.2	29.2	0.7	1.9	15.9	7.4
Cycle Q Clear(g_c), s	16.4	12.1	21.2	0.0	7.6	8.3	4.2	29.2	0.7	1.9	15.9	7.4
Prop In Lane	1.00		1.00	0.00		0.83	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	521	442	0	159	145	227	2777	862	83	2680	832
V/C Ratio(X)	0.89	0.44	0.71	0.00	0.73	0.79	0.55	0.64	0.02	0.35	0.42	0.22
Avail Cap(c_a), veh/h	430	521	442	0	212	194	230	2777	862	134	2680	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	35.6	38.9	0.0	53.2	53.5	54.3	19.1	12.6	55.5	17.3	15.3
Incr Delay (d2), s/veh	9.8	0.9	5.8	0.0	11.2	17.8	1.5	1.1	0.0	0.9	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	5.5	8.6	0.0	3.8	4.0	1.8	10.6	0.2	0.8	5.8	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	36.5	44.6	0.0	64.4	71.4	55.9	20.3	12.7	56.4	17.5	15.5
LnGrp LOS	E	D	D	A	E	E	E	C	B	E	B	B
Approach Vol, veh/h		790			230			1923			1325	
Approach Delay, s/veh		46.9			67.9			22.5			18.1	
Approach LOS		D			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	71.3	0.0	39.1	11.9	69.0	22.7	16.4
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	9.0	48.0	10.0	33.3	8.0	49.0	29.0	14.3
Max Q Clear Time (g_c+I1), s	3.9	31.2	0.0	23.2	6.2	17.9	18.4	10.3
Green Ext Time (p_c), s	0.0	12.6	0.0	2.6	0.0	13.0	0.4	0.5

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

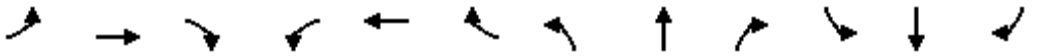
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	206	15	27	356	8	28	3	28	7	2	8
Future Volume (veh/h)	1	206	15	27	356	8	28	3	28	7	2	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	217	16	28	375	8	29	3	29	7	2	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	879	64	74	1071	23	84	9	84	27	8	31
Arrive On Green	0.00	0.26	0.26	0.04	0.30	0.30	0.10	0.10	0.10	0.04	0.04	0.04
Sat Flow, veh/h	1781	3357	246	1781	3558	76	802	83	802	697	199	796
Grp Volume(v), veh/h	1	114	119	28	187	196	61	0	0	17	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1826	1781	1777	1857	1686	0	0	1692	0	0
Q Serve(g_s), s	0.0	1.6	1.6	0.5	2.6	2.6	1.1	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.6	1.6	0.5	2.6	2.6	1.1	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.04	0.48		0.48	0.41		0.47
Lane Grp Cap(c), veh/h	6	465	478	74	535	559	176	0	0	67	0	0
V/C Ratio(X)	0.18	0.25	0.25	0.38	0.35	0.35	0.35	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	668	1015	1044	668	1015	1061	1316	0	0	634	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.9	9.3	9.3	15.0	8.7	8.7	13.3	0.0	0.0	14.9	0.0	0.0
Incr Delay (d2), s/veh	5.6	0.5	0.5	1.2	0.7	0.6	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.4	0.2	0.7	0.7	0.3	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	9.8	9.8	16.2	9.4	9.4	13.8	0.0	0.0	15.7	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		234			411			61			17	
Approach Delay, s/veh		9.8			9.9			13.8			15.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.4	5.3	14.1		5.3	4.1	15.3				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		25.0	12.0	18.3		12.0	12.0	18.3				
Max Q Clear Time (g_c+I1), s		3.1	2.5	3.6		2.3	2.0	4.6				
Green Ext Time (p_c), s		0.1	0.0	3.1		0.0	0.0	5.0				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	228	6	20	488	18	9	2	9	43	0	165
Future Volume (veh/h)	92	228	6	20	488	18	9	2	9	43	0	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	240	6	21	514	19	9	2	9	45	0	174
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	1055	470	46	805	359	34	8	34	308	0	274
Arrive On Green	0.10	0.30	0.30	0.03	0.23	0.23	0.04	0.04	0.04	0.17	0.00	0.17
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	763	170	763	1781	0	1585
Grp Volume(v), veh/h	97	240	6	21	514	19	20	0	0	45	0	174
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1695	0	0	1781	0	1585
Q Serve(g_s), s	2.2	2.2	0.1	0.5	5.6	0.4	0.5	0.0	0.0	0.9	0.0	4.4
Cycle Q Clear(g_c), s	2.2	2.2	0.1	0.5	5.6	0.4	0.5	0.0	0.0	0.9	0.0	4.4
Prop In Lane	1.00		1.00	1.00		1.00	0.45		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	171	1055	470	46	805	359	75	0	0	308	0	274
V/C Ratio(X)	0.57	0.23	0.01	0.46	0.64	0.05	0.27	0.00	0.00	0.15	0.00	0.63
Avail Cap(c_a), veh/h	499	1576	703	499	1576	703	475	0	0	1135	0	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	11.4	10.6	20.6	15.0	13.0	19.8	0.0	0.0	15.0	0.0	16.5
Incr Delay (d2), s/veh	1.1	0.1	0.0	2.6	1.0	0.1	0.7	0.0	0.0	0.1	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.6	0.0	0.2	1.8	0.1	0.2	0.0	0.0	0.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	11.5	10.6	23.2	16.0	13.0	20.5	0.0	0.0	15.1	0.0	17.4
LnGrp LOS	B	B	B	C	B	B	C	A	A	B	A	B
Approach Vol, veh/h		343			554			20			219	
Approach Delay, s/veh		13.8			16.1			20.5			16.9	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.9	5.1	18.7		13.1	8.1	15.7				
Change Period (Y+Rc), s		4.0	4.0	6.0		5.7	4.0	6.0				
Max Green Setting (Gmax), s		12.0	12.0	19.0		27.3	12.0	19.0				
Max Q Clear Time (g_c+I1), s		2.5	2.5	4.2		6.4	4.2	7.6				
Green Ext Time (p_c), s		0.0	0.0	1.0		0.5	0.1	2.1				

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	186	11	52	315	6	55
Future Volume (veh/h)	186	11	52	315	6	55
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	12	55	332	6	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	463	207	92	1411	307	273
Arrive On Green	0.13	0.13	0.05	0.40	0.17	0.17
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	196	12	55	332	6	58
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	1.2	0.2	0.7	1.4	0.1	0.7
Cycle Q Clear(g_c), s	1.2	0.2	0.7	1.4	0.1	0.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	463	207	92	1411	307	273
V/C Ratio(X)	0.42	0.06	0.60	0.24	0.02	0.21
Avail Cap(c_a), veh/h	2448	1092	844	4897	1381	1229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	8.8	10.8	4.7	8.0	8.3
Incr Delay (d2), s/veh	0.6	0.1	6.2	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	0.2	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	9.0	16.9	4.7	8.0	8.6
LnGrp LOS	A	A	B	A	A	A
Approach Vol, veh/h	208			387	64	
Approach Delay, s/veh	9.9			6.5	8.6	
Approach LOS	A			A	A	

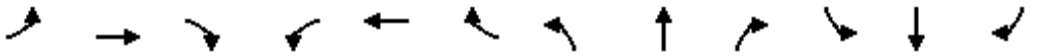
Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	9.0	6.2	8.0	14.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	11.0	16.0	32.0
Max Q Clear Time (g_c+I1), s	2.7	2.7	3.2	3.4
Green Ext Time (p_c), s	0.1	0.1	0.9	2.3

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	324	11	277	996	430	257
Future Volume (veh/h)	324	11	277	996	430	257
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	341	12	292	812	453	271
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	403	185	1781	794	454	2837
Arrive On Green	0.12	0.12	0.50	0.50	0.25	0.80
Sat Flow, veh/h	3456	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	341	12	292	812	453	271
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1781	1777
Q Serve(g_s), s	11.4	0.8	5.3	59.0	29.9	2.0
Cycle Q Clear(g_c), s	11.4	0.8	5.3	59.0	29.9	2.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	403	185	1781	794	454	2837
V/C Ratio(X)	0.85	0.06	0.16	1.02	1.00	0.10
Avail Cap(c_a), veh/h	470	215	1781	794	454	2837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	46.3	16.0	29.4	43.8	2.6
Incr Delay (d2), s/veh	11.9	0.1	0.0	37.7	41.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.3	2.1	29.7	18.3	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.9	46.4	16.0	67.0	85.5	2.6
LnGrp LOS	E	D	B	F	F	A
Approach Vol, veh/h	353		1104			724
Approach Delay, s/veh	62.3		53.5			54.5
Approach LOS	E		D			D

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	35.0	64.0			99.0	18.7
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	30.0	59.0			94.0	16.0
Max Q Clear Time (g_c+I1), s	31.9	61.0			4.0	13.4
Green Ext Time (p_c), s	0.0	0.0			2.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	55.3
HCM 6th LOS	E



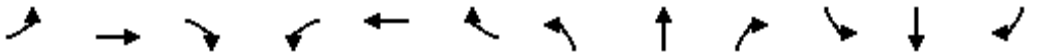
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	432	0	441	0	1657	217	0	829	768
Future Volume (veh/h)	0	0	0	432	0	441	0	1657	217	0	829	768
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				455	0	464	0	1744	0	0	873	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				1589	0	501	0	2820		0	2820	
Arrive On Green				0.32	0.00	0.32	0.00	0.55	0.00	0.00	0.55	0.00
Sat Flow, veh/h				5023	0	1585	0	5274	1585	0	5274	1585
Grp Volume(v), veh/h				455	0	464	0	1744	0	0	873	0
Grp Sat Flow(s),veh/h/ln				1674	0	1585	0	1702	1585	0	1702	1585
Q Serve(g_s), s				5.5	0.0	22.8	0.0	18.7	0.0	0.0	7.4	0.0
Cycle Q Clear(g_c), s				5.5	0.0	22.8	0.0	18.7	0.0	0.0	7.4	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1589	0	501	0	2820		0	2820	
V/C Ratio(X)				0.29	0.00	0.93	0.00	0.62		0.00	0.31	
Avail Cap(c_a), veh/h				1700	0	536	0	3931		0	3931	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				20.7	0.0	26.7	0.0	12.3	0.0	0.0	9.7	0.0
Incr Delay (d2), s/veh				0.0	0.0	20.7	0.0	0.3	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.1	0.0	11.0	0.0	6.0	0.0	0.0	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				20.8	0.0	47.4	0.0	12.6	0.0	0.0	9.8	0.0
LnGrp LOS				C	A	D	A	B		A	A	
Approach Vol, veh/h					919			1744	A		873	A
Approach Delay, s/veh					34.2			12.6			9.8	
Approach LOS					C			B			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	49.9		49.9		30.8			
Change Period (Y+Rc), s	5.3		5.3		5.3			
Max Green Setting (Gmax), s	62.1		62.1		27.3			
Max Q Clear Time (g_c+I1), s	20.7		9.4		24.8			
Green Ext Time (p_c), s	23.8		10.0		0.7			

Intersection Summary		
HCM 6th Ctrl Delay	17.5	
HCM 6th LOS	B	

Notes

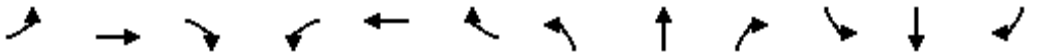
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	357	113	17	0	162	0	1673	64	56	952	0
Future Volume (veh/h)	0	357	113	17	0	162	0	1673	64	56	952	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	376	119	18	0	171	0	1761	67	59	1002	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	506	226	122	0	0	0	2075	926	100	2418	0
Arrive On Green	0.00	0.14	0.14	0.04	0.00	0.00	0.00	0.58	0.58	0.06	0.68	0.00
Sat Flow, veh/h	0	3647	1585	3456	18		0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	0	376	119	18	47.0		0	1761	67	59	1002	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	D		0	1777	1585	1781	1777	0
Q Serve(g_s), s	0.0	10.2	7.0	0.5			0.0	40.9	1.8	3.2	12.6	0.0
Cycle Q Clear(g_c), s	0.0	10.2	7.0	0.5			0.0	40.9	1.8	3.2	12.6	0.0
Prop In Lane	0.00		1.00	1.00			0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	506	226	122			0	2075	926	100	2418	0
V/C Ratio(X)	0.00	0.74	0.53	0.15			0.00	0.85	0.07	0.59	0.41	0.00
Avail Cap(c_a), veh/h	0	853	380	553			0	2267	1011	142	2693	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00			0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	41.1	39.8	46.8			0.0	17.2	9.0	46.1	7.1	0.0
Incr Delay (d2), s/veh	0.0	2.0	1.7	0.2			0.0	3.1	0.0	2.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.5	2.8	0.2			0.0	15.3	0.6	1.5	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	43.1	41.5	47.0			0.0	20.3	9.1	48.1	7.3	0.0
LnGrp LOS	A	D	D	D			A	C	A	D	A	A
Approach Vol, veh/h		495						1828			1061	
Approach Delay, s/veh		42.7						19.9			9.5	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2	3	4		6
Phs Duration (G+Y+Rc), s	9.6	63.3	7.5	19.5		73.0
Change Period (Y+Rc), s	4.0	4.9	4.0	5.3		4.9
Max Green Setting (Gmax), s	8.0	63.8	16.0	24.0		75.8
Max Q Clear Time (g_c+I1), s	5.2	42.9	2.5	12.2		14.6
Green Ext Time (p_c), s	0.0	15.5	0.0	2.1		11.2

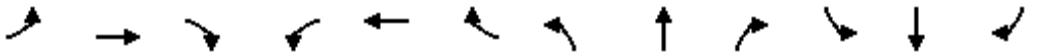
Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	544	4	2	176	185	8	64	2	489	14	105
Future Volume (veh/h)	65	544	4	2	176	185	8	64	2	489	14	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	573	4	2	185	195	8	67	2	515	15	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	882	393	4	718	320	24	198	189	585	17	535
Arrive On Green	0.05	0.25	0.25	0.00	0.20	0.20	0.12	0.12	0.12	0.34	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	198	1662	1585	1733	50	1585
Grp Volume(v), veh/h	68	573	4	2	185	195	75	0	2	530	0	111
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1860	0	1585	1784	0	1585
Q Serve(g_s), s	2.3	8.9	0.1	0.1	2.7	6.9	2.3	0.0	0.1	17.2	0.0	3.1
Cycle Q Clear(g_c), s	2.3	8.9	0.1	0.1	2.7	6.9	2.3	0.0	0.1	17.2	0.0	3.1
Prop In Lane	1.00		1.00	1.00		1.00	0.11		1.00	0.97		1.00
Lane Grp Cap(c), veh/h	86	882	393	4	718	320	221	0	189	602	0	535
V/C Ratio(X)	0.79	0.65	0.01	0.51	0.26	0.61	0.34	0.00	0.01	0.88	0.00	0.21
Avail Cap(c_a), veh/h	116	1157	516	116	1157	516	303	0	258	1104	0	981
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	20.7	17.4	30.6	20.6	22.3	24.8	0.0	23.9	19.2	0.0	14.5
Incr Delay (d2), s/veh	16.1	0.9	0.0	34.0	0.2	2.2	0.3	0.0	0.0	1.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.3	0.0	0.1	1.0	2.4	1.0	0.0	0.0	6.5	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	21.6	17.4	64.6	20.8	24.5	25.2	0.0	23.9	20.9	0.0	14.6
LnGrp LOS	D	C	B	E	C	C	C	A	C	C	A	B
Approach Vol, veh/h		645			382			77			641	
Approach Delay, s/veh		24.1			22.9			25.1			19.8	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	21.2		11.3	7.0	18.4		24.7				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	4.0	20.0		10.0	4.0	20.0		38.0				
Max Q Clear Time (g_c+I1), s	2.1	10.9		4.3	4.3	8.9		19.2				
Green Ext Time (p_c), s	0.0	4.4		0.0	0.0	2.1		1.5				

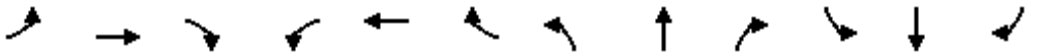
Intersection Summary			
HCM 6th Ctrl Delay		22.3	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1024	13	74	349	52	12	92	92	113	49	18
Future Volume (veh/h)	45	1024	13	74	349	52	12	92	92	113	49	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1078	14	78	367	55	13	97	97	119	52	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	1457	650	101	1528	682	23	191	162	155	330	279
Arrive On Green	0.04	0.41	0.41	0.06	0.43	0.43	0.01	0.10	0.10	0.09	0.18	0.18
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	47	1078	14	78	367	55	13	97	97	119	52	19
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.5	14.9	0.3	2.5	3.8	1.2	0.4	2.9	3.4	3.8	1.4	0.6
Cycle Q Clear(g_c), s	1.5	14.9	0.3	2.5	3.8	1.2	0.4	2.9	3.4	3.8	1.4	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	1457	650	101	1528	682	23	191	162	155	330	279
V/C Ratio(X)	0.72	0.74	0.02	0.78	0.24	0.08	0.56	0.51	0.60	0.77	0.16	0.07
Avail Cap(c_a), veh/h	337	1957	873	337	1957	873	337	515	436	337	515	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	14.5	10.2	27.1	10.5	9.8	28.5	24.7	24.9	26.0	20.3	20.0
Incr Delay (d2), s/veh	13.9	1.0	0.0	11.9	0.1	0.1	19.4	2.1	3.5	7.8	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.3	0.1	1.3	1.3	0.4	0.3	1.3	1.4	1.8	0.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	15.5	10.2	39.0	10.6	9.8	47.9	26.8	28.4	33.8	20.5	20.1
LnGrp LOS	D	B	B	D	B	A	D	C	C	C	C	C
Approach Vol, veh/h		1139			500			207			190	
Approach Delay, s/veh		16.5			14.9			28.9			28.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	10.9	8.3	28.8	5.8	15.2	7.1	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	11.0	32.0	11.0	16.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	5.8	5.4	4.5	16.9	2.4	3.4	3.5	5.8
Green Ext Time (p_c), s	0.1	0.5	0.1	6.9	0.0	0.2	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	576	627	72	41	153	147	46	410	127	131	293	164
Future Volume (veh/h)	576	627	72	41	153	147	46	410	127	131	293	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	606	660	0	43	161	0	48	432	0	138	308	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	716	976		237	484		256	604		421	896	
Arrive On Green	0.21	0.27	0.00	0.07	0.14	0.00	0.07	0.17	0.00	0.12	0.25	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	606	660	0	43	161	0	48	432	0	138	308	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	9.9	9.7	0.0	0.7	2.4	0.0	0.8	6.7	0.0	2.1	4.2	0.0
Cycle Q Clear(g_c), s	9.9	9.7	0.0	0.7	2.4	0.0	0.8	6.7	0.0	2.1	4.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	716	976		237	484		256	604		421	896	
V/C Ratio(X)	0.85	0.68		0.18	0.33		0.19	0.71		0.33	0.34	
Avail Cap(c_a), veh/h	716	1653		471	1471		471	848		942	1350	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.4	19.0	0.0	25.8	22.9	0.0	25.5	23.0	0.0	23.6	18.0	0.0
Incr Delay (d2), s/veh	8.8	1.4	0.0	0.1	0.7	0.0	0.1	2.4	0.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	3.4	0.0	0.3	0.9	0.0	0.3	2.6	0.0	0.8	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	20.4	0.0	25.9	23.6	0.0	25.7	25.4	0.0	23.7	18.4	0.0
LnGrp LOS	C	C		C	C		C	C		C	B	
Approach Vol, veh/h		1266	A		204	A		480	A		446	A
Approach Delay, s/veh		25.5			24.1			25.5			20.0	
Approach LOS		C			C			C			C	

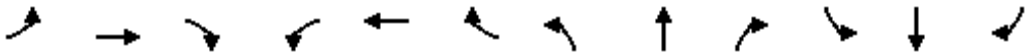
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	21.8	8.3	20.5	16.2	13.7	12.9	16.0
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	5.7	* 6
Max Green Setting (Gmax), s	8.0	27.3	8.0	22.3	11.0	24.3	16.0	* 14
Max Q Clear Time (g_c+I1), s	2.7	11.7	2.8	6.2	11.9	4.4	4.1	8.7
Green Ext Time (p_c), s	0.0	4.4	0.0	1.9	0.0	1.0	0.2	1.2

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

Notes

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

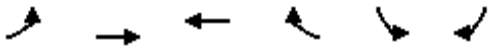
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	750	43	145	163	19	69	189	83	182	132	86
Future Volume (veh/h)	116	750	43	145	163	19	69	189	83	182	132	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	789	45	153	172	20	73	199	87	192	139	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	1000	57	162	952	109	159	251	110	234	259	169
Arrive On Green	0.09	0.29	0.29	0.09	0.30	0.30	0.09	0.20	0.20	0.13	0.25	0.25
Sat Flow, veh/h	1781	3417	195	1781	3212	369	1781	1234	539	1781	1055	691
Grp Volume(v), veh/h	122	410	424	153	94	98	73	0	286	192	0	230
Grp Sat Flow(s),veh/h/ln	1781	1777	1835	1781	1777	1804	1781	0	1773	1781	0	1746
Q Serve(g_s), s	4.4	14.0	14.0	5.6	2.6	2.7	2.6	0.0	10.1	6.9	0.0	7.6
Cycle Q Clear(g_c), s	4.4	14.0	14.0	5.6	2.6	2.7	2.6	0.0	10.1	6.9	0.0	7.6
Prop In Lane	1.00		0.11	1.00		0.20	1.00		0.30	1.00		0.40
Lane Grp Cap(c), veh/h	155	520	537	162	527	535	159	0	361	234	0	428
V/C Ratio(X)	0.79	0.79	0.79	0.94	0.18	0.18	0.46	0.00	0.79	0.82	0.00	0.54
Avail Cap(c_a), veh/h	189	681	704	162	654	664	216	0	701	243	0	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.5	21.5	21.5	29.8	17.3	17.3	28.5	0.0	25.0	27.9	0.0	21.6
Incr Delay (d2), s/veh	13.0	5.3	5.2	53.9	0.2	0.2	0.8	0.0	5.4	17.8	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.9	6.1	4.7	1.0	1.0	1.1	0.0	4.5	3.9	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	26.8	26.6	83.8	17.5	17.5	29.3	0.0	30.3	45.7	0.0	23.1
LnGrp LOS	D	C	C	F	B	B	C	A	C	D	A	C
Approach Vol, veh/h		956			345			359			422	
Approach Delay, s/veh		28.7			46.9			30.1			33.4	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	18.3	10.0	25.0	9.9	21.1	9.8	25.3
Change Period (Y+Rc), s	4.0	4.9	4.0	5.7	4.0	4.9	4.0	5.7
Max Green Setting (Gmax), s	9.0	26.1	6.0	25.3	8.0	27.1	7.0	24.3
Max Q Clear Time (g_c+I1), s	8.9	12.1	7.6	16.0	4.6	9.6	6.4	4.7
Green Ext Time (p_c), s	0.0	1.4	0.0	3.3	0.0	1.1	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C



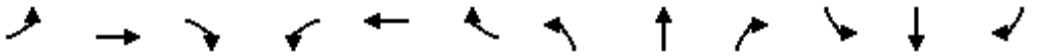
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	1027	331	17	79	13
Future Volume (veh/h)	8	1027	331	17	79	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	1081	348	18	83	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	227	1940	755	39	268	238
Arrive On Green	0.13	0.55	0.22	0.22	0.15	0.15
Sat Flow, veh/h	1781	3647	3532	177	1781	1585
Grp Volume(v), veh/h	8	1081	179	187	83	14
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1838	1781	1585
Q Serve(g_s), s	0.1	5.7	2.5	2.5	1.2	0.2
Cycle Q Clear(g_c), s	0.1	5.7	2.5	2.5	1.2	0.2
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	227	1940	390	404	268	238
V/C Ratio(X)	0.04	0.56	0.46	0.46	0.31	0.06
Avail Cap(c_a), veh/h	373	4256	1508	1560	1679	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.0	4.2	9.7	9.7	10.8	10.4
Incr Delay (d2), s/veh	0.0	0.3	1.1	1.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.6	0.7	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	4.6	10.8	10.8	11.1	10.5
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		1089	366		97	
Approach Delay, s/veh		4.6	10.8		11.0	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.3		7.3	9.3	12.0
Change Period (Y+Rc), s		5.7		3.0	5.7	* 5.7
Max Green Setting (Gmax), s		34.3		27.0	6.0	* 24
Max Q Clear Time (g_c+I1), s		7.7		3.2	2.1	4.5
Green Ext Time (p_c), s		8.0		0.2	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

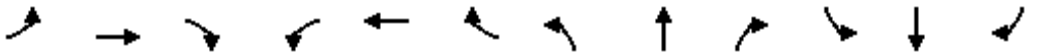
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1075	51	130	289	0	116	0	116	0	0	0
Future Volume (veh/h)	0	1075	51	130	289	0	116	0	116	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1132	54	137	304	0	122	0	122	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	1554	693	175	2198	0	321	0	285	0	4	0
Arrive On Green	0.00	0.44	0.44	0.10	0.62	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1781	0	1585	0	1870	0
Grp Volume(v), veh/h	0	1132	54	137	304	0	122	0	122	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1781	0	1585	0	1870	0
Q Serve(g_s), s	0.0	12.7	1.0	3.6	1.7	0.0	2.9	0.0	3.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	12.7	1.0	3.6	1.7	0.0	2.9	0.0	3.3	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	4	1554	693	175	2198	0	321	0	285	0	4	0
V/C Ratio(X)	0.00	0.73	0.08	0.78	0.14	0.00	0.38	0.00	0.43	0.00	0.00	0.00
Avail Cap(c_a), veh/h	185	2165	966	185	2198	0	741	0	659	0	311	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.2	7.9	21.2	3.8	0.0	17.4	0.0	17.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.1	16.7	0.0	0.0	0.3	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	0.2	2.1	0.3	0.0	1.1	0.0	1.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.2	7.9	37.9	3.9	0.0	17.6	0.0	17.9	0.0	0.0	0.0
LnGrp LOS	A	B	A	D	A	A	B	A	B	A	A	A
Approach Vol, veh/h		1186			441			244			0	
Approach Delay, s/veh		12.0			14.4			17.8			0.0	
Approach LOS		B			B			B				

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	26.7		12.7	0.0	35.4		0.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	5.0	29.3		20.0	5.0	29.3		8.0				
Max Q Clear Time (g_c+I1), s	5.6	14.7		5.3	0.0	3.7		0.0				
Green Ext Time (p_c), s	0.0	6.4		0.5	0.0	1.7		0.0				

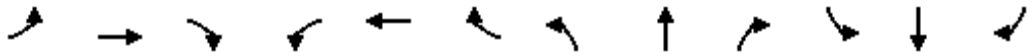
Intersection Summary			
HCM 6th Ctrl Delay		13.3	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1027	18	64	390	3	37	9	130	44	14	16
Future Volume (veh/h)	10	1027	18	64	390	3	37	9	130	44	14	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1081	19	67	411	3	39	9	137	46	15	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	1293	23	165	1584	12	133	19	462	128	26	462
Arrive On Green	0.02	0.36	0.36	0.09	0.44	0.44	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	3573	63	1781	3616	26	42	65	1585	36	89	1585
Grp Volume(v), veh/h	11	538	562	67	202	212	48	0	137	61	0	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1859	1781	1777	1866	106	0	1585	126	0	1585
Q Serve(g_s), s	0.3	14.9	14.9	1.9	3.9	3.9	0.6	0.0	3.6	0.6	0.0	0.4
Cycle Q Clear(g_c), s	0.3	14.9	14.9	1.9	3.9	3.9	15.7	0.0	3.6	15.7	0.0	0.4
Prop In Lane	1.00		0.03	1.00		0.01	0.81		1.00	0.75		1.00
Lane Grp Cap(c), veh/h	29	643	673	165	778	817	152	0	462	154	0	462
V/C Ratio(X)	0.37	0.84	0.84	0.41	0.26	0.26	0.32	0.00	0.30	0.40	0.00	0.04
Avail Cap(c_a), veh/h	198	735	768	165	778	817	374	0	705	361	0	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.3	15.8	15.8	23.1	9.6	9.6	21.7	0.0	14.8	21.2	0.0	13.7
Incr Delay (d2), s/veh	2.9	8.0	7.7	0.6	0.2	0.2	0.4	0.0	0.1	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.9	6.1	0.7	1.1	1.2	0.6	0.0	1.2	0.8	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	23.7	23.4	23.7	9.8	9.8	22.2	0.0	14.9	21.8	0.0	13.7
LnGrp LOS	C	C	C	C	A	A	C	A	B	C	A	B
Approach Vol, veh/h		1111			481			185			78	
Approach Delay, s/veh		23.6			11.8			16.8			20.0	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	25.4		20.3	4.9	29.5		20.3				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	5.0	22.3		24.0	6.0	21.3		24.0				
Max Q Clear Time (g_c+I1), s	3.9	16.9		17.7	2.3	5.9		17.7				
Green Ext Time (p_c), s	0.0	2.9		0.2	0.0	1.8		0.1				

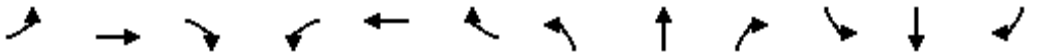
Intersection Summary												
HCM 6th Ctrl Delay			19.7									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	764	8	15	296	122	9	0	20	71	0	33
Future Volume (veh/h)	190	764	8	15	296	122	9	0	20	71	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	200	804	8	16	312	128	9	0	21	75	0	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	1256	12	50	512	206	28	0	64	273	0	243
Arrive On Green	0.17	0.35	0.35	0.03	0.21	0.21	0.06	0.00	0.06	0.15	0.00	0.15
Sat Flow, veh/h	1781	3605	36	1781	2474	994	492	0	1147	1781	0	1585
Grp Volume(v), veh/h	200	396	416	16	222	218	30	0	0	75	0	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1691	1639	0	0	1781	0	1585
Q Serve(g_s), s	4.5	8.0	8.0	0.4	4.8	5.0	0.8	0.0	0.0	1.6	0.0	0.8
Cycle Q Clear(g_c), s	4.5	8.0	8.0	0.4	4.8	5.0	0.8	0.0	0.0	1.6	0.0	0.8
Prop In Lane	1.00		0.02	1.00		0.59	0.30		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	302	619	649	50	368	350	92	0	0	273	0	243
V/C Ratio(X)	0.66	0.64	0.64	0.32	0.60	0.62	0.33	0.00	0.00	0.27	0.00	0.14
Avail Cap(c_a), veh/h	708	1009	1059	500	802	763	460	0	0	791	0	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.6	11.7	11.7	20.4	15.4	15.4	19.4	0.0	0.0	16.0	0.0	15.7
Incr Delay (d2), s/veh	0.9	1.5	1.4	1.3	2.1	2.4	1.5	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.3	2.4	0.1	1.7	1.7	0.3	0.0	0.0	0.6	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	13.2	13.1	21.7	17.5	17.8	20.9	0.0	0.0	16.2	0.0	15.8
LnGrp LOS	B	B	B	C	B	B	C	A	A	B	A	B
Approach Vol, veh/h		1012			456			30			110	
Approach Delay, s/veh		14.0			17.8			20.9			16.1	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	20.6		6.4	11.3	14.6		10.6				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	24.3		12.0	17.0	19.3		19.0				
Max Q Clear Time (g_c+I1), s	2.4	10.0		2.8	6.5	7.0		3.6				
Green Ext Time (p_c), s	0.0	3.9		0.0	0.3	1.8		0.2				

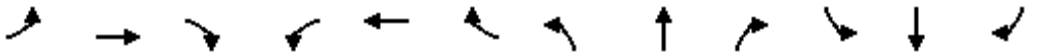
Intersection Summary			
HCM 6th Ctrl Delay		15.4	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1	9	103	3	44	22	994	118	6	925	16
Future Volume (veh/h)	6	1	9	103	3	44	22	994	118	6	925	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1	9	108	3	46	23	1046	124	6	974	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	20	17	140	155	131	40	1955	607	12	1872	581
Arrive On Green	0.01	0.01	0.01	0.08	0.08	0.08	0.02	0.38	0.38	0.01	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	6	1	9	108	3	46	23	1046	124	6	974	17
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.1	0.0	0.2	2.3	0.1	1.1	0.5	6.1	2.0	0.1	5.7	0.3
Cycle Q Clear(g_c), s	0.1	0.0	0.2	2.3	0.1	1.1	0.5	6.1	2.0	0.1	5.7	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	20	17	140	155	131	40	1955	607	12	1872	581
V/C Ratio(X)	0.52	0.05	0.54	0.77	0.02	0.35	0.57	0.54	0.20	0.52	0.52	0.03
Avail Cap(c_a), veh/h	186	1561	1323	557	1951	1653	232	2929	909	186	2796	868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	18.8	18.9	17.3	16.2	16.6	18.6	9.2	7.9	19.0	9.5	7.8
Incr Delay (d2), s/veh	32.1	1.1	24.3	8.6	0.0	1.6	12.0	0.2	0.2	32.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	1.1	0.0	0.4	0.3	1.7	0.5	0.1	1.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	19.8	43.2	25.9	16.2	18.2	30.6	9.4	8.1	51.1	9.7	7.8
LnGrp LOS	D	B	D	C	B	B	C	A	A	D	A	A
Approach Vol, veh/h		16			157			1193			997	
Approach Delay, s/veh		44.7			23.5			9.7			9.9	
Approach LOS		D			C			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	19.7	8.0	5.4	5.9	19.1	5.2	8.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	22.0	12.0	32.0	5.0	21.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	2.1	8.1	4.3	2.2	2.5	7.7	2.1	3.1
Green Ext Time (p_c), s	0.0	6.6	0.1	0.0	0.0	5.7	0.0	0.1

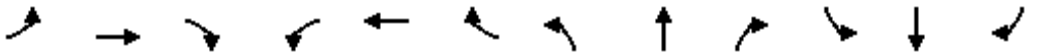
Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	32	67	261	7	30	22	1082	128	15	1015	7
Future Volume (veh/h)	21	32	67	261	7	30	22	1082	128	15	1015	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	34	71	275	7	32	23	1139	135	16	1068	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	130	110	346	454	385	39	1727	536	28	1697	527
Arrive On Green	0.02	0.07	0.07	0.19	0.24	0.24	0.02	0.34	0.34	0.02	0.33	0.33
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	22	34	71	275	7	32	23	1139	135	16	1068	7
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.6	0.9	2.3	7.7	0.1	0.8	0.7	9.9	3.2	0.5	9.2	0.2
Cycle Q Clear(g_c), s	0.6	0.9	2.3	7.7	0.1	0.8	0.7	9.9	3.2	0.5	9.2	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	37	130	110	346	454	385	39	1727	536	28	1697	527
V/C Ratio(X)	0.59	0.26	0.64	0.80	0.02	0.08	0.59	0.66	0.25	0.57	0.63	0.01
Avail Cap(c_a), veh/h	136	1144	970	749	1788	1515	136	2148	667	136	2148	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	23.1	23.7	20.1	15.1	15.3	25.4	14.7	12.5	25.6	14.7	11.7
Incr Delay (d2), s/veh	14.0	1.1	6.2	4.2	0.0	0.1	13.7	0.5	0.2	16.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	1.0	3.3	0.1	0.3	0.4	3.4	1.0	0.3	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	24.1	29.9	24.3	15.1	15.4	39.1	15.3	12.8	42.1	15.1	11.7
LnGrp LOS	D	C	C	C	B	B	D	B	B	D	B	B
Approach Vol, veh/h		127			314			1297			1091	
Approach Delay, s/veh		30.0			23.2			15.4			15.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	22.7	15.1	8.6	6.1	22.4	6.1	17.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	22.0	22.0	32.0	4.0	22.0	4.0	50.0
Max Q Clear Time (g_c+I1), s	2.5	11.9	9.7	4.3	2.7	11.2	2.6	2.8
Green Ext Time (p_c), s	0.0	5.7	0.6	0.4	0.0	5.4	0.0	0.1

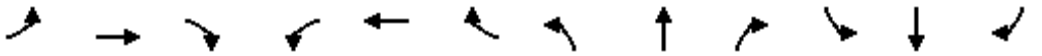
Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	9	101	114	4	15	29	1138	39	52	1340	15
Future Volume (veh/h)	55	9	101	114	4	15	29	1138	39	52	1340	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	9	106	120	4	16	31	1198	41	55	1411	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	167	142	155	249	211	50	1981	615	75	2055	638
Arrive On Green	0.04	0.09	0.09	0.09	0.13	0.13	0.03	0.39	0.39	0.04	0.40	0.40
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	58	9	106	120	4	16	31	1198	41	55	1411	16
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.7	0.2	3.4	3.4	0.1	0.5	0.9	9.7	0.8	1.6	11.8	0.3
Cycle Q Clear(g_c), s	1.7	0.2	3.4	3.4	0.1	0.5	0.9	9.7	0.8	1.6	11.8	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	167	142	155	249	211	50	1981	615	75	2055	638
V/C Ratio(X)	0.74	0.05	0.75	0.77	0.02	0.08	0.63	0.60	0.07	0.73	0.69	0.03
Avail Cap(c_a), veh/h	241	1159	982	310	1231	1043	138	2145	666	241	2441	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	21.5	22.9	23.1	19.5	19.6	24.8	12.6	9.9	24.4	12.7	9.3
Incr Delay (d2), s/veh	13.1	0.1	7.6	7.9	0.0	0.2	12.2	0.4	0.0	12.7	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.1	1.5	1.7	0.0	0.2	0.5	3.2	0.3	0.9	3.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	21.6	30.5	30.9	19.5	19.8	37.1	13.1	10.0	37.1	13.4	9.3
LnGrp LOS	D	C	C	C	B	B	D	B	A	D	B	A
Approach Vol, veh/h		173			140			1270			1482	
Approach Delay, s/veh		32.4			29.3			13.6			14.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	25.3	9.5	9.6	6.4	26.1	7.3	11.9
Change Period (Y+Rc), s	5.0	5.3	5.0	5.0	5.0	5.3	5.0	5.0
Max Green Setting (Gmax), s	7.0	21.7	9.0	32.0	4.0	24.7	7.0	34.0
Max Q Clear Time (g_c+I1), s	3.6	11.7	5.4	5.4	2.9	13.8	3.7	2.5
Green Ext Time (p_c), s	0.0	5.8	0.1	0.4	0.0	7.0	0.0	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	47	76	19	67	5	28	52	19	7	99	75
Future Volume (veh/h)	65	47	76	19	67	5	28	52	19	7	99	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	49	80	20	71	5	29	55	20	7	104	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	300	253	36	212	15	51	268	97	13	181	137
Arrive On Green	0.06	0.16	0.16	0.02	0.12	0.12	0.03	0.20	0.20	0.01	0.18	0.18
Sat Flow, veh/h	1781	1870	1575	1781	1726	122	1781	1307	475	1781	984	747
Grp Volume(v), veh/h	68	49	80	20	0	76	29	0	75	7	0	183
Grp Sat Flow(s),veh/h/ln	1781	1870	1575	1781	0	1847	1781	0	1782	1781	0	1731
Q Serve(g_s), s	1.1	0.7	1.3	0.3	0.0	1.1	0.5	0.0	1.0	0.1	0.0	2.9
Cycle Q Clear(g_c), s	1.1	0.7	1.3	0.3	0.0	1.1	0.5	0.0	1.0	0.1	0.0	2.9
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.27	1.00		0.43
Lane Grp Cap(c), veh/h	103	300	253	36	0	227	51	0	365	13	0	318
V/C Ratio(X)	0.66	0.16	0.32	0.55	0.00	0.33	0.57	0.00	0.21	0.52	0.00	0.58
Avail Cap(c_a), veh/h	750	1671	1407	450	0	1339	510	0	1952	330	0	1721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	10.7	11.0	14.4	0.0	11.9	14.2	0.0	9.8	14.7	0.0	11.1
Incr Delay (d2), s/veh	7.0	0.3	0.7	12.2	0.0	0.9	9.5	0.0	0.3	27.7	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.4	0.2	0.0	0.4	0.3	0.0	0.3	0.1	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	11.0	11.7	26.6	0.0	12.8	23.8	0.0	10.1	42.4	0.0	12.7
LnGrp LOS	C	B	B	C	A	B	C	A	B	D	A	B
Approach Vol, veh/h		197			96			104			190	
Approach Delay, s/veh		14.6			15.6			13.9			13.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	10.6	5.1	9.3	5.4	10.0	6.2	8.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	32.5	7.5	26.5	8.5	29.5	12.5	21.5
Max Q Clear Time (g_c+I1), s	2.1	3.0	2.3	3.3	2.5	4.9	3.1	3.1
Green Ext Time (p_c), s	0.0	0.3	0.0	0.4	0.0	1.0	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	27	461	657	22	72	332
Future Volume (veh/h)	27	461	657	22	72	332
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	240	692	9	76	349
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	339	302	852	722	96	1140
Arrive On Green	0.19	0.19	0.46	0.46	0.05	0.61
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	28	240	692	9	76	349
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	0.6	7.2	16.0	0.2	2.1	4.5
Cycle Q Clear(g_c), s	0.6	7.2	16.0	0.2	2.1	4.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	339	302	852	722	96	1140
V/C Ratio(X)	0.08	0.80	0.81	0.01	0.79	0.31
Avail Cap(c_a), veh/h	606	539	1384	1173	214	1796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	19.3	11.8	7.4	23.4	4.7
Incr Delay (d2), s/veh	0.1	4.8	1.9	0.0	13.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.8	5.6	0.0	1.2	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.7	24.1	13.7	7.5	36.9	4.8
LnGrp LOS	B	C	B	A	D	A
Approach Vol, veh/h	268		701			425
Approach Delay, s/veh	23.3		13.6			10.6
Approach LOS	C		B			B

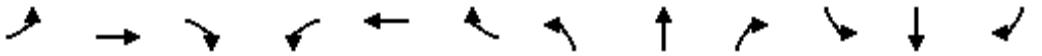
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.7	27.8			35.5	14.5
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	6.0	37.0			48.0	17.0
Max Q Clear Time (g_c+I1), s	4.1	18.0			6.5	9.2
Green Ext Time (p_c), s	0.0	4.8			2.3	0.5

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	2	615	17	5	527
Future Volume (veh/h)	6	2	615	17	5	527
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	2	647	18	5	555
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	15	14	1005	851	589	1005
Arrive On Green	0.01	0.01	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1781	1585	1870	1585	771	1870
Grp Volume(v), veh/h	6	2	647	18	5	555
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	771	1870
Q Serve(g_s), s	0.1	0.0	4.9	0.1	0.1	3.9
Cycle Q Clear(g_c), s	0.1	0.0	4.9	0.1	4.9	3.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	15	14	1005	851	589	1005
V/C Ratio(X)	0.39	0.15	0.64	0.02	0.01	0.55
Avail Cap(c_a), veh/h	1438	1280	2360	2000	1147	2360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	9.7	3.2	2.1	5.0	3.0
Incr Delay (d2), s/veh	15.1	4.7	0.7	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.0	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.8	14.5	3.9	2.2	5.0	3.5
LnGrp LOS	C	B	A	A	A	A
Approach Vol, veh/h	8		665			560
Approach Delay, s/veh	22.2		3.9			3.5
Approach LOS	C		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		15.6			15.6	4.2
Change Period (Y+Rc), s		5.0			5.0	4.0
Max Green Setting (Gmax), s		25.0			25.0	16.0
Max Q Clear Time (g_c+I1), s		6.9			6.9	2.1
Green Ext Time (p_c), s		3.8			3.1	0.0

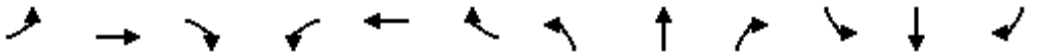
Intersection Summary	
HCM 6th Ctrl Delay	3.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	467	16	39	203	7	19	3	14	11	8	7
Future Volume (veh/h)	5	467	16	39	203	7	19	3	14	11	8	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	492	17	41	214	7	20	3	15	12	8	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	1060	471	70	1179	524	37	18	90	23	54	47
Arrive On Green	0.01	0.30	0.30	0.04	0.33	0.33	0.02	0.07	0.07	0.01	0.06	0.06
Sat Flow, veh/h	1781	3554	1580	1781	3554	1580	1781	270	1351	1781	918	804
Grp Volume(v), veh/h	5	492	17	41	214	7	20	0	18	12	0	15
Grp Sat Flow(s),veh/h/ln	1781	1777	1580	1781	1777	1580	1781	0	1621	1781	0	1722
Q Serve(g_s), s	0.1	3.1	0.2	0.6	1.2	0.1	0.3	0.0	0.3	0.2	0.0	0.2
Cycle Q Clear(g_c), s	0.1	3.1	0.2	0.6	1.2	0.1	0.3	0.0	0.3	0.2	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.83	1.00		0.47
Lane Grp Cap(c), veh/h	10	1060	471	70	1179	524	37	0	109	23	0	102
V/C Ratio(X)	0.51	0.46	0.04	0.59	0.18	0.01	0.54	0.00	0.17	0.53	0.00	0.15
Avail Cap(c_a), veh/h	260	3367	1497	519	3885	1727	454	0	2126	260	0	2070
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	7.8	6.8	13.0	6.5	6.2	13.3	0.0	12.1	13.5	0.0	12.3
Incr Delay (d2), s/veh	36.4	0.3	0.0	7.7	0.1	0.0	12.0	0.0	0.7	17.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.0	0.3	0.2	0.0	0.2	0.0	0.1	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	8.2	6.9	20.6	6.6	6.2	25.3	0.0	12.8	31.2	0.0	12.9
LnGrp LOS	D	A	A	C	A	A	C	A	B	C	A	B
Approach Vol, veh/h		514			262			38			27	
Approach Delay, s/veh		8.5			8.8			19.4			21.0	
Approach LOS		A			A			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.3	5.8	5.1	12.2	4.6	5.6	4.1	13.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	36.0	8.0	26.0	7.0	33.0	4.0	30.0
Max Q Clear Time (g_c+I1), s	2.2	2.3	2.6	5.1	2.3	2.2	2.1	3.2
Green Ext Time (p_c), s	0.0	0.1	0.0	2.9	0.0	0.0	0.0	1.2

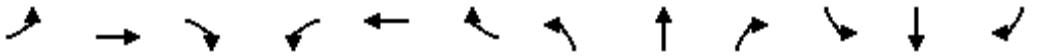
Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	9	6	116	10	39	3	511	274	104	341	12
Future Volume (veh/h)	6	9	6	116	10	39	3	511	274	104	341	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	9	6	122	11	41	3	538	288	109	359	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	105	89	259	233	197	11	1474	458	245	1819	565
Arrive On Green	0.01	0.06	0.06	0.07	0.12	0.12	0.00	0.29	0.29	0.07	0.36	0.36
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	6	9	6	122	11	41	3	538	288	109	359	13
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.1	0.2	0.1	1.3	0.2	0.9	0.0	3.3	6.2	1.2	1.9	0.2
Cycle Q Clear(g_c), s	0.1	0.2	0.1	1.3	0.2	0.9	0.0	3.3	6.2	1.2	1.9	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	22	105	89	259	233	197	11	1474	458	245	1819	565
V/C Ratio(X)	0.27	0.09	0.07	0.47	0.05	0.21	0.26	0.36	0.63	0.45	0.20	0.02
Avail Cap(c_a), veh/h	968	762	646	968	762	646	968	2212	687	968	2212	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	17.6	17.6	17.4	15.1	15.4	19.5	11.1	12.1	17.5	8.7	8.2
Incr Delay (d2), s/veh	6.3	0.3	0.3	1.3	0.1	0.5	11.9	0.2	1.4	1.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.5	0.1	0.3	0.0	1.0	1.9	0.5	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	17.9	17.9	18.7	15.2	16.0	31.4	11.3	13.6	18.8	8.8	8.2
LnGrp LOS	C	B	B	B	B	B	C	B	B	B	A	A
Approach Vol, veh/h		21			174			829			481	
Approach Delay, s/veh		20.1			17.9			12.1			11.0	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	16.3	7.9	7.2	5.1	19.0	5.3	9.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	3.2	8.2	3.3	2.2	2.0	3.9	2.1	2.9
Green Ext Time (p_c), s	0.2	3.1	0.2	0.0	0.0	1.9	0.0	0.1

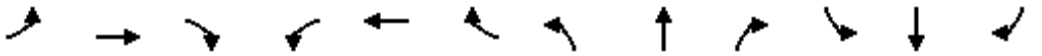
Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	347	10	12	136	14	15	14	21	5	8	4
Future Volume (veh/h)	9	347	10	12	136	14	15	14	21	5	8	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	365	11	13	143	15	16	15	22	5	8	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	771	344	24	785	350	83	87	74	215	225	191
Arrive On Green	0.01	0.22	0.22	0.01	0.22	0.22	0.05	0.05	0.05	0.12	0.12	0.12
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	9	365	11	13	143	15	16	15	22	5	8	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.2	3.0	0.2	0.2	1.1	0.2	0.3	0.3	0.4	0.1	0.1	0.1
Cycle Q Clear(g_c), s	0.2	3.0	0.2	0.2	1.1	0.2	0.3	0.3	0.4	0.1	0.1	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	771	344	24	785	350	83	87	74	215	225	191
V/C Ratio(X)	0.53	0.47	0.03	0.54	0.18	0.04	0.19	0.17	0.30	0.02	0.04	0.02
Avail Cap(c_a), veh/h	590	2569	1146	590	2569	1146	1288	1352	1146	858	901	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	11.3	10.2	16.3	10.5	10.2	15.2	15.2	15.3	12.9	12.9	12.9
Incr Delay (d2), s/veh	22.8	0.5	0.0	17.1	0.1	0.0	1.1	0.9	2.2	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	0.1	0.2	0.3	0.1	0.1	0.1	0.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	11.8	10.3	33.4	10.6	10.2	16.3	16.1	17.5	12.9	13.0	12.9
LnGrp LOS	D	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		385			171			53			17	
Approach Delay, s/veh		12.4			12.3			16.8			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.5	5.5	12.2		9.0	5.3	12.3				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		24.0	11.0	24.0		16.0	11.0	24.0				
Max Q Clear Time (g_c+I1), s		2.4	2.2	5.0		2.1	2.2	3.1				
Green Ext Time (p_c), s		0.1	0.0	2.3		0.0	0.0	0.8				

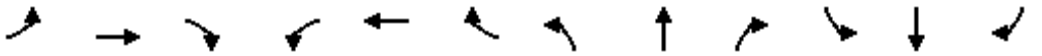
Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	10	20	16	10	44	30	644	10	79	530	30
Future Volume (veh/h)	30	10	20	16	10	44	30	644	10	79	530	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	11	21	17	11	46	32	678	11	83	558	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	161	137	31	137	116	54	1369	425	112	1535	476
Arrive On Green	0.03	0.09	0.09	0.02	0.07	0.07	0.03	0.27	0.27	0.06	0.30	0.30
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	32	11	21	17	11	46	32	678	11	83	558	32
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.6	0.2	0.4	0.3	0.2	1.0	0.6	4.0	0.2	1.6	3.0	0.5
Cycle Q Clear(g_c), s	0.6	0.2	0.4	0.3	0.2	1.0	0.6	4.0	0.2	1.6	3.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	161	137	31	137	116	54	1369	425	112	1535	476
V/C Ratio(X)	0.59	0.07	0.15	0.55	0.08	0.40	0.59	0.50	0.03	0.74	0.36	0.07
Avail Cap(c_a), veh/h	554	846	717	554	846	717	554	2453	761	554	2453	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	14.9	15.0	17.2	15.3	15.7	16.9	10.9	9.5	16.3	9.7	8.8
Incr Delay (d2), s/veh	9.7	0.2	0.5	14.3	0.2	2.2	9.7	0.3	0.0	9.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.1	0.2	0.1	0.4	0.4	1.2	0.1	0.8	0.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	15.0	15.5	31.5	15.5	17.8	26.7	11.2	9.6	25.4	9.9	8.9
LnGrp LOS	C	B	B	C	B	B	C	B	A	C	A	A
Approach Vol, veh/h		64			74			721			673	
Approach Delay, s/veh		21.0			20.6			11.9			11.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	14.5	5.6	8.1	6.1	15.6	6.1	7.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	3.6	6.0	2.3	2.4	2.6	5.0	2.6	3.0
Green Ext Time (p_c), s	0.1	3.5	0.0	0.0	0.0	3.1	0.0	0.1

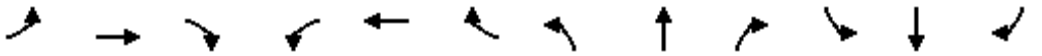
Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	121	22	173	34	7	15	6	314	15	7	25
Future Volume (veh/h)	19	121	22	173	34	7	15	6	314	15	7	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	127	23	182	36	7	16	6	331	16	7	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	324	145	241	735	328	29	493	418	29	493	418
Arrive On Green	0.02	0.09	0.09	0.14	0.21	0.21	0.02	0.26	0.26	0.02	0.26	0.26
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	20	127	23	182	36	7	16	6	331	16	7	26
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.5	1.4	0.5	4.0	0.3	0.1	0.4	0.1	7.9	0.4	0.1	0.5
Cycle Q Clear(g_c), s	0.5	1.4	0.5	4.0	0.3	0.1	0.4	0.1	7.9	0.4	0.1	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	35	324	145	241	735	328	29	493	418	29	493	418
V/C Ratio(X)	0.56	0.39	0.16	0.75	0.05	0.02	0.55	0.01	0.79	0.55	0.01	0.06
Avail Cap(c_a), veh/h	483	1928	860	659	2279	1017	483	1015	860	483	1015	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	17.4	17.0	16.9	12.9	12.8	19.8	11.0	13.9	19.8	11.0	11.2
Incr Delay (d2), s/veh	13.3	0.8	0.5	4.7	0.0	0.0	15.4	0.0	3.4	15.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.2	1.7	0.1	0.0	0.3	0.0	2.6	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	18.1	17.5	21.6	12.9	12.8	35.2	11.0	17.3	35.2	11.0	11.2
LnGrp LOS	C	B	B	C	B	B	D	B	B	D	B	B
Approach Vol, veh/h		170			225			353			49	
Approach Delay, s/veh		19.8			20.0			18.0			19.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	15.7	10.5	8.7	5.7	15.7	5.8	13.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	22.0	15.0	22.0	11.0	22.0	11.0	26.0
Max Q Clear Time (g_c+I1), s	2.4	9.9	6.0	3.4	2.4	2.5	2.5	2.3
Green Ext Time (p_c), s	0.0	0.9	0.3	0.7	0.0	0.1	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	25	200	200	6	0	66	736	268	0	528	0
Future Volume (veh/h)	0	25	200	200	6	0	66	736	268	0	528	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	26	211	211	6	0	69	775	282	0	556	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	327	277	359	737	625	180	1915	594	8	1060	329
Arrive On Green	0.00	0.17	0.17	0.10	0.39	0.00	0.05	0.38	0.38	0.00	0.21	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	0	26	211	211	6	0	69	775	282	0	556	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.0	0.5	5.5	2.5	0.1	0.0	0.8	4.8	5.9	0.0	4.2	0.0
Cycle Q Clear(g_c), s	0.0	0.5	5.5	2.5	0.1	0.0	0.8	4.8	5.9	0.0	4.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	8	327	277	359	737	625	180	1915	594	8	1060	329
V/C Ratio(X)	0.00	0.08	0.76	0.59	0.01	0.00	0.38	0.40	0.47	0.00	0.52	0.00
Avail Cap(c_a), veh/h	878	691	585	878	737	625	878	2004	622	878	2004	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	15.0	17.0	18.5	8.0	0.0	19.9	10.0	10.3	0.0	15.3	0.0
Incr Delay (d2), s/veh	0.0	0.1	4.3	1.5	0.0	0.0	1.3	0.1	0.6	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	2.0	1.0	0.0	0.0	0.3	1.4	1.7	0.0	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.1	21.3	20.1	8.0	0.0	21.2	10.1	10.9	0.0	15.7	0.0
LnGrp LOS	A	B	C	C	A	A	C	B	B	A	B	A
Approach Vol, veh/h		237			217			1126			556	
Approach Delay, s/veh		20.6			19.7			11.0			15.7	
Approach LOS		C			B			B			B	

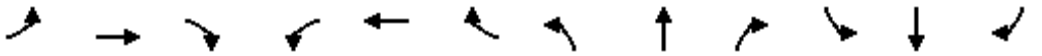
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	21.2	9.5	12.6	7.3	14.0	0.0	22.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	0.0	7.9	4.5	7.5	2.8	6.2	0.0	2.1
Green Ext Time (p_c), s	0.0	4.2	0.4	0.5	0.1	2.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	212	0	11	803	9	0	0	3	2	0	10
Future Volume (veh/h)	19	212	0	11	803	9	0	0	3	2	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	223	0	12	845	9	0	0	3	2	0	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	1407	0	23	1398	15	0	0	15	35	0	31
Arrive On Green	0.02	0.40	0.00	0.01	0.39	0.39	0.00	0.00	0.01	0.02	0.00	0.02
Sat Flow, veh/h	1781	3647	0	1781	3602	38	0	0	1578	1781	0	1578
Grp Volume(v), veh/h	20	223	0	12	417	437	0	0	3	2	0	11
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1863	0	0	1578	1781	0	1578
Q Serve(g_s), s	0.3	1.2	0.0	0.2	5.3	5.3	0.0	0.0	0.1	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.3	1.2	0.0	0.2	5.3	5.3	0.0	0.0	0.1	0.0	0.0	0.2
Prop In Lane	1.00		0.00	1.00		0.02	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	37	1407	0	23	690	723	0	0	15	35	0	31
V/C Ratio(X)	0.55	0.16	0.00	0.53	0.60	0.60	0.00	0.00	0.21	0.06	0.00	0.36
Avail Cap(c_a), veh/h	250	2249	0	250	1124	1179	0	0	1165	1315	0	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.8	5.5	0.0	14.0	7.0	7.0	0.0	0.0	14.0	13.7	0.0	13.8
Incr Delay (d2), s/veh	12.1	0.1	0.0	17.8	0.9	0.8	0.0	0.0	6.9	0.7	0.0	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.0	0.2	0.9	0.9	0.0	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	5.6	0.0	31.8	7.8	7.8	0.0	0.0	20.8	14.4	0.0	20.6
LnGrp LOS	C	A	A	C	A	A	A	A	C	B	A	C
Approach Vol, veh/h		243			866			3			13	
Approach Delay, s/veh		7.3			8.1			20.8			19.6	
Approach LOS		A			A			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.3	4.4	15.3		4.6	4.6	15.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		21.0	4.0	18.0		21.0	4.0	18.0				
Max Q Clear Time (g_c+I1), s		2.1	2.2	3.2		2.2	2.3	7.3				
Green Ext Time (p_c), s		0.0	0.0	1.0		0.0	0.0	3.6				

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



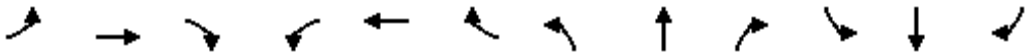
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	5	40	45	7	69	60	120	16	16	72	98
Future Volume (veh/h)	72	5	40	45	7	69	60	120	16	16	72	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	5	42	47	7	73	63	126	17	17	76	103
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	262	221	79	224	189	100	362	305	32	291	245
Arrive On Green	0.06	0.14	0.14	0.04	0.12	0.12	0.06	0.19	0.19	0.02	0.16	0.16
Sat Flow, veh/h	1781	1870	1575	1781	1870	1575	1781	1870	1577	1781	1870	1575
Grp Volume(v), veh/h	76	5	42	47	7	73	63	126	17	17	76	103
Grp Sat Flow(s),veh/h/ln	1781	1870	1575	1781	1870	1575	1781	1870	1577	1781	1870	1575
Q Serve(g_s), s	1.1	0.1	0.6	0.7	0.1	1.1	0.9	1.5	0.2	0.3	0.9	1.6
Cycle Q Clear(g_c), s	1.1	0.1	0.6	0.7	0.1	1.1	0.9	1.5	0.2	0.3	0.9	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	262	221	79	224	189	100	362	305	32	291	245
V/C Ratio(X)	0.66	0.02	0.19	0.60	0.03	0.39	0.63	0.35	0.06	0.54	0.26	0.42
Avail Cap(c_a), veh/h	336	1554	1308	336	1554	1308	269	1624	1369	269	1624	1368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	9.8	10.1	12.4	10.3	10.8	12.2	9.2	8.7	12.9	9.8	10.1
Incr Delay (d2), s/veh	6.3	0.0	0.4	7.1	0.1	1.3	6.4	0.6	0.1	13.4	0.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.2	0.4	0.0	0.3	0.4	0.4	0.1	0.2	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	9.8	10.5	19.5	10.4	12.1	18.7	9.8	8.8	26.3	10.3	11.3
LnGrp LOS	B	A	B	B	B	B	B	A	A	C	B	B
Approach Vol, veh/h		123			127			206			196	
Approach Delay, s/veh		15.3			14.7			12.4			12.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	9.1	5.2	7.7	5.5	8.1	5.7	7.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	23.0	5.0	22.0	4.0	23.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	2.3	3.5	2.7	2.6	2.9	3.6	3.1	3.1
Green Ext Time (p_c), s	0.0	0.6	0.0	0.1	0.0	0.6	0.0	0.2

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

Intersection 5 **Cirby Way/Cirby Hills Dr-Kaiser North Driveway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	80	84	105.5%	40.0	8.5	D
	Through						
	Right Turn	50	61	121.6%	12.6	2.8	B
	Subtotal	130	145	111.7%	28.6	5.3	C
SB	Left Turn	30	30	100.1%	64.5	17.0	E
	Through						
	Right Turn	70	78	111.3%	30.2	8.4	C
	Subtotal	100	108	107.9%	39.9	9.5	D
EB	Left Turn	90	76	84.9%	46.7	6.8	D
	Through	1,230	1,073	87.2%	11.8	1.7	B
	Right Turn	180	146	81.3%	11.2	2.2	B
	Subtotal	1,500	1,296	86.4%	13.8	2.0	B
WB	Left Turn	120	82	68.4%	146.0	47.1	F
	Through	1,800	1,177	65.4%	134.9	33.9	F
	Right Turn	30	19	62.1%	108.3	59.9	F
	Subtotal	1,950	1,278	65.5%	135.4	34.2	F
Total		3,680	2,827	76.8%	70.2	14.2	E



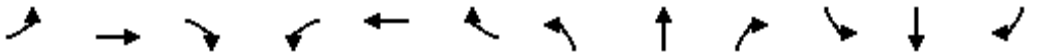
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	60	29	145	24	17	54	718	273	28	220	4
Future Volume (veh/h)	4	60	29	145	24	17	54	718	273	28	220	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	63	31	153	25	18	57	756	287	29	232	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	183	166	194	32	23	89	826	700	68	1534	26
Arrive On Green	0.10	0.10	0.10	0.14	0.14	0.14	0.05	0.44	0.44	0.04	0.43	0.43
Sat Flow, veh/h	111	1753	1585	1383	226	163	1781	1870	1585	1781	3575	62
Grp Volume(v), veh/h	67	0	31	196	0	0	57	756	287	29	115	121
Grp Sat Flow(s),veh/h/ln	1865	0	1585	1772	0	0	1781	1870	1585	1781	1777	1859
Q Serve(g_s), s	2.1	0.0	1.1	6.7	0.0	0.0	2.0	23.7	7.7	1.0	2.5	2.5
Cycle Q Clear(g_c), s	2.1	0.0	1.1	6.7	0.0	0.0	2.0	23.7	7.7	1.0	2.5	2.5
Prop In Lane	0.06		1.00	0.78		0.09	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	195	0	166	248	0	0	89	826	700	68	763	798
V/C Ratio(X)	0.34	0.00	0.19	0.79	0.00	0.00	0.64	0.92	0.41	0.43	0.15	0.15
Avail Cap(c_a), veh/h	238	0	202	735	0	0	171	976	827	171	958	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	25.6	26.1	0.0	0.0	29.2	16.4	11.9	29.5	10.9	10.9
Incr Delay (d2), s/veh	0.4	0.0	0.2	2.1	0.0	0.0	2.8	10.8	0.1	1.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.4	2.8	0.0	0.0	0.9	11.2	2.4	0.4	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	0.0	25.8	28.2	0.0	0.0	32.0	27.2	12.1	31.1	11.0	11.0
LnGrp LOS	C	A	C	C	A	A	C	C	B	C	B	B
Approach Vol, veh/h		98			196			1100			265	
Approach Delay, s/veh		26.3			28.2			23.5			13.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	33.0		10.5	7.1	32.2		12.8				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	* 5.3		4.0				
Max Green Setting (Gmax), s	6.0	32.7		8.0	6.0	* 34		26.0				
Max Q Clear Time (g_c+I1), s	3.0	25.7		4.1	4.0	4.5		8.7				
Green Ext Time (p_c), s	0.0	1.9		0.1	0.0	0.8		0.4				

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	302	1	50	72	3	0	354	318	0	196	246
Future Volume (veh/h)	296	302	1	50	72	3	0	354	318	0	196	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	312	318	1	53	76	3	0	373	335	0	206	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	426	445	1	251	492	19	0	579	490	0	579	
Arrive On Green	0.24	0.24	0.24	0.14	0.14	0.14	0.00	0.31	0.31	0.00	0.31	0.00
Sat Flow, veh/h	1781	1863	6	1781	3486	137	0	1870	1585	0	1870	1585
Grp Volume(v), veh/h	312	0	319	53	39	40	0	373	335	0	206	0
Grp Sat Flow(s),veh/h/ln	1781	0	1869	1781	1777	1846	0	1870	1585	0	1870	1585
Q Serve(g_s), s	7.5	0.0	7.3	1.2	0.9	0.9	0.0	8.0	8.6	0.0	4.0	0.0
Cycle Q Clear(g_c), s	7.5	0.0	7.3	1.2	0.9	0.9	0.0	8.0	8.6	0.0	4.0	0.0
Prop In Lane	1.00		0.00	1.00		0.07	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	426	0	447	251	251	260	0	579	490	0	579	
V/C Ratio(X)	0.73	0.00	0.71	0.21	0.15	0.16	0.00	0.64	0.68	0.00	0.36	
Avail Cap(c_a), veh/h	768	0	806	307	307	318	0	766	649	0	579	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	16.3	0.0	16.2	17.6	17.5	17.5	0.0	13.8	14.0	0.0	12.4	0.0
Incr Delay (d2), s/veh	1.8	0.0	1.6	0.3	0.2	0.2	0.0	2.6	3.7	0.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	2.9	0.5	0.3	0.3	0.0	3.2	3.1	0.0	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	17.8	17.9	17.7	17.7	0.0	16.4	17.7	0.0	13.2	0.0
LnGrp LOS	B	A	B	B	B	B	A	B	B	A	B	
Approach Vol, veh/h		631			132			708			206	A
Approach Delay, s/veh		17.9			17.8			17.0			13.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.4		18.5		16.4		18.5				
Change Period (Y+Rc), s		4.9		* 4.2		5.3		* 4.2				
Max Green Setting (Gmax), s		8.0		* 9.4		20.0		* 19				
Max Q Clear Time (g_c+I1), s		3.2		6.0		9.5		10.6				
Green Ext Time (p_c), s		0.1		0.4		1.6		3.8				

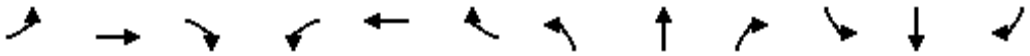
Intersection Summary												
HCM 6th Ctrl Delay			17.0									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

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

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



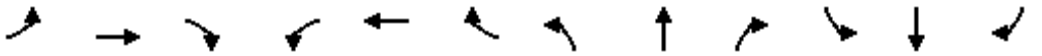
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	441	187	38	300	33	148	12	38	3	15	7
Future Volume (veh/h)	12	441	187	38	300	33	148	12	38	3	15	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	464	197	40	316	35	156	13	40	3	16	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	782	675	245	630	66	582	18	227	222	95	39
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	18	1837	1585	86	1480	154	1523	127	1585	74	665	272
Grp Volume(v), veh/h	477	0	197	391	0	0	169	0	40	26	0	0
Grp Sat Flow(s),veh/h/ln	1855	0	1585	1720	0	0	1650	0	1585	1012	0	0
Q Serve(g_s), s	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	1.6	2.9	0.0	0.0	1.7	0.0	0.4	1.7	0.0	0.0
Prop In Lane	0.03		1.00	0.10		0.09	0.92		1.00	0.12		0.27
Lane Grp Cap(c), veh/h	984	0	675	941	0	0	600	0	227	356	0	0
V/C Ratio(X)	0.48	0.00	0.29	0.42	0.00	0.00	0.28	0.00	0.18	0.07	0.00	0.00
Avail Cap(c_a), veh/h	2684	0	2148	2438	0	0	1959	0	1748	1998	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.2	0.0	3.6	4.0	0.0	0.0	7.7	0.0	7.2	7.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.2	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.1	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.5	0.0	3.8	4.2	0.0	0.0	7.8	0.0	7.3	7.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		674			391			209			26	
Approach Delay, s/veh		4.3			4.2			7.7			7.2	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.3		6.7		12.3		6.7				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 26		21.0		* 26		21.0				
Max Q Clear Time (g_c+I1), s		5.7		3.7		4.9		3.7				
Green Ext Time (p_c), s		2.4		0.4		1.4		0.0				

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

Notes

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



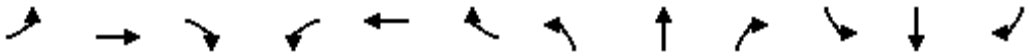
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	545	11	34	419	117	14	40	45	39	27	27
Future Volume (veh/h)	95	545	11	34	419	117	14	40	45	39	27	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	574	12	36	441	123	15	42	47	41	28	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	601	952	20	594	734	205	344	70	78	307	22	137
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	847	1825	38	829	1407	392	1348	806	902	373	255	1585
Grp Volume(v), veh/h	100	0	586	36	0	564	15	0	89	69	0	28
Grp Sat Flow(s),veh/h/ln	847	0	1863	829	0	1800	1348	0	1708	627	0	1585
Q Serve(g_s), s	2.0	0.0	4.6	0.7	0.0	4.6	0.0	0.0	1.1	0.8	0.0	0.3
Cycle Q Clear(g_c), s	6.5	0.0	4.6	5.3	0.0	4.6	1.8	0.0	1.1	1.8	0.0	0.3
Prop In Lane	1.00		0.02	1.00		0.22	1.00		0.53	0.59		1.00
Lane Grp Cap(c), veh/h	601	0	972	594	0	938	344	0	148	329	0	137
V/C Ratio(X)	0.17	0.00	0.60	0.06	0.00	0.60	0.04	0.00	0.60	0.21	0.00	0.20
Avail Cap(c_a), veh/h	1122	0	2119	1105	0	2047	1386	0	1469	1481	0	1363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.8	0.0	3.5	5.3	0.0	3.5	10.5	0.0	9.2	10.2	0.0	8.9
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.0	0.0	0.5	0.0	0.0	1.5	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.3	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.9	0.0	3.9	5.4	0.0	4.0	10.5	0.0	10.7	10.3	0.0	9.2
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	A
Approach Vol, veh/h		686			600			104			97	
Approach Delay, s/veh		4.2			4.0			10.6			10.0	
Approach LOS		A			A			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.1		5.8		15.1		5.8				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 24		18.0		* 24		18.0				
Max Q Clear Time (g_c+I1), s		8.5		3.8		7.3		3.8				
Green Ext Time (p_c), s		2.4		0.2		2.0		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A

Notes

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



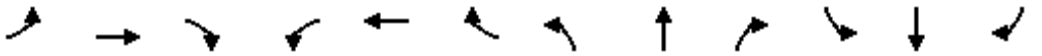
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	343	27	180	338	8	44	57	460	13	22	26
Future Volume (veh/h)	74	343	27	180	338	8	44	57	460	13	22	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	361	23	189	356	6	46	60	99	14	23	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	516	33	244	700	12	275	116	184	211	88	13
Arrive On Green	0.05	0.30	0.30	0.14	0.38	0.38	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1781	1740	111	1781	1834	31	726	996	1585	284	758	113
Grp Volume(v), veh/h	78	0	384	189	0	362	106	0	99	41	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1850	1781	0	1865	1723	0	1585	1155	0	0
Q Serve(g_s), s	1.2	0.0	5.0	2.8	0.0	4.0	0.0	0.0	1.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	5.0	2.8	0.0	4.0	1.5	0.0	1.6	1.5	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.02	0.43		1.00	0.34		0.10
Lane Grp Cap(c), veh/h	93	0	549	244	0	712	390	0	184	312	0	0
V/C Ratio(X)	0.84	0.00	0.70	0.77	0.00	0.51	0.27	0.00	0.54	0.13	0.00	0.00
Avail Cap(c_a), veh/h	329	0	1351	526	0	1568	1100	0	877	996	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.7	0.0	8.5	11.3	0.0	6.4	11.2	0.0	11.3	10.8	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	1.3	2.0	0.0	0.5	0.1	0.0	0.9	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.4	0.9	0.0	0.9	0.4	0.0	0.4	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	9.8	13.3	0.0	6.9	11.4	0.0	12.2	10.9	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		462			551			205			41	
Approach Delay, s/veh		11.5			9.1			11.8			10.9	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	12.2		7.1	5.4	14.5		7.1				
Change Period (Y+Rc), s	4.0	* 4.2		4.0	4.0	* 4.2		4.0				
Max Green Setting (Gmax), s	8.0	* 20		15.0	5.0	* 23		15.0				
Max Q Clear Time (g_c+I1), s	4.8	7.0		3.5	3.2	6.0		3.5				
Green Ext Time (p_c), s	0.1	1.1		0.1	0.0	1.1		0.0				

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	90	399	91	63	4	247	736	20	29	883	29
Future Volume (veh/h)	90	90	399	91	63	4	247	736	20	29	883	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	95	63	96	66	1	260	775	8	31	929	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	339	287	314	330	280	366	1041	464	231	1212	
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.11	0.29	0.29	0.13	0.34	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	95	95	63	96	66	1	260	775	8	31	929	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.5	3.4	2.6	3.6	2.3	0.0	5.6	15.2	0.3	1.2	17.9	0.0
Cycle Q Clear(g_c), s	3.5	3.4	2.6	3.6	2.3	0.0	5.6	15.2	0.3	1.2	17.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	339	287	314	330	280	366	1041	464	231	1212	
V/C Ratio(X)	0.29	0.28	0.22	0.31	0.20	0.00	0.71	0.74	0.02	0.13	0.77	
Avail Cap(c_a), veh/h	463	487	412	463	487	412	1124	1849	825	463	1849	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	27.1	26.8	27.6	27.0	26.1	33.2	24.6	19.3	29.7	22.6	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.1	0.2	0.1	0.0	1.0	1.5	0.0	0.1	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.5	1.0	1.5	1.0	0.0	2.3	6.0	0.1	0.5	7.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	27.3	27.0	27.8	27.1	26.1	34.2	26.1	19.3	29.7	24.0	0.0
LnGrp LOS	C	C	C	C	C	C	C	C	B	C	C	
Approach Vol, veh/h		253			163			1043			960	A
Approach Delay, s/veh		27.3			27.5			28.0			24.2	
Approach LOS		C			C			C			C	

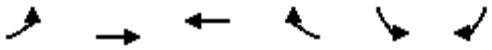
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	27.4		17.9	11.1	30.2		17.6				
Change Period (Y+Rc), s	4.0	4.9		4.0	3.0	* 4		4.0				
Max Green Setting (Gmax), s	20.0	40.0		20.0	25.0	* 40		20.0				
Max Q Clear Time (g_c+I1), s	3.2	17.2		5.5	7.6	19.9		5.6				
Green Ext Time (p_c), s	0.0	5.4		0.5	0.6	6.3		0.3				

Intersection Summary		
HCM 6th Ctrl Delay	26.4	
HCM 6th LOS	C	

Notes

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

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



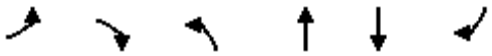
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	354	402	310	203	2
Future Volume (veh/h)	1	354	402	310	203	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1900
Adj Flow Rate, veh/h	1	373	423	326	216	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0
Cap, veh/h	7	1983	746	629	449	203
Arrive On Green	0.00	0.56	0.40	0.40	0.13	0.00
Sat Flow, veh/h	1781	3647	1870	1577	3563	1610
Grp Volume(v), veh/h	1	373	423	326	216	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1577	1781	1610
Q Serve(g_s), s	0.0	1.3	4.4	4.0	1.4	0.0
Cycle Q Clear(g_c), s	0.0	1.3	4.4	4.0	1.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	7	1983	746	629	449	203
V/C Ratio(X)	0.14	0.19	0.57	0.52	0.48	0.00
Avail Cap(c_a), veh/h	281	4209	1625	1370	3095	1399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.6	2.8	5.9	5.8	10.3	0.0
Incr Delay (d2), s/veh	9.0	0.0	0.7	0.7	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.9	0.7	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.6	2.8	6.6	6.4	11.1	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		374	749		216	
Approach Delay, s/veh		2.9	6.5		11.1	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			18.1		7.2	4.0	14.1
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			30.0		22.0	4.0	22.0
Max Q Clear Time (g_c+I1), s			3.3		3.4	2.0	6.4
Green Ext Time (p_c), s			2.5		0.7	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



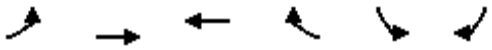
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	443	648	323	22	1	22
Future Volume (veh/h)	443	648	323	22	1	22
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	466	682	356	0	1	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	878	781	562	548	52	44
Arrive On Green	0.49	0.49	0.16	0.00	0.03	0.03
Sat Flow, veh/h	1781	1585	3563	1870	1870	1570
Grp Volume(v), veh/h	466	682	356	0	1	23
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1570
Q Serve(g_s), s	6.7	14.3	3.5	0.0	0.0	0.5
Cycle Q Clear(g_c), s	6.7	14.3	3.5	0.0	0.0	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	878	781	562	548	52	44
V/C Ratio(X)	0.53	0.87	0.63	0.00	0.02	0.53
Avail Cap(c_a), veh/h	1003	892	955	1554	852	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	6.5	8.4	14.7	0.0	17.6	17.9
Incr Delay (d2), s/veh	0.5	8.7	1.2	0.0	0.1	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.9	1.2	0.0	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.0	17.1	15.9	0.0	17.8	27.3
LnGrp LOS	A	B	B	A	B	C
Approach Vol, veh/h	1148			356	24	
Approach Delay, s/veh	13.0			15.9	26.9	
Approach LOS	B			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		14.9		22.4	9.9	5.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		31.0		21.0	10.0	17.0
Max Q Clear Time (g_c+I1), s		0.0		16.3	5.5	2.5
Green Ext Time (p_c), s		0.0		2.1	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

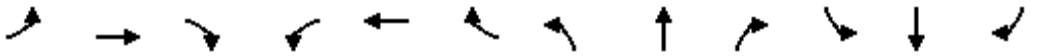
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	66	202	421	99	37	24
Future Volume (veh/h)	66	202	421	99	37	24
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	213	443	104	39	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	92	1664	941	291	881	784
Arrive On Green	0.05	0.33	0.18	0.18	0.49	0.49
Sat Flow, veh/h	1781	5274	5274	1576	1781	1585
Grp Volume(v), veh/h	69	213	443	104	39	25
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1576	1781	1585
Q Serve(g_s), s	1.7	1.3	3.4	2.6	0.5	0.4
Cycle Q Clear(g_c), s	1.7	1.3	3.4	2.6	0.5	0.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	92	1664	941	291	881	784
V/C Ratio(X)	0.75	0.13	0.47	0.36	0.04	0.03
Avail Cap(c_a), veh/h	240	3443	2295	709	881	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	10.6	16.2	15.8	5.8	5.8
Incr Delay (d2), s/veh	11.6	0.0	0.4	0.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.4	1.1	0.8	0.2	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.4	10.6	16.6	16.6	5.9	5.9
LnGrp LOS	C	B	B	B	A	A
Approach Vol, veh/h		282	547		64	
Approach Delay, s/veh		15.9	16.6		5.9	
Approach LOS		B	B		A	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			18.5		26.0	6.3	12.2
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			30.0		22.0	6.0	20.0
Max Q Clear Time (g_c+I1), s			3.3		2.5	3.7	5.4
Green Ext Time (p_c), s			1.2		0.1	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B



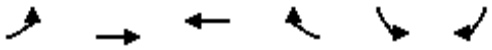
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	156	15	773	406	408	39	971	287	220	840	96
Future Volume (veh/h)	73	156	15	773	406	408	39	971	287	220	840	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	164	16	814	427	429	41	1022	302	232	884	101
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	355	110	929	1443	448	54	1524	833	272	2147	666
Arrive On Green	0.06	0.07	0.07	0.27	0.28	0.28	0.03	0.30	0.30	0.15	0.42	0.42
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	1781	5106	2790	1781	5106	1585
Grp Volume(v), veh/h	77	164	16	814	427	429	41	1022	302	232	884	101
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1781	1702	1395	1781	1702	1585
Q Serve(g_s), s	3.2	2.3	0.7	17.1	5.0	20.2	1.7	13.3	6.5	9.6	9.2	3.0
Cycle Q Clear(g_c), s	3.2	2.3	0.7	17.1	5.0	20.2	1.7	13.3	6.5	9.6	9.2	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	355	110	929	1443	448	54	1524	833	272	2147	666
V/C Ratio(X)	0.77	0.46	0.14	0.88	0.30	0.96	0.76	0.67	0.36	0.85	0.41	0.15
Avail Cap(c_a), veh/h	234	1948	605	1046	1443	448	211	2016	1101	281	2217	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	34.0	33.2	26.6	21.3	26.8	36.6	23.4	21.0	31.4	15.4	13.6
Incr Delay (d2), s/veh	11.9	0.9	0.6	7.8	0.1	31.8	18.9	0.5	0.3	21.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.0	0.3	7.7	1.9	11.2	1.0	5.2	0.0	5.6	3.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	34.9	33.8	34.4	21.5	58.6	55.4	23.9	21.2	52.7	15.6	13.7
LnGrp LOS	D	C	C	C	C	E	E	C	C	D	B	B
Approach Vol, veh/h		257			1670			1365			1217	
Approach Delay, s/veh		38.5			37.3			24.3			22.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	26.7	24.4	9.3	6.3	36.0	8.3	25.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	30.0	23.0	29.0	9.0	33.0	10.0	12.0
Max Q Clear Time (g_c+I1), s	11.6	15.3	19.1	4.3	3.7	11.2	5.2	22.2
Green Ext Time (p_c), s	0.0	7.3	1.3	1.1	0.0	6.8	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	637	1396	24	118	76
Future Volume (veh/h)	26	637	1396	24	118	76
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	671	1469	25	124	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	44	2418	1922	595	679	604
Arrive On Green	0.02	0.47	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	5274	5274	1581	1781	1585
Grp Volume(v), veh/h	27	671	1469	25	124	80
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1581	1781	1585
Q Serve(g_s), s	0.8	4.4	13.9	0.6	2.6	1.8
Cycle Q Clear(g_c), s	0.8	4.4	13.9	0.6	2.6	1.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	44	2418	1922	595	679	604
V/C Ratio(X)	0.62	0.28	0.76	0.04	0.18	0.13
Avail Cap(c_a), veh/h	129	2873	2132	660	679	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	8.8	15.0	10.9	11.3	11.1
Incr Delay (d2), s/veh	13.3	0.1	1.5	0.0	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.2	4.4	0.2	1.0	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.9	8.8	16.6	10.9	11.9	11.6
LnGrp LOS	D	A	B	B	B	B
Approach Vol, veh/h		698	1494		204	
Approach Delay, s/veh		10.1	16.5		11.8	
Approach LOS		B	B		B	

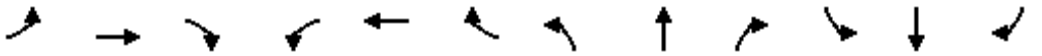
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			30.1		25.0	5.4	24.7
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			31.0		21.0	4.0	23.0
Max Q Clear Time (g_c+I1), s			6.4		4.6	2.8	15.9
Green Ext Time (p_c), s			4.3		0.5	0.0	4.9

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	744	11	19	1428	13	1
Future Volume (veh/h)	744	11	19	1428	13	1
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	783	12	20	1503	14	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1749	541	34	2231	736	655
Arrive On Green	0.34	0.34	0.02	0.44	0.41	0.41
Sat Flow, veh/h	5274	1580	1781	5274	1781	1585
Grp Volume(v), veh/h	783	12	20	1503	14	1
Grp Sat Flow(s),veh/h/ln	1702	1580	1781	1702	1781	1585
Q Serve(g_s), s	6.3	0.3	0.6	12.5	0.2	0.0
Cycle Q Clear(g_c), s	6.3	0.3	0.6	12.5	0.2	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1749	541	34	2231	736	655
V/C Ratio(X)	0.45	0.02	0.58	0.67	0.02	0.00
Avail Cap(c_a), veh/h	2109	653	134	2876	736	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	11.6	25.9	12.0	9.3	9.2
Incr Delay (d2), s/veh	0.2	0.0	14.8	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.1	0.4	3.5	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	11.6	40.7	12.4	9.3	9.2
LnGrp LOS	B	B	D	B	A	A
Approach Vol, veh/h	795			1523	15	
Approach Delay, s/veh	13.7			12.8	9.3	
Approach LOS	B			B	A	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		26.0	5.0	22.2		27.3
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		22.0	4.0	22.0		30.0
Max Q Clear Time (g_c+I1), s		2.2	2.6	8.3		14.5
Green Ext Time (p_c), s		0.0	0.0	4.2		8.8

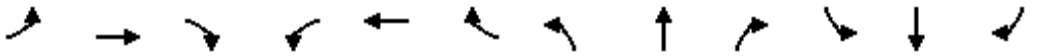
Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	580	63	129	1323	260	69	79	72	120	72	72
Future Volume (veh/h)	119	580	63	129	1323	260	69	79	72	120	72	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	611	66	136	1393	274	73	83	76	126	76	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	2058	639	176	2101	652	93	166	140	161	236	200
Arrive On Green	0.09	0.40	0.40	0.10	0.41	0.41	0.05	0.09	0.09	0.09	0.13	0.13
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	125	611	66	136	1393	274	73	83	76	126	76	76
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	4.3	5.1	1.6	4.7	13.8	7.7	2.5	2.6	2.9	4.3	2.3	2.8
Cycle Q Clear(g_c), s	4.3	5.1	1.6	4.7	13.8	7.7	2.5	2.6	2.9	4.3	2.3	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	2058	639	176	2101	652	93	166	140	161	236	200
V/C Ratio(X)	0.78	0.30	0.10	0.77	0.66	0.42	0.78	0.50	0.54	0.78	0.32	0.38
Avail Cap(c_a), veh/h	256	2368	735	342	2613	811	199	957	811	199	957	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	12.7	11.6	27.5	14.9	13.1	29.3	27.2	27.3	27.9	24.9	25.1
Incr Delay (d2), s/veh	7.9	0.1	0.1	7.1	0.5	0.4	13.2	2.3	3.2	15.0	0.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.7	0.5	2.2	4.8	2.5	1.4	1.2	1.2	2.4	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	12.7	11.7	34.6	15.3	13.5	42.5	29.5	30.5	42.8	25.7	26.3
LnGrp LOS	D	B	B	C	B	B	D	C	C	D	C	C
Approach Vol, veh/h		802			1803			232			278	
Approach Delay, s/veh		16.2			16.5			33.9			33.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	10.5	11.2	30.2	8.3	12.9	10.6	30.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	32.0	12.0	29.0	7.0	32.0	9.0	32.0
Max Q Clear Time (g_c+I1), s	6.3	4.9	6.7	7.1	4.5	4.8	6.3	15.8
Green Ext Time (p_c), s	0.0	0.7	0.1	4.5	0.0	0.6	0.1	9.9

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



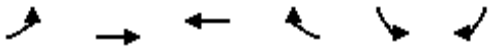
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	570	34	501	1433	247	63	974	352	114	1079	154
Future Volume (veh/h)	141	570	34	501	1433	247	63	974	352	114	1079	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	600	4	527	1508	94	66	1025	122	120	1136	48
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	788	242	842	1646	509	254	1159	514	289	1126	500
Arrive On Green	0.08	0.15	0.15	0.24	0.32	0.32	0.07	0.33	0.33	0.08	0.32	0.32
Sat Flow, veh/h	3456	5106	1570	3456	5106	1578	3456	3554	1578	3456	3554	1578
Grp Volume(v), veh/h	148	600	4	527	1508	94	66	1025	122	120	1136	48
Grp Sat Flow(s),veh/h/ln	1728	1702	1570	1728	1702	1578	1728	1777	1578	1728	1777	1578
Q Serve(g_s), s	4.3	11.7	0.2	14.2	29.6	3.3	1.9	28.4	2.9	3.4	33.0	2.2
Cycle Q Clear(g_c), s	4.3	11.7	0.2	14.2	29.6	3.3	1.9	28.4	2.9	3.4	33.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	788	242	842	1646	509	254	1159	514	289	1126	500
V/C Ratio(X)	0.57	0.76	0.02	0.63	0.92	0.18	0.26	0.88	0.24	0.41	1.01	0.10
Avail Cap(c_a), veh/h	465	981	302	929	1668	515	299	1159	514	299	1126	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	42.2	37.3	35.1	33.9	13.7	45.5	33.2	6.3	45.3	35.6	25.0
Incr Delay (d2), s/veh	0.7	3.3	0.0	0.7	8.5	0.3	0.2	8.8	0.5	0.4	28.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.9	0.1	5.7	12.5	1.6	0.8	12.6	2.0	1.4	17.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	45.5	37.4	35.9	42.4	14.0	45.7	42.0	6.8	45.6	64.5	25.2
LnGrp LOS	D	D	D	D	D	B	D	D	A	D	F	C
Approach Vol, veh/h		752			2129			1213			1304	
Approach Delay, s/veh		45.8			39.5			38.7			61.3	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	39.9	29.4	22.1	13.7	39.0	11.9	39.6
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	6.0	* 6	4.0	6.0
Max Green Setting (Gmax), s	9.0	33.0	28.0	20.0	9.0	* 33	14.0	34.0
Max Q Clear Time (g_c+I1), s	5.4	30.4	16.2	13.7	3.9	35.0	6.3	31.6
Green Ext Time (p_c), s	0.1	1.9	1.1	2.1	0.0	0.0	0.2	2.0

Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	1026	2147	261	141	4
Future Volume (veh/h)	5	1026	2147	261	141	4
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	1080	2260	275	148	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	14	3393	3012	935	301	268
Arrive On Green	0.01	0.66	0.59	0.59	0.17	0.17
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	5	1080	2260	275	148	4
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	0.2	5.4	19.5	5.2	4.5	0.1
Cycle Q Clear(g_c), s	0.2	5.4	19.5	5.2	4.5	0.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	14	3393	3012	935	301	268
V/C Ratio(X)	0.35	0.32	0.75	0.29	0.49	0.01
Avail Cap(c_a), veh/h	356	4511	3149	978	802	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	4.3	9.1	6.1	22.6	20.8
Incr Delay (d2), s/veh	5.4	0.1	1.1	0.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.3	5.7	1.4	1.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.0	4.4	10.1	6.4	23.1	20.8
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h		1085	2535		152	
Approach Delay, s/veh		4.5	9.7		23.0	
Approach LOS		A	A		C	

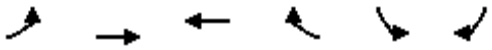
Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	45.9	14.1	4.5	41.4
Change Period (Y+Rc), s	6.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	53.0	27.0	12.0	37.0
Max Q Clear Time (g_c+I1), s	7.4	6.5	2.2	21.5
Green Ext Time (p_c), s	10.7	0.3	0.0	13.8

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1182	20	217	2402	21	130
Future Volume (veh/h)	1182	20	217	2402	21	130
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1244	21	228	2528	22	137
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2303	715	277	3428	270	240
Arrive On Green	0.45	0.45	0.16	0.67	0.15	0.15
Sat Flow, veh/h	5274	1585	1781	5274	1781	1585
Grp Volume(v), veh/h	1244	21	228	2528	22	137
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1702	1781	1585
Q Serve(g_s), s	10.9	0.5	7.6	19.8	0.7	4.9
Cycle Q Clear(g_c), s	10.9	0.5	7.6	19.8	0.7	4.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2303	715	277	3428	270	240
V/C Ratio(X)	0.54	0.03	0.82	0.74	0.08	0.57
Avail Cap(c_a), veh/h	2322	721	347	3649	871	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	9.4	25.2	6.6	22.4	24.3
Incr Delay (d2), s/veh	0.3	0.0	10.0	0.9	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.1	3.8	4.9	0.3	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.6	9.4	35.2	7.4	22.5	25.0
LnGrp LOS	B	A	D	A	C	C
Approach Vol, veh/h	1265			2756	159	
Approach Delay, s/veh	12.5			9.7	24.7	
Approach LOS	B			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.2	13.6	33.8		47.3
Change Period (Y+Rc), s		4.9	4.0	6.0		6.0
Max Green Setting (Gmax), s		30.1	12.0	28.0		44.0
Max Q Clear Time (g_c+I1), s		6.9	9.6	12.9		21.8
Green Ext Time (p_c), s		0.4	0.1	8.2		19.5

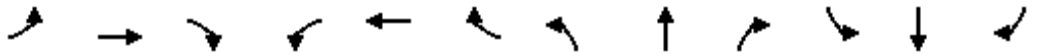
Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	1255	2590	342	203	28
Future Volume (veh/h)	38	1255	2590	342	203	28
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	1321	2726	360	214	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	76	3737	3288	1017	258	229
Arrive On Green	0.04	0.73	0.64	0.64	0.14	0.14
Sat Flow, veh/h	1781	5274	5274	1579	1781	1585
Grp Volume(v), veh/h	40	1321	2726	360	214	29
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1579	1781	1585
Q Serve(g_s), s	1.9	8.3	36.0	9.3	10.3	1.4
Cycle Q Clear(g_c), s	1.9	8.3	36.0	9.3	10.3	1.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	76	3737	3288	1017	258	229
V/C Ratio(X)	0.53	0.35	0.83	0.35	0.83	0.13
Avail Cap(c_a), veh/h	121	3939	3361	1039	626	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	4.3	12.0	7.2	36.7	32.9
Incr Delay (d2), s/veh	2.1	0.1	1.9	0.3	2.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.8	10.7	2.5	4.6	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.5	4.4	13.9	7.6	39.3	33.0
LnGrp LOS	D	A	B	A	D	C
Approach Vol, veh/h		1361	3086		243	
Approach Delay, s/veh		5.5	13.2		38.6	
Approach LOS		A	B		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			70.6		17.7	7.7	62.8
Change Period (Y+Rc), s			6.0		4.9	4.0	6.0
Max Green Setting (Gmax), s			68.1		31.0	6.0	58.1
Max Q Clear Time (g_c+I1), s			10.3		12.3	3.9	38.0
Green Ext Time (p_c), s			13.8		0.5	0.0	18.9

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	270	440	5	428	26	691	547	8	74	817	0
Future Volume (veh/h)	0	270	440	5	428	26	691	547	8	74	817	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	284	63	5	451	6	727	576	4	78	860	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	452	201	9	746	333	864	1778	793	101	1091	487
Arrive On Green	0.00	0.13	0.13	0.01	0.21	0.21	0.25	0.50	0.50	0.06	0.31	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	284	63	5	451	6	727	576	4	78	860	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	4.9	2.3	0.2	7.4	0.2	12.9	6.2	0.1	2.8	14.2	0.0
Cycle Q Clear(g_c), s	0.0	4.9	2.3	0.2	7.4	0.2	12.9	6.2	0.1	2.8	14.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	3	452	201	9	746	333	864	1778	793	101	1091	487
V/C Ratio(X)	0.00	0.63	0.31	0.53	0.60	0.02	0.84	0.32	0.01	0.77	0.79	0.00
Avail Cap(c_a), veh/h	304	883	394	304	883	394	1020	1778	793	304	1325	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	26.7	25.5	31.9	23.0	20.2	22.9	9.6	8.1	30.0	20.4	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.9	38.9	0.9	0.0	5.7	0.1	0.0	11.8	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	0.9	0.2	3.0	0.1	5.5	2.1	0.0	1.5	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.1	26.4	70.8	23.9	20.2	28.6	9.7	8.1	41.7	23.1	0.0
LnGrp LOS	A	C	C	E	C	C	C	A	A	D	C	A
Approach Vol, veh/h		347			462			1307			938	
Approach Delay, s/veh		27.8			24.3			20.2			24.6	
Approach LOS		C			C			C			C	

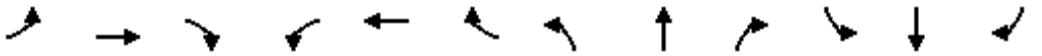
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	37.2	5.3	13.2	21.1	24.8	0.0	18.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	32.0	11.0	16.0	19.0	24.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	4.8	8.2	2.2	6.9	14.9	16.2	0.0	9.4
Green Ext Time (p_c), s	0.1	4.1	0.0	1.3	1.2	3.5	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	363	11	53	452	8	0
Future Volume (veh/h)	363	11	53	452	8	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	382	12	56	476	8	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	827	369	91	1678	269	239
Arrive On Green	0.23	0.23	0.05	0.47	0.15	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	382	12	56	476	8	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	2.5	0.2	0.8	2.2	0.1	0.0
Cycle Q Clear(g_c), s	2.5	0.2	0.8	2.2	0.1	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	827	369	91	1678	269	239
V/C Ratio(X)	0.46	0.03	0.62	0.28	0.03	0.00
Avail Cap(c_a), veh/h	2412	1076	470	4020	1343	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.7	7.9	12.3	4.3	9.6	0.0
Incr Delay (d2), s/veh	0.4	0.0	6.6	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.4	0.3	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.2	7.9	19.0	4.4	9.6	0.0
LnGrp LOS	A	A	B	A	A	A
Approach Vol, veh/h	394			532	8	
Approach Delay, s/veh	9.1			5.9	9.6	
Approach LOS	A			A	A	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		9.0	6.4	11.2		17.5
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		20.0	7.0	18.0		30.0
Max Q Clear Time (g_c+I1), s		2.1	2.8	4.5		4.2
Green Ext Time (p_c), s		0.0	0.0	2.1		3.3

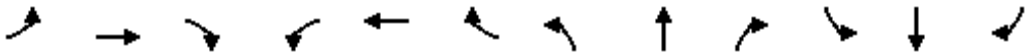
Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	317	10	65	492	373	8	935	47	303	1294	141
Future Volume (veh/h)	123	317	10	65	492	373	8	935	47	303	1294	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	334	11	68	518	393	8	984	49	319	1362	148
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	1586	492	125	1037	462	28	1139	508	391	2174	675
Arrive On Green	0.05	0.31	0.31	0.04	0.29	0.29	0.01	0.32	0.32	0.11	0.43	0.43
Sat Flow, veh/h	3456	5106	1585	3456	3554	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	129	334	11	68	518	393	8	984	49	319	1362	148
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1777	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	3.3	4.4	0.4	1.8	11.0	21.3	0.2	23.7	2.0	8.2	19.0	5.4
Cycle Q Clear(g_c), s	3.3	4.4	0.4	1.8	11.0	21.3	0.2	23.7	2.0	8.2	19.0	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	1586	492	125	1037	462	28	1139	508	391	2174	675
V/C Ratio(X)	0.68	0.21	0.02	0.55	0.50	0.85	0.29	0.86	0.10	0.82	0.63	0.22
Avail Cap(c_a), veh/h	190	1850	574	152	1249	557	152	1249	557	417	2187	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	23.2	21.8	43.2	26.7	30.4	44.9	29.1	21.7	39.4	20.5	16.6
Incr Delay (d2), s/veh	9.4	0.1	0.0	3.7	0.4	10.3	5.6	6.1	0.1	11.3	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.7	0.2	0.8	4.6	9.2	0.1	10.7	0.7	4.0	7.3	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	23.2	21.8	46.8	27.1	40.7	50.5	35.2	21.8	50.7	21.0	16.7
LnGrp LOS	D	C	C	D	C	D	D	D	C	D	C	B
Approach Vol, veh/h		474			979			1041			1829	
Approach Delay, s/veh		30.9			33.9			34.6			25.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	34.2	8.3	33.3	5.7	43.8	10.0	31.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	32.0	4.0	33.0	4.0	39.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	10.2	25.7	3.8	6.4	2.2	21.0	5.3	23.3
Green Ext Time (p_c), s	0.1	3.5	0.0	2.3	0.0	10.0	0.0	3.3

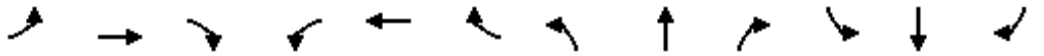
Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	659	13	86	921	34	5	0	32	16	5	8
Future Volume (veh/h)	0	659	13	86	921	34	5	0	32	16	5	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	694	14	91	969	36	5	0	34	17	5	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1131	504	119	1768	788	200	0	234	31	34	55
Arrive On Green	0.00	0.32	0.32	0.07	0.50	0.50	0.11	0.00	0.15	0.02	0.05	0.05
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	0	1585	1781	648	1036
Grp Volume(v), veh/h	0	694	14	91	969	36	5	0	34	17	0	13
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1781	0	1684
Q Serve(g_s), s	0.0	5.9	0.2	1.8	6.7	0.4	0.1	0.0	0.7	0.3	0.0	0.3
Cycle Q Clear(g_c), s	0.0	5.9	0.2	1.8	6.7	0.4	0.1	0.0	0.7	0.3	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	5	1131	504	119	1768	788	200	0	234	31	0	89
V/C Ratio(X)	0.00	0.61	0.03	0.77	0.55	0.05	0.02	0.00	0.15	0.55	0.00	0.15
Avail Cap(c_a), veh/h	200	1998	891	200	1998	891	200	0	1382	200	0	1468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.3	8.3	16.3	6.2	4.6	14.0	0.0	13.2	17.3	0.0	16.1
Incr Delay (d2), s/veh	0.0	0.5	0.0	9.8	0.3	0.0	0.2	0.0	0.3	14.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.0	0.9	1.0	0.1	0.0	0.0	0.2	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.8	8.4	26.1	6.4	4.6	14.3	0.0	13.5	31.6	0.0	16.8
LnGrp LOS	A	B	A	C	A	A	B	A	B	C	A	B
Approach Vol, veh/h		708			1096			39			30	
Approach Delay, s/veh		10.8			8.0			13.6			25.2	
Approach LOS		B			A			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	9.3	6.4	15.3	8.0	5.9	0.0	21.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	31.0	4.0	20.0	4.0	31.0	4.0	20.0
Max Q Clear Time (g_c+I1), s	2.3	2.7	3.8	7.9	2.1	2.3	0.0	8.7
Green Ext Time (p_c), s	0.0	0.1	0.0	3.4	0.0	0.0	0.0	4.8

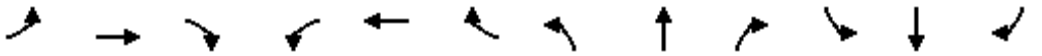
Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	635	15	231	1133	81	13	130	179	10	181	109
Future Volume (veh/h)	49	635	15	231	1133	81	13	130	179	10	181	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	668	4	243	1193	33	14	137	24	11	191	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	994	443	286	1343	599	262	276	234	267	280	238
Arrive On Green	0.06	0.28	0.28	0.16	0.38	0.38	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	52	668	4	243	1193	33	14	137	24	11	191	16
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.0	12.1	0.1	9.6	22.8	1.0	0.5	4.9	0.9	0.4	7.0	0.6
Cycle Q Clear(g_c), s	2.0	12.1	0.1	9.6	22.8	1.0	0.5	4.9	0.9	0.4	7.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	112	994	443	286	1343	599	262	276	234	267	280	238
V/C Ratio(X)	0.47	0.67	0.01	0.85	0.89	0.06	0.05	0.50	0.10	0.04	0.68	0.07
Avail Cap(c_a), veh/h	172	1045	466	344	1388	619	509	534	453	492	516	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	23.1	18.8	29.5	21.1	14.3	26.6	28.4	26.7	26.3	29.2	26.5
Incr Delay (d2), s/veh	1.1	2.0	0.0	13.5	7.6	0.1	0.0	0.5	0.1	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.0	0.0	5.0	10.1	0.3	0.2	2.1	0.4	0.2	3.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	25.1	18.9	43.0	28.7	14.4	26.6	28.9	26.8	26.4	30.3	26.5
LnGrp LOS	C	C	B	D	C	B	C	C	C	C	C	C
Approach Vol, veh/h		724			1469			175			218	
Approach Delay, s/veh		25.7			30.8			28.5			29.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.9	15.7	26.0		16.0	8.5	33.1				
Change Period (Y+Rc), s		4.0	4.0	5.7		5.3	4.0	5.7				
Max Green Setting (Gmax), s		20.0	14.0	21.3		20.7	7.0	28.3				
Max Q Clear Time (g_c+I1), s		9.0	11.6	14.1		6.9	4.0	24.8				
Green Ext Time (p_c), s		0.3	0.1	3.0		0.3	0.0	2.6				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	906	12	93	1302	53	15	17	14	34	37	38
Future Volume (veh/h)	17	906	12	93	1302	53	15	17	14	34	37	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	954	13	98	1371	56	16	18	15	36	39	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	1713	764	126	1902	848	68	71	60	106	112	95
Arrive On Green	0.02	0.48	0.48	0.07	0.54	0.54	0.04	0.04	0.04	0.06	0.06	0.06
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	18	954	13	98	1371	56	16	18	15	36	39	40
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.6	10.6	0.2	3.0	16.3	0.9	0.5	0.5	0.5	1.1	1.1	1.4
Cycle Q Clear(g_c), s	0.6	10.6	0.2	3.0	16.3	0.9	0.5	0.5	0.5	1.1	1.1	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	31	1713	764	126	1902	848	68	71	60	106	112	95
V/C Ratio(X)	0.58	0.56	0.02	0.78	0.72	0.07	0.24	0.25	0.25	0.34	0.35	0.42
Avail Cap(c_a), veh/h	128	2058	918	256	2313	1032	645	677	574	639	671	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	10.2	7.5	25.5	9.8	6.2	26.0	26.0	26.0	25.2	25.2	25.3
Incr Delay (d2), s/veh	6.2	0.5	0.0	3.9	1.2	0.1	0.7	0.7	0.8	0.7	0.7	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.5	0.1	1.3	5.1	0.3	0.2	0.2	0.2	0.4	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	10.7	7.6	29.4	11.0	6.3	26.7	26.7	26.8	25.9	25.9	26.4
LnGrp LOS	C	B	A	C	B	A	C	C	C	C	C	C
Approach Vol, veh/h		985			1525			49			115	
Approach Delay, s/veh		11.1			12.0			26.7			26.1	
Approach LOS		B			B			C			C	

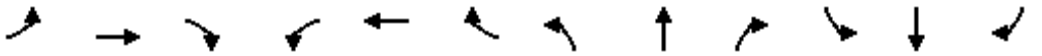
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		8.2	7.9	32.6		7.0	5.0	35.5				
Change Period (Y+Rc), s		4.9	4.0	5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		20.0	8.0	32.3		20.2	4.0	36.3				
Max Q Clear Time (g_c+I1), s		3.4	5.0	12.6		2.5	2.6	18.3				
Green Ext Time (p_c), s		0.2	0.0	8.0		0.0	0.0	11.6				

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	821	87	176	1324	113	86
Future Volume (veh/h)	821	87	176	1324	113	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	864	92	185	1394	119	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1344	600	245	2262	217	193
Arrive On Green	0.38	0.38	0.14	0.64	0.12	0.12
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	864	92	185	1394	119	91
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	8.3	1.6	4.1	9.7	2.6	2.2
Cycle Q Clear(g_c), s	8.3	1.6	4.1	9.7	2.6	2.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1344	600	245	2262	217	193
V/C Ratio(X)	0.64	0.15	0.76	0.62	0.55	0.47
Avail Cap(c_a), veh/h	2060	919	645	3776	688	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.6	8.5	17.2	4.5	17.1	16.9
Incr Delay (d2), s/veh	0.5	0.1	4.7	0.3	2.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.4	1.8	1.6	1.0	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.1	8.6	21.9	4.8	19.2	18.7
LnGrp LOS	B	A	C	A	B	B
Approach Vol, veh/h	956			1579	210	
Approach Delay, s/veh	10.9			6.8	19.0	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		10.1	10.7	20.7		31.4
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		16.0	15.0	24.0		44.0
Max Q Clear Time (g_c+I1), s		4.6	6.1	10.3		11.7
Green Ext Time (p_c), s		0.5	0.3	5.4		13.8

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



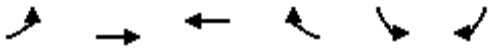
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	557	400	955	870	52	576	1090	536	67	1073	76
Future Volume (veh/h)	99	557	400	955	870	52	576	1090	536	67	1073	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	586	167	1005	916	52	606	1147	232	71	1129	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	627	279	1083	1061	60	657	1932	600	211	1272	395
Arrive On Green	0.08	0.18	0.18	0.22	0.31	0.31	0.19	0.38	0.38	0.06	0.25	0.25
Sat Flow, veh/h	3456	3554	1585	5023	3418	194	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	104	586	167	1005	476	492	606	1147	232	71	1129	18
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1674	1777	1835	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	3.4	19.3	11.5	23.3	29.9	29.9	20.4	21.3	12.6	2.3	25.3	1.0
Cycle Q Clear(g_c), s	3.4	19.3	11.5	23.3	29.9	29.9	20.4	21.3	12.6	2.3	25.3	1.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	627	279	1083	551	570	657	1932	600	211	1272	395
V/C Ratio(X)	0.37	0.94	0.60	0.93	0.86	0.86	0.92	0.59	0.39	0.34	0.89	0.05
Avail Cap(c_a), veh/h	292	627	279	1102	551	570	671	1956	607	233	1310	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	48.2	44.9	45.6	38.5	38.5	47.1	29.5	26.8	53.4	42.9	33.8
Incr Delay (d2), s/veh	0.3	21.8	4.6	12.8	13.7	13.4	17.7	0.7	0.8	0.3	8.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	10.1	4.7	10.5	14.4	14.9	9.9	8.2	4.7	1.0	11.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	69.9	49.5	58.4	52.2	51.9	64.8	30.3	27.6	53.7	51.0	33.9
LnGrp LOS	D	E	D	E	D	D	E	C	C	D	D	C
Approach Vol, veh/h		857			1973			1985			1218	
Approach Delay, s/veh		63.8			55.3			40.5			50.9	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	50.8	29.6	26.9	26.5	35.5	13.7	42.8
Change Period (Y+Rc), s	4.0	6.0	4.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	8.0	45.4	26.0	* 21	23.0	30.4	10.0	36.6
Max Q Clear Time (g_c+I1), s	4.3	23.3	25.3	21.3	22.4	27.3	5.4	31.9
Green Ext Time (p_c), s	0.0	12.2	0.3	0.0	0.1	2.3	0.1	2.4

Intersection Summary	
HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	1134	1616	168	107	8
Future Volume (veh/h)	13	1134	1616	168	107	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	1194	1701	0	113	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	49	2523	2191		224	
Arrive On Green	0.03	0.71	0.62	0.00	0.13	0.00
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	14	1194	1701	0	113	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.5	8.9	21.4	0.0	3.6	0.0
Cycle Q Clear(g_c), s	0.5	8.9	21.4	0.0	3.6	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	49	2523	2191		224	
V/C Ratio(X)	0.28	0.47	0.78		0.50	
Avail Cap(c_a), veh/h	234	3149	2467		760	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	29.0	3.9	8.6	0.0	24.9	0.0
Incr Delay (d2), s/veh	1.2	0.2	1.7	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.9	6.4	0.0	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.2	4.1	10.3	0.0	25.5	0.0
LnGrp LOS	C	A	B		C	
Approach Vol, veh/h		1208	1701	A	113	A
Approach Delay, s/veh		4.4	10.3		25.5	
Approach LOS		A	B		C	

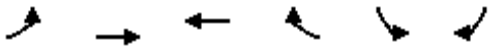
Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	49.3	11.7	5.7	43.6
Change Period (Y+Rc), s	6.0	4.0	4.0	* 6
Max Green Setting (Gmax), s	54.0	26.0	8.0	* 42
Max Q Clear Time (g_c+I1), s	10.9	5.6	2.5	23.4
Green Ext Time (p_c), s	12.7	0.2	0.0	14.1

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Notes

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

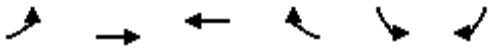
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	1183	1808	16	48	7
Future Volume (veh/h)	15	1183	1808	16	48	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	16	1245	1903	17	51	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	48	2709	2435	22	137	19
Arrive On Green	0.03	0.76	0.67	0.67	0.09	0.09
Sat Flow, veh/h	1781	3647	3703	32	1519	208
Grp Volume(v), veh/h	16	1245	935	985	59	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1865	1757	0
Q Serve(g_s), s	0.6	8.4	23.8	24.0	2.1	0.0
Cycle Q Clear(g_c), s	0.6	8.4	23.8	24.0	2.1	0.0
Prop In Lane	1.00			0.02	0.86	0.12
Lane Grp Cap(c), veh/h	48	2709	1199	1258	159	0
V/C Ratio(X)	0.33	0.46	0.78	0.78	0.37	0.00
Avail Cap(c_a), veh/h	189	3256	1331	1397	534	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.4	2.9	7.4	7.4	28.2	0.0
Incr Delay (d2), s/veh	1.5	0.2	3.2	3.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.5	7.2	7.5	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.9	3.1	10.6	10.5	28.7	0.0
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h		1261	1920		59	
Approach Delay, s/veh		3.4	10.6		28.7	
Approach LOS		A	B		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			55.9		9.9	5.8	50.1
Change Period (Y+Rc), s			5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s			60.3		20.0	7.0	49.3
Max Q Clear Time (g_c+I1), s			10.4		4.1	2.6	26.0
Green Ext Time (p_c), s			16.5		0.1	0.0	18.4

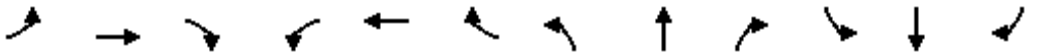
Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	1279	1837	27	31	33
Future Volume (veh/h)	45	1279	1837	27	31	33
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1346	1934	28	33	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	102	2754	2369	1049	158	141
Arrive On Green	0.06	0.77	0.67	0.67	0.09	0.09
Sat Flow, veh/h	1781	3647	3647	1573	1781	1585
Grp Volume(v), veh/h	47	1346	1934	28	33	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1573	1781	1585
Q Serve(g_s), s	2.0	10.8	31.2	0.5	1.3	1.6
Cycle Q Clear(g_c), s	2.0	10.8	31.2	0.5	1.3	1.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	102	2754	2369	1049	158	141
V/C Ratio(X)	0.46	0.49	0.82	0.03	0.21	0.25
Avail Cap(c_a), veh/h	159	3141	2643	1170	454	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	3.2	9.6	4.4	33.2	33.3
Incr Delay (d2), s/veh	1.2	0.2	2.1	0.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.3	10.0	0.1	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.0	3.4	11.7	4.5	33.4	33.6
LnGrp LOS	D	A	B	A	C	C
Approach Vol, veh/h		1393	1962		68	
Approach Delay, s/veh		4.5	11.6		33.5	
Approach LOS		A	B		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			67.4		11.0	8.5	59.0
Change Period (Y+Rc), s			6.7		4.0	4.0	6.7
Max Green Setting (Gmax), s			69.3		20.0	7.0	58.3
Max Q Clear Time (g_c+I1), s			12.8		3.6	4.0	33.2
Green Ext Time (p_c), s			17.9		0.1	0.0	19.1

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	996	148	612	1554	215	259	444	528	358	689	190
Future Volume (veh/h)	69	996	148	612	1554	215	259	444	528	358	689	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	73	1048	0	644	1636	0	273	467	0	377	725	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	1122		759	2142		311	577		439	754	
Arrive On Green	0.04	0.24	0.00	0.24	0.47	0.00	0.10	0.18	0.00	0.14	0.24	0.00
Sat Flow, veh/h	3110	4595	1427	3110	4595	1427	3110	3198	1427	3110	3198	1427
Grp Volume(v), veh/h	73	1048	0	644	1636	0	273	467	0	377	725	0
Grp Sat Flow(s),veh/h/ln	1555	1532	1427	1555	1532	1427	1555	1599	1427	1555	1599	1427
Q Serve(g_s), s	2.8	26.8	0.0	23.7	35.4	0.0	10.4	16.8	0.0	14.2	26.9	0.0
Cycle Q Clear(g_c), s	2.8	26.8	0.0	23.7	35.4	0.0	10.4	16.8	0.0	14.2	26.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	1122		759	2142		311	577		439	754	
V/C Ratio(X)	0.64	0.93		0.85	0.76		0.88	0.81		0.86	0.96	
Avail Cap(c_a), veh/h	156	1122		803	2142		311	674		439	754	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.0	44.4	0.0	43.2	26.6	0.0	53.3	47.2	0.0	50.4	45.3	0.0
Incr Delay (d2), s/veh	2.3	15.1	0.0	7.6	1.9	0.0	22.8	7.5	0.0	14.9	23.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	11.2	0.0	9.4	12.1	0.0	4.9	7.1	0.0	6.3	12.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	59.5	0.0	50.8	28.4	0.0	76.1	54.6	0.0	65.3	69.1	0.0
LnGrp LOS	E	E		D	C		E	D		E	E	
Approach Vol, veh/h		1121	A		2280	A		740	A		1102	A
Approach Delay, s/veh		59.5			34.8			62.5			67.8	
Approach LOS		E			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.6	27.4	35.0	35.0	16.0	34.0	8.4	61.6
Change Period (Y+Rc), s	5.7	* 5.7	5.7	* 5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	15.0	* 25	31.0	* 29	12.0	28.3	6.0	54.3
Max Q Clear Time (g_c+I1), s	16.2	18.8	25.7	28.8	12.4	28.9	4.8	37.4
Green Ext Time (p_c), s	0.0	1.8	0.9	0.4	0.0	0.0	0.0	11.5

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

Notes

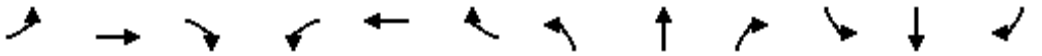
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1657	213	211	2538	11	235
Future Volume (veh/h)	1657	213	211	2538	11	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1744	224	222	2672	12	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2422	309	250	3587	305	272
Arrive On Green	0.53	0.53	0.14	0.70	0.17	0.17
Sat Flow, veh/h	4746	585	1781	5274	1781	1585
Grp Volume(v), veh/h	1294	674	222	2672	12	247
Grp Sat Flow(s),veh/h/ln	1702	1759	1781	1702	1781	1585
Q Serve(g_s), s	34.7	35.1	14.7	39.2	0.7	18.4
Cycle Q Clear(g_c), s	34.7	35.1	14.7	39.2	0.7	18.4
Prop In Lane		0.33	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1801	930	250	3587	305	272
V/C Ratio(X)	0.72	0.72	0.89	0.74	0.04	0.91
Avail Cap(c_a), veh/h	1801	930	297	3587	386	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	21.6	50.7	11.1	41.5	48.8
Incr Delay (d2), s/veh	2.5	4.9	21.6	1.4	0.0	21.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	14.3	7.8	11.9	0.3	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.0	26.5	72.3	12.6	41.5	70.0
LnGrp LOS	C	C	E	B	D	E
Approach Vol, veh/h	1968			2894	259	
Approach Delay, s/veh	24.8			17.2	68.7	
Approach LOS	C			B	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		24.6	20.8	69.2		90.0
Change Period (Y+Rc), s		4.0	4.0	5.7		5.7
Max Green Setting (Gmax), s		26.0	20.0	60.3		84.3
Max Q Clear Time (g_c+I1), s		20.4	16.7	37.1		41.2
Green Ext Time (p_c), s		0.2	0.1	22.6		42.9

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	1402	77	746	1879	116	312	851	528	151	1435	417
Future Volume (veh/h)	367	1402	77	746	1879	116	312	851	528	151	1435	417
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	386	1476	0	785	1978	0	328	896	0	159	1511	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	1800		795	2055		259	1241		214	1373	
Arrive On Green	0.11	0.35	0.00	0.21	0.54	0.00	0.08	0.24	0.00	0.06	0.21	0.00
Sat Flow, veh/h	3456	5106	1585	5023	5106	1585	3456	5106	1585	3456	6434	1585
Grp Volume(v), veh/h	386	1476	0	785	1978	0	328	896	0	159	1511	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1674	1702	1585	1728	1702	1585	1728	1609	1585
Q Serve(g_s), s	13.3	31.6	0.0	18.7	44.6	0.0	9.0	19.3	0.0	5.4	25.6	0.0
Cycle Q Clear(g_c), s	13.3	31.6	0.0	18.7	44.6	0.0	9.0	19.3	0.0	5.4	25.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	383	1800		795	2055		259	1241		214	1373	
V/C Ratio(X)	1.01	0.82		0.99	0.96		1.27	0.72		0.74	1.10	
Avail Cap(c_a), veh/h	383	1800		795	2055		259	1241		259	1373	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.48	0.48	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.3	35.4	0.0	47.2	27.0	0.0	55.5	41.7	0.0	55.3	47.2	0.0
Incr Delay (d2), s/veh	48.0	3.4	0.0	19.0	7.5	0.0	146.5	2.3	0.0	6.6	56.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	13.0	0.0	8.5	16.0	0.0	9.1	8.1	0.0	2.5	15.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.3	38.8	0.0	66.2	34.5	0.0	202.0	44.0	0.0	62.0	104.0	0.0
LnGrp LOS	F	D		E	C		F	D		E	F	
Approach Vol, veh/h		1862	A		2763	A		1224	A		1670	A
Approach Delay, s/veh		51.7			43.5			86.3			100.0	
Approach LOS		D			D			F			F	

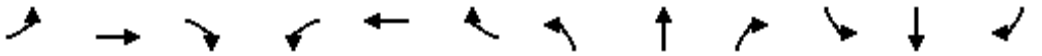
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	35.6	25.0	48.0	15.0	32.0	19.0	54.0
Change Period (Y+Rc), s	4.0	* 6.4	6.0	5.7	6.0	6.4	5.7	5.7
Max Green Setting (Gmax), s	9.0	* 28	19.0	42.3	9.0	25.6	13.3	48.3
Max Q Clear Time (g_c+I1), s	7.4	21.3	20.7	33.6	11.0	27.6	15.3	46.6
Green Ext Time (p_c), s	0.0	3.8	0.0	7.0	0.0	0.0	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	65.1
HCM 6th LOS	E

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	1699	112	460	2107	77	311	723	306	220	1267	148
Future Volume (veh/h)	177	1699	112	460	2107	77	311	723	306	220	1267	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	1788	38	484	2218	0	327	761	0	232	1334	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	1830	568	461	2822		288	948		259	1217	378
Arrive On Green	0.07	0.36	0.36	0.13	0.44	0.00	0.08	0.27	0.00	0.08	0.24	0.24
Sat Flow, veh/h	3456	5106	1585	3456	6434	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	186	1788	38	484	2218	0	327	761	0	232	1334	31
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	6.4	41.5	1.9	16.0	35.4	0.0	10.0	24.0	0.0	8.0	28.6	1.5
Cycle Q Clear(g_c), s	6.4	41.5	1.9	16.0	35.4	0.0	10.0	24.0	0.0	8.0	28.6	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	1830	568	461	2822		288	948		259	1217	378
V/C Ratio(X)	0.77	0.98	0.07	1.05	0.79		1.14	0.80		0.90	1.10	0.08
Avail Cap(c_a), veh/h	259	1830	568	461	2822		288	948		259	1217	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.55	0.55	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	38.0	25.3	52.0	28.9	0.0	55.0	41.1	0.0	55.0	45.7	23.9
Incr Delay (d2), s/veh	7.5	12.5	0.1	45.2	1.3	0.0	94.7	5.4	0.0	29.5	56.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	18.5	0.7	9.6	13.1	0.0	8.0	10.8	0.0	4.5	17.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	50.5	25.5	97.2	30.1	0.0	149.7	46.5	0.0	84.5	102.0	24.1
LnGrp LOS	E	D	C	F	C		F	D		F	F	C
Approach Vol, veh/h		2012			2702	A		1088	A		1597	
Approach Delay, s/veh		51.2			42.1			77.5			97.9	
Approach LOS		D			D			E			F	

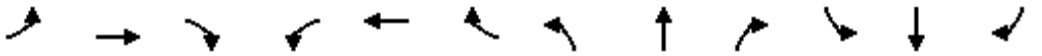
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	38.4	22.0	49.0	16.4	35.0	12.4	58.6
Change Period (Y+Rc), s	4.0	6.4	6.0	6.0	6.4	* 6.4	4.0	6.0
Max Green Setting (Gmax), s	9.0	29.6	16.0	43.0	10.0	* 29	9.0	52.0
Max Q Clear Time (g_c+I1), s	10.0	26.0	18.0	43.5	12.0	30.6	8.4	37.4
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.0	0.0	0.0	12.2

Intersection Summary	
HCM 6th Ctrl Delay	61.8
HCM 6th LOS	E

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	2132	32	93	2246	83	382	55	25	107	10	14
Future Volume (veh/h)	12	2132	32	93	2246	83	382	55	25	107	10	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	2244	0	98	2364	0	402	58	0	113	11	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	2495		260	3255		392	288		135	18	
Arrive On Green	0.01	0.49	0.00	0.15	0.64	0.00	0.22	0.15	0.00	0.08	0.01	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	13	2244	0	98	2364	0	402	58	0	113	11	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.1	60.1	0.0	7.5	46.9	0.0	33.0	4.1	0.0	9.4	0.9	0.0
Cycle Q Clear(g_c), s	1.1	60.1	0.0	7.5	46.9	0.0	33.0	4.1	0.0	9.4	0.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	15	2495		260	3255		392	288		135	18	
V/C Ratio(X)	0.85	0.90		0.38	0.73		1.03	0.20		0.84	0.60	
Avail Cap(c_a), veh/h	36	2495		260	3255		392	399		202	188	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	74.3	35.0	0.0	57.9	18.3	0.0	58.5	55.4	0.0	68.4	74.0	0.0
Incr Delay (d2), s/veh	16.0	2.3	0.0	0.3	1.0	0.0	52.2	0.3	0.0	11.4	28.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	24.2	0.0	3.3	17.2	0.0	20.6	2.0	0.0	4.7	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.2	37.3	0.0	58.2	19.3	0.0	110.7	55.6	0.0	79.8	102.6	0.0
LnGrp LOS	F	D		E	B		F	E		E	F	
Approach Vol, veh/h		2257	A		2462	A		460	A		124	A
Approach Delay, s/veh		37.6			20.8			103.8			81.8	
Approach LOS		D			C			F			F	

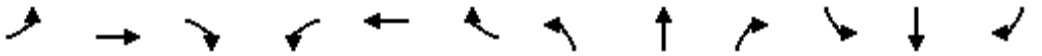
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	28.0	27.6	79.0	37.0	6.4	5.3	101.3
Change Period (Y+Rc), s	4.0	* 4.9	5.7	* 5.7	4.0	4.9	4.0	5.7
Max Green Setting (Gmax), s	17.0	* 32	10.0	* 73	33.0	15.1	3.0	80.3
Max Q Clear Time (g_c+I1), s	11.4	6.1	9.5	62.1	35.0	2.9	3.1	48.9
Green Ext Time (p_c), s	0.1	0.2	0.0	10.5	0.0	0.0	0.0	28.3

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Notes

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

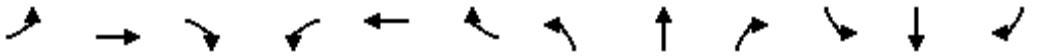
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	12	35	281	26	77	88	1351	173	94	930	1
Future Volume (veh/h)	6	12	35	281	26	77	88	1351	173	94	930	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	6	13	37	296	27	81	93	1422	182	99	979	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	16	45	305	84	252	96	2432	755	80	1661	741
Arrive On Green	0.00	0.04	0.04	0.19	0.23	0.23	0.06	0.53	0.53	0.05	0.52	0.52
Sat Flow, veh/h	1603	386	1099	1603	371	1112	1603	4595	1427	1603	3198	1427
Grp Volume(v), veh/h	6	0	50	296	0	108	93	1422	182	99	979	1
Grp Sat Flow(s),veh/h/ln	1603	0	1485	1603	0	1483	1603	1532	1427	1603	1599	1427
Q Serve(g_s), s	0.4	0.0	3.3	18.3	0.0	6.1	5.8	21.1	6.9	5.0	21.2	0.0
Cycle Q Clear(g_c), s	0.4	0.0	3.3	18.3	0.0	6.1	5.8	21.1	6.9	5.0	21.2	0.0
Prop In Lane	1.00		0.74	1.00		0.75	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	7	0	61	305	0	335	96	2432	755	80	1661	741
V/C Ratio(X)	0.81	0.00	0.83	0.97	0.00	0.32	0.97	0.58	0.24	1.24	0.59	0.00
Avail Cap(c_a), veh/h	48	0	327	305	0	564	96	2432	755	80	1661	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	0.0	47.6	40.2	0.0	32.3	46.9	16.0	12.7	47.5	16.7	11.6
Incr Delay (d2), s/veh	52.3	0.0	20.5	43.5	0.0	0.5	80.3	1.0	0.8	176.5	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.6	10.8	0.0	2.2	4.4	7.2	2.3	5.9	7.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.1	0.0	68.1	83.8	0.0	32.8	127.2	17.1	13.5	224.0	17.4	11.6
LnGrp LOS	F	A	E	F	A	C	F	B	B	F	B	B
Approach Vol, veh/h		56			404			1697			1079	
Approach Delay, s/veh		71.8			70.1			22.7			36.4	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	58.9	23.0	9.1	10.0	57.9	4.5	27.6
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	5.0	35.0	19.0	22.0	6.0	34.0	3.0	38.0
Max Q Clear Time (g_c+I1), s	7.0	23.1	20.3	5.3	7.8	23.2	2.4	8.1
Green Ext Time (p_c), s	0.0	8.9	0.0	0.1	0.0	5.7	0.0	0.4

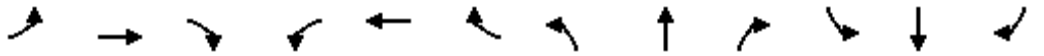
Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	3	8	45	11	84	18	1566	56	59	1506	9
Future Volume (veh/h)	4	3	8	45	11	84	18	1566	56	59	1506	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	3	8	47	12	88	19	1648	59	62	1585	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	147	66	69	269	120	33	2376	738	83	2519	782
Arrive On Green	0.00	0.04	0.04	0.04	0.08	0.08	0.02	0.47	0.47	0.05	0.49	0.49
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	4	3	8	47	12	88	19	1648	59	62	1585	9
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.1	0.0	0.2	1.3	0.2	2.7	0.5	12.5	1.0	1.7	11.2	0.1
Cycle Q Clear(g_c), s	0.1	0.0	0.2	1.3	0.2	2.7	0.5	12.5	1.0	1.7	11.2	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	8	147	66	69	269	120	33	2376	738	83	2519	782
V/C Ratio(X)	0.52	0.02	0.12	0.68	0.04	0.73	0.57	0.69	0.08	0.75	0.63	0.01
Avail Cap(c_a), veh/h	145	2320	1035	291	2610	1164	182	2709	841	145	2605	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	22.5	22.6	23.3	21.0	22.2	23.9	10.3	7.3	23.1	9.1	6.3
Incr Delay (d2), s/veh	45.1	0.1	0.8	11.3	0.1	8.3	14.7	0.7	0.0	12.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.7	0.1	1.2	0.3	3.7	0.3	0.9	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	22.6	23.4	34.6	21.1	30.5	38.5	11.0	7.3	35.6	9.6	6.3
LnGrp LOS	E	C	C	C	C	C	D	B	A	D	A	A
Approach Vol, veh/h		15			147			1726			1656	
Approach Delay, s/veh		35.5			31.0			11.2			10.5	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	27.8	6.9	7.0	5.9	29.2	5.2	8.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	26.0	8.0	32.0	5.0	25.0	4.0	36.0
Max Q Clear Time (g_c+I1), s	3.7	14.5	3.3	2.2	2.5	13.2	2.1	4.7
Green Ext Time (p_c), s	0.0	8.3	0.0	0.0	0.0	8.2	0.0	0.3

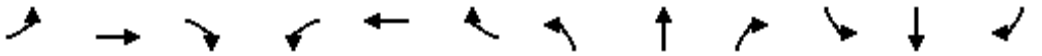
Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	73	6	1	151	33	4	1	2	13	4	2
Future Volume (veh/h)	1	73	6	1	151	33	4	1	2	13	4	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	77	6	1	159	35	4	1	2	14	4	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	396	177	6	396	177	8	265	225	66	326	276
Arrive On Green	0.00	0.11	0.11	0.00	0.11	0.11	0.00	0.14	0.14	0.04	0.17	0.17
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	1	77	6	1	159	35	4	1	2	14	4	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	0.6	0.1	0.0	1.2	0.6	0.1	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.6	0.1	0.0	1.2	0.6	0.1	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	6	396	177	6	396	177	8	265	225	66	326	276
V/C Ratio(X)	0.16	0.19	0.03	0.16	0.40	0.20	0.51	0.00	0.01	0.21	0.01	0.01
Avail Cap(c_a), veh/h	253	2267	1011	253	2267	1011	253	1856	1573	631	2254	1910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	11.4	11.2	14.1	11.7	11.4	14.0	10.4	10.4	13.2	9.6	9.6
Incr Delay (d2), s/veh	11.3	0.2	0.1	11.3	0.7	0.5	43.8	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.4	0.2	0.1	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	11.6	11.3	25.3	12.3	11.9	57.9	10.4	10.4	14.8	9.7	9.6
LnGrp LOS	C	B	B	C	B	B	E	B	B	B	A	A
Approach Vol, veh/h		84			195			7			20	
Approach Delay, s/veh		11.8			12.3			37.5			13.3	
Approach LOS		B			B			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	9.0	5.0	8.1	5.1	9.9	5.0	8.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	28.0	4.0	18.0	4.0	34.0	4.0	18.0
Max Q Clear Time (g_c+I1), s	2.2	2.0	2.0	2.6	2.1	2.0	2.0	3.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.9

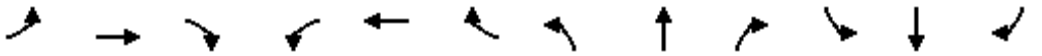
Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	60	9	463	102	34	70	1336	245	67	1168	50
Future Volume (veh/h)	16	60	9	463	102	34	70	1336	245	67	1168	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	63	9	487	107	36	74	1406	258	71	1229	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	141	63	535	1153	514	95	1819	565	91	1808	561
Arrive On Green	0.02	0.04	0.04	0.30	0.32	0.32	0.05	0.36	0.36	0.05	0.35	0.35
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	17	63	9	487	107	36	74	1406	258	71	1229	53
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.8	1.4	0.4	21.2	1.7	1.3	3.3	19.7	10.1	3.2	16.5	1.8
Cycle Q Clear(g_c), s	0.8	1.4	0.4	21.2	1.7	1.3	3.3	19.7	10.1	3.2	16.5	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	28	141	63	535	1153	514	95	1819	565	91	1808	561
V/C Ratio(X)	0.61	0.45	0.14	0.91	0.09	0.07	0.78	0.77	0.46	0.78	0.68	0.09
Avail Cap(c_a), veh/h	111	1414	631	664	2519	1123	133	2013	625	133	2013	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	37.7	37.3	27.1	18.9	18.8	37.6	23.0	19.9	37.7	22.1	17.4
Incr Delay (d2), s/veh	19.4	2.2	1.0	14.6	0.0	0.1	17.3	1.7	0.6	16.1	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.6	0.2	10.7	0.7	0.5	1.9	7.7	3.6	1.8	6.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	39.9	38.3	41.7	19.0	18.8	54.9	24.7	20.5	53.8	22.9	17.4
LnGrp LOS	E	D	D	D	B	B	D	C	C	D	C	B
Approach Vol, veh/h		89			630			1738			1353	
Approach Delay, s/veh		43.4			36.5			25.4			24.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	34.0	29.2	8.2	9.3	33.8	6.3	31.1
Change Period (Y+Rc), s	5.0	5.3	5.0	5.0	5.0	5.3	5.0	5.0
Max Green Setting (Gmax), s	6.0	31.7	30.0	32.0	6.0	31.7	5.0	57.0
Max Q Clear Time (g_c+I1), s	5.2	21.7	23.2	3.4	5.3	18.5	2.8	3.7
Green Ext Time (p_c), s	0.0	7.0	1.0	0.3	0.0	7.2	0.0	0.8

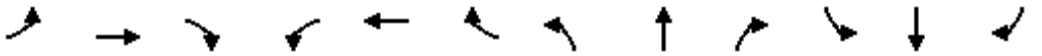
Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	370	0	22	591	0	26	0	1	0	2	0
Future Volume (veh/h)	2	370	0	22	591	0	26	0	1	0	2	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	389	0	23	622	0	27	0	1	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1053	469	41	1126	502	47	508	431	5	204	173
Arrive On Green	0.00	0.30	0.00	0.02	0.32	0.00	0.03	0.00	0.27	0.00	0.11	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	2	389	0	23	622	0	27	0	1	0	2	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	3.2	0.0	0.5	5.3	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.2	0.0	0.5	5.3	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	1053	469	41	1126	502	47	508	431	5	204	173
V/C Ratio(X)	0.41	0.37	0.00	0.57	0.55	0.00	0.58	0.00	0.00	0.00	0.01	0.00
Avail Cap(c_a), veh/h	194	2715	1211	243	2812	1254	194	1429	1211	194	1429	1211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	18.3	10.2	0.0	17.7	10.4	0.0	17.6	0.0	9.7	0.0	14.6	0.0
Incr Delay (d2), s/veh	47.5	0.2	0.0	11.8	0.4	0.0	10.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	0.0	0.3	1.6	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	10.4	0.0	29.5	10.8	0.0	28.4	0.0	9.7	0.0	14.6	0.0
LnGrp LOS	E	B	A	C	B	A	C	A	A	A	B	A
Approach Vol, veh/h		391			645			28			2	
Approach Delay, s/veh		10.7			11.5			27.8			14.6	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	15.0	5.8	15.9	6.0	9.0	5.1	16.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	28.0	5.0	28.0	4.0	28.0	4.0	29.0
Max Q Clear Time (g_c+I1), s	0.0	2.0	2.5	5.2	2.5	2.0	2.0	7.3
Green Ext Time (p_c), s	0.0	0.0	0.0	2.6	0.0	0.0	0.0	4.3

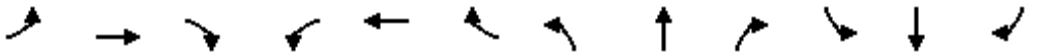
Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	265	48	38	676	6	70	81	12	3	52	37
Future Volume (veh/h)	68	265	48	38	676	6	70	81	12	3	52	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	279	51	40	712	6	74	85	13	3	55	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	1110	495	64	1042	465	100	284	241	6	186	157
Arrive On Green	0.05	0.31	0.31	0.04	0.29	0.29	0.06	0.15	0.15	0.00	0.10	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	72	279	51	40	712	6	74	85	13	3	55	39
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.6	2.4	0.9	0.9	7.1	0.1	1.6	1.6	0.3	0.1	1.1	0.9
Cycle Q Clear(g_c), s	1.6	2.4	0.9	0.9	7.1	0.1	1.6	1.6	0.3	0.1	1.1	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	98	1110	495	64	1042	465	100	284	241	6	186	157
V/C Ratio(X)	0.74	0.25	0.10	0.63	0.68	0.01	0.74	0.30	0.05	0.51	0.30	0.25
Avail Cap(c_a), veh/h	177	1412	630	177	1412	630	177	1207	1023	177	1207	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	10.3	9.8	19.2	12.6	10.1	18.7	15.2	14.6	20.0	16.8	16.7
Incr Delay (d2), s/veh	10.2	0.1	0.1	9.7	0.8	0.0	10.4	0.6	0.1	56.0	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.7	0.3	0.5	2.4	0.0	0.9	0.6	0.1	0.1	0.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	10.5	9.9	28.8	13.4	10.1	29.1	15.8	14.7	76.1	17.7	17.6
LnGrp LOS	C	B	A	C	B	B	C	B	B	E	B	B
Approach Vol, veh/h		402			758			172			97	
Approach Delay, s/veh		13.7			14.2			21.4			19.5	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	11.1	6.4	17.6	7.3	9.0	7.2	16.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	26.0	4.0	16.0	4.0	26.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	2.1	3.6	2.9	4.4	3.6	3.1	3.6	9.1
Green Ext Time (p_c), s	0.0	0.4	0.0	1.5	0.0	0.3	0.0	2.7

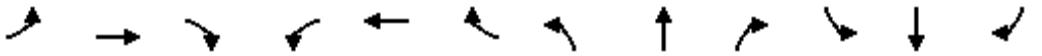
Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	292	17	76	760	0	12	0	38	0	0	5
Future Volume (veh/h)	2	292	17	76	760	0	12	0	38	0	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	307	18	80	800	0	13	0	40	0	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	1160	517	105	1362	607	24	447	379	4	187	159
Arrive On Green	0.00	0.33	0.33	0.06	0.38	0.00	0.01	0.00	0.24	0.00	0.00	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	2	307	18	80	800	0	13	0	40	0	0	5
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	2.5	0.3	1.8	7.2	0.0	0.3	0.0	0.8	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	2.5	0.3	1.8	7.2	0.0	0.3	0.0	0.8	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	4	1160	517	105	1362	607	24	447	379	4	187	159
V/C Ratio(X)	0.45	0.26	0.03	0.76	0.59	0.00	0.54	0.00	0.11	0.00	0.00	0.03
Avail Cap(c_a), veh/h	178	2849	1271	312	3116	1390	178	1265	1072	178	1265	1072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	9.9	9.2	18.5	9.8	0.0	19.6	0.0	11.9	0.0	0.0	16.2
Incr Delay (d2), s/veh	57.5	0.1	0.0	10.8	0.4	0.0	17.7	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	0.1	0.9	2.1	0.0	0.2	0.0	0.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	10.0	9.2	29.3	10.2	0.0	37.3	0.0	12.0	0.0	0.0	16.3
LnGrp LOS	E	B	A	C	B	A	D	A	B	A	A	B
Approach Vol, veh/h		327			880			53			5	
Approach Delay, s/veh		10.4			11.9			18.2			16.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	14.5	7.4	18.0	5.5	9.0	5.1	20.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	27.0	7.0	32.0	4.0	27.0	4.0	35.0
Max Q Clear Time (g_c+I1), s	0.0	2.8	3.8	4.5	2.3	2.1	2.0	9.2
Green Ext Time (p_c), s	0.0	0.1	0.0	2.1	0.0	0.0	0.0	6.1

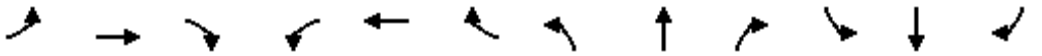
Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	234	47	71	714	1	74	136	99	5	97	49
Future Volume (veh/h)	49	234	47	71	714	1	74	136	99	5	97	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	246	49	75	752	1	78	143	104	5	102	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	1146	511	97	1188	530	100	298	252	10	203	172
Arrive On Green	0.04	0.32	0.32	0.05	0.33	0.33	0.06	0.16	0.16	0.01	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	52	246	49	75	752	1	78	143	104	5	102	52
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.3	2.2	0.9	1.8	7.8	0.0	1.9	3.0	2.6	0.1	2.2	1.3
Cycle Q Clear(g_c), s	1.3	2.2	0.9	1.8	7.8	0.0	1.9	3.0	2.6	0.1	2.2	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	1146	511	97	1188	530	100	298	252	10	203	172
V/C Ratio(X)	0.68	0.21	0.10	0.77	0.63	0.00	0.78	0.48	0.41	0.52	0.50	0.30
Avail Cap(c_a), veh/h	245	2117	944	245	2117	944	245	814	690	163	729	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	10.8	10.3	20.4	12.3	9.7	20.3	16.7	16.5	21.6	18.3	17.9
Incr Delay (d2), s/veh	10.2	0.1	0.1	11.9	0.6	0.0	12.4	1.2	1.1	37.5	1.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.7	0.3	1.0	2.6	0.0	1.0	1.2	0.9	0.1	1.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	10.9	10.4	32.3	12.8	9.7	32.7	17.9	17.6	59.1	20.3	18.9
LnGrp LOS	C	B	B	C	B	A	C	B	B	E	C	B
Approach Vol, veh/h		347			828			325			159	
Approach Delay, s/veh		13.8			14.6			21.3			21.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	11.9	7.4	19.1	7.4	9.7	6.9	19.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	19.0	6.0	26.0	6.0	17.0	6.0	26.0
Max Q Clear Time (g_c+I1), s	2.1	5.0	3.8	4.2	3.9	4.2	3.3	9.8
Green Ext Time (p_c), s	0.0	0.9	0.0	1.7	0.0	0.5	0.0	4.8

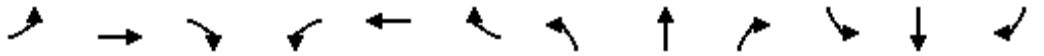
Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	341	0	11	13	0	528	42	1624	24	223	1467	834
Future Volume (veh/h)	341	0	11	13	0	528	42	1624	24	223	1467	834
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	359	0	12	14	0	556	44	1709	25	235	1544	878
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	453	0	0	23	0	0	56	2906	902	275	3534	1097
Arrive On Green	0.13	0.00	0.00	0.01	0.00	0.00	0.03	0.57	0.57	0.15	0.69	0.69
Sat Flow, veh/h	3456	359		1781	14		1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	359	46.7		14	74.5		44	1709	25	235	1544	878
Grp Sat Flow(s),veh/h/ln	1728	D		1781	E		1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	10.4			0.8			2.5	22.4	0.7	13.3	13.8	39.5
Cycle Q Clear(g_c), s	10.4			0.8			2.5	22.4	0.7	13.3	13.8	39.5
Prop In Lane	1.00			1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	453			23			56	2906	902	275	3534	1097
V/C Ratio(X)	0.79			0.61			0.78	0.59	0.03	0.85	0.44	0.80
Avail Cap(c_a), veh/h	937			69			121	2906	902	1001	4947	1536
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5			50.7			49.6	14.4	9.7	42.5	7.0	11.0
Incr Delay (d2), s/veh	3.2			23.8			20.6	0.3	0.0	7.4	0.1	2.1
Initial Q Delay(d3),s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6			0.5			1.4	8.2	0.2	6.3	4.4	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7			74.5			70.2	14.7	9.8	49.9	7.1	13.1
LnGrp LOS	D			E			E	B	A	D	A	B
Approach Vol, veh/h								1778			2657	
Approach Delay, s/veh								16.0			12.9	
Approach LOS								B			B	

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	21.0	63.7	6.3		8.3	76.4	18.5					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	58.0	49.0	4.0		7.0	100.0	28.0					
Max Q Clear Time (g_c+I1), s	15.3	24.4	2.8		4.5	41.5	12.4					
Green Ext Time (p_c), s	0.7	14.8	0.0		0.0	30.0	1.1					

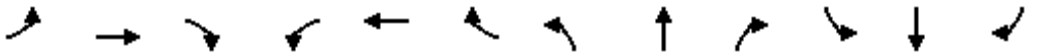
Intersection Summary												
HCM 6th Ctrl Delay			16.7									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	1456	30	68	1368	46	0	24	19	143	10	7
Future Volume (veh/h)	14	1456	30	68	1368	46	0	24	19	143	10	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	1533	32	72	1440	48	0	25	20	151	11	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	2104	653	91	2038	633	3	134	113	192	503	426
Arrive On Green	0.06	0.41	0.41	0.05	0.40	0.40	0.00	0.07	0.07	0.11	0.27	0.27
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	15	1533	32	72	1440	48	0	25	20	151	11	7
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.4	14.1	0.7	2.2	13.2	0.5	0.0	0.7	0.7	4.6	0.2	0.1
Cycle Q Clear(g_c), s	0.4	14.1	0.7	2.2	13.2	0.5	0.0	0.7	0.7	4.6	0.2	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	2104	653	91	2038	633	3	134	113	192	503	426
V/C Ratio(X)	0.13	0.73	0.05	0.79	0.71	0.08	0.00	0.19	0.18	0.79	0.02	0.02
Avail Cap(c_a), veh/h	127	2373	737	127	2373	737	127	1070	907	255	1204	1020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	13.8	9.9	26.3	14.1	2.8	0.0	24.4	24.4	24.3	15.0	6.7
Incr Delay (d2), s/veh	0.5	1.0	0.0	19.9	0.8	0.1	0.0	0.7	0.7	11.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.8	0.2	1.4	4.5	0.3	0.0	0.3	0.3	2.4	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.2	14.8	9.9	46.1	14.9	2.9	0.0	25.1	25.2	35.5	15.1	6.7
LnGrp LOS	C	B	A	D	B	A	A	C	C	D	B	A
Approach Vol, veh/h		1580			1560			45			169	
Approach Delay, s/veh		14.8			16.0			25.1			32.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	9.0	7.9	28.1	0.0	20.0	8.6	27.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	32.0	4.0	26.0	4.0	36.0	4.0	26.0
Max Q Clear Time (g_c+I1), s	6.6	2.7	4.2	16.1	0.0	2.2	2.4	15.2
Green Ext Time (p_c), s	0.1	0.1	0.0	6.9	0.0	0.0	0.0	7.1

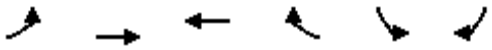
Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	551	1146	6	469	1089	38	19	1166	478	57	1106	399
Future Volume (veh/h)	551	1146	6	469	1089	38	19	1166	478	57	1106	399
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	580	1206	2	494	1146	9	20	1227	215	60	1164	152
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	658	1570	488	579	1454	451	58	1556	483	108	1630	506
Arrive On Green	0.19	0.31	0.31	0.17	0.28	0.28	0.02	0.30	0.30	0.03	0.32	0.32
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	580	1206	2	494	1146	9	20	1227	215	60	1164	152
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	17.3	22.7	0.1	14.7	21.9	0.4	0.6	23.3	11.6	1.8	21.3	7.7
Cycle Q Clear(g_c), s	17.3	22.7	0.1	14.7	21.9	0.4	0.6	23.3	11.6	1.8	21.3	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	658	1570	488	579	1454	451	58	1556	483	108	1630	506
V/C Ratio(X)	0.88	0.77	0.00	0.85	0.79	0.02	0.34	0.79	0.45	0.55	0.71	0.30
Avail Cap(c_a), veh/h	750	1735	539	750	1735	539	130	1783	553	130	1783	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	33.3	25.4	42.8	34.9	27.3	51.5	33.7	29.6	50.6	31.8	27.2
Incr Delay (d2), s/veh	10.9	1.9	0.0	7.5	2.1	0.0	3.5	2.2	0.6	4.4	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	9.5	0.0	6.8	9.2	0.2	0.3	9.8	4.5	0.8	8.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	35.2	25.4	50.4	37.0	27.3	55.0	35.9	30.3	55.0	33.0	27.5
LnGrp LOS	D	D	C	D	D	C	D	D	C	D	C	C
Approach Vol, veh/h		1788			1649			1462			1376	
Approach Delay, s/veh		40.9			41.0			35.3			33.4	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	37.3	22.8	37.6	6.8	38.8	25.2	35.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	37.0	23.0	36.0	4.0	37.0	23.0	36.0
Max Q Clear Time (g_c+I1), s	3.8	25.3	16.7	24.7	2.6	23.3	19.3	23.9
Green Ext Time (p_c), s	0.0	7.0	1.0	6.3	0.0	7.3	0.9	6.2

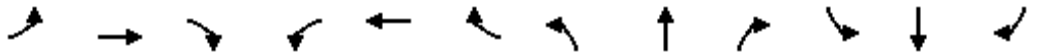
Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	204	1291	1284	91	122	374
Future Volume (veh/h)	204	1291	1284	91	122	374
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	1359	1352	96	128	394
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	264	2917	1797	558	509	453
Arrive On Green	0.15	0.57	0.35	0.35	0.29	0.29
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	215	1359	1352	96	128	394
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	8.2	10.9	16.3	2.9	3.9	16.5
Cycle Q Clear(g_c), s	8.2	10.9	16.3	2.9	3.9	16.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	264	2917	1797	558	509	453
V/C Ratio(X)	0.82	0.47	0.75	0.17	0.25	0.87
Avail Cap(c_a), veh/h	433	3646	2042	634	763	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	8.8	20.0	15.6	19.2	23.8
Incr Delay (d2), s/veh	6.1	0.1	1.4	0.1	0.3	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.4	6.2	1.0	1.6	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.0	8.9	21.4	15.8	19.5	31.7
LnGrp LOS	C	A	C	B	B	C
Approach Vol, veh/h		1574	1448		522	
Approach Delay, s/veh		12.4	21.0		28.7	
Approach LOS		B	C		C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	45.0	25.0	15.4	29.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	50.0	30.0	17.0	28.0
Max Q Clear Time (g_c+I1), s	12.9	18.5	10.2	18.3
Green Ext Time (p_c), s	13.3	1.5	0.3	6.3

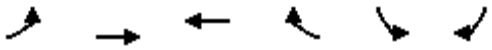
Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	525	859	30	467	791	296	13	776	241	164	835	571
Future Volume (veh/h)	525	859	30	467	791	296	13	776	241	164	835	571
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	553	904	8	492	833	236	14	817	68	173	879	306
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	656	1368	425	598	1283	398	46	1233	383	244	1526	474
Arrive On Green	0.19	0.27	0.27	0.17	0.25	0.25	0.01	0.24	0.24	0.07	0.30	0.30
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	553	904	8	492	833	236	14	817	68	173	879	306
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.1	13.4	0.3	11.7	12.4	11.1	0.3	12.3	2.9	4.2	12.4	14.3
Cycle Q Clear(g_c), s	13.1	13.4	0.3	11.7	12.4	11.1	0.3	12.3	2.9	4.2	12.4	14.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	656	1368	425	598	1283	398	46	1233	383	244	1526	474
V/C Ratio(X)	0.84	0.66	0.02	0.82	0.65	0.59	0.31	0.66	0.18	0.71	0.58	0.65
Avail Cap(c_a), veh/h	813	2161	671	813	2161	671	163	2221	690	244	2342	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	27.7	22.9	33.9	28.5	28.0	41.6	29.1	25.6	38.7	25.2	25.9
Incr Delay (d2), s/veh	6.7	0.6	0.0	5.0	0.6	1.4	3.7	0.6	0.2	9.2	0.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	5.3	0.1	5.2	5.0	4.3	0.2	4.9	1.1	2.0	4.9	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	28.2	22.9	38.9	29.0	29.4	45.3	29.7	25.8	47.9	25.6	27.4
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1465			1561			899			1358	
Approach Delay, s/veh		32.6			32.2			29.7			28.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	25.5	19.7	28.8	6.1	30.4	21.1	27.4
Change Period (Y+Rc), s	5.0	5.0	5.0	6.0	5.0	5.0	5.0	6.0
Max Green Setting (Gmax), s	6.0	37.0	20.0	36.0	4.0	39.0	20.0	36.0
Max Q Clear Time (g_c+I1), s	6.2	14.3	13.7	15.4	2.3	16.3	15.1	14.4
Green Ext Time (p_c), s	0.0	6.3	1.0	6.5	0.0	7.8	1.0	7.0

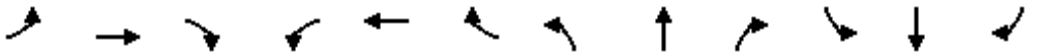
Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1264	1397	89	0	157
Future Volume (veh/h)	0	1264	1397	89	0	157
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1331	1471	94	0	165
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	5	2740	2740	851	303	269
Arrive On Green	0.00	0.54	0.54	0.54	0.00	0.17
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	0	1331	1471	94	0	165
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	0.0	5.6	6.4	1.0	0.0	3.3
Cycle Q Clear(g_c), s	0.0	5.6	6.4	1.0	0.0	3.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	5	2740	2740	851	303	269
V/C Ratio(X)	0.00	0.49	0.54	0.11	0.00	0.61
Avail Cap(c_a), veh/h	209	4645	3297	1023	1516	1349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.9	5.1	3.9	0.0	13.1
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.1	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	1.1	0.2	0.0	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	5.1	5.3	3.9	0.0	15.4
LnGrp LOS	A	A	A	A	A	B
Approach Vol, veh/h		1331	1565		165	
Approach Delay, s/veh		5.1	5.2		15.4	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			23.3		10.8	0.0	23.3
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			31.0		29.0	4.0	22.0
Max Q Clear Time (g_c+I1), s			7.6		5.3	0.0	8.4
Green Ext Time (p_c), s			10.7		0.5	0.0	8.7

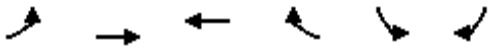
Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1127	114	22	1326	198	135	112	10	105	68	25
Future Volume (veh/h)	23	1127	114	22	1326	198	135	112	10	105	68	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	1186	120	23	1396	208	142	118	11	111	72	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	2123	659	39	2119	658	180	205	173	142	165	139
Arrive On Green	0.02	0.42	0.42	0.02	0.42	0.42	0.10	0.11	0.11	0.08	0.09	0.09
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	24	1186	120	23	1396	208	142	118	11	111	72	26
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.7	9.5	2.6	0.7	11.8	4.7	4.2	3.2	0.3	3.3	2.0	0.8
Cycle Q Clear(g_c), s	0.7	9.5	2.6	0.7	11.8	4.7	4.2	3.2	0.3	3.3	2.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	2123	659	39	2119	658	180	205	173	142	165	139
V/C Ratio(X)	0.60	0.56	0.18	0.60	0.66	0.32	0.79	0.58	0.06	0.78	0.44	0.19
Avail Cap(c_a), veh/h	133	2573	799	133	2573	799	200	1152	976	200	1152	976
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	11.9	9.9	26.0	12.6	10.6	23.5	22.7	21.4	24.2	23.2	22.7
Incr Delay (d2), s/veh	13.6	0.2	0.1	13.9	0.5	0.3	17.2	2.6	0.2	12.2	1.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.0	0.8	0.4	3.8	1.4	2.5	1.5	0.1	1.8	0.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	12.1	10.0	39.8	13.1	10.8	40.7	25.2	21.5	36.4	25.0	23.3
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1330			1627			271			209	
Approach Delay, s/veh		12.4			13.2			33.2			30.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	10.9	6.2	27.3	10.4	9.7	6.2	27.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	6.0	33.0	4.0	27.0	6.0	33.0	4.0	27.0
Max Q Clear Time (g_c+I1), s	5.3	5.2	2.7	11.5	6.2	4.0	2.7	13.8
Green Ext Time (p_c), s	0.0	0.6	0.0	7.9	0.0	0.4	0.0	8.4

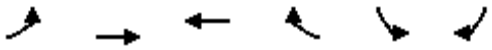
Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	151	1092	1283	122	207	263
Future Volume (veh/h)	151	1092	1283	122	207	263
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	1149	1351	128	218	277
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	206	2918	1827	567	414	368
Arrive On Green	0.12	0.57	0.36	0.36	0.23	0.23
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	159	1149	1351	128	218	277
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	4.4	6.3	11.8	2.9	5.5	8.3
Cycle Q Clear(g_c), s	4.4	6.3	11.8	2.9	5.5	8.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	206	2918	1827	567	414	368
V/C Ratio(X)	0.77	0.39	0.74	0.23	0.53	0.75
Avail Cap(c_a), veh/h	385	3610	2006	623	1015	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	6.0	14.3	11.4	17.1	18.2
Incr Delay (d2), s/veh	6.1	0.1	1.4	0.2	1.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.6	4.0	0.9	2.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.0	6.1	15.6	11.6	18.1	21.3
LnGrp LOS	C	A	B	B	B	C
Approach Vol, veh/h		1308	1479		495	
Approach Delay, s/veh		8.8	15.3		19.9	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			34.1		16.8	10.9	23.2
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			36.0		29.0	11.0	20.0
Max Q Clear Time (g_c+I1), s			8.3		10.3	6.4	13.8
Green Ext Time (p_c), s			9.6		1.5	0.2	4.4

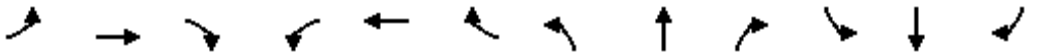
Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	1217	1397	74	70	9
Future Volume (veh/h)	82	1217	1397	74	70	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	1281	1471	78	74	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	108	3371	2441	758	173	154
Arrive On Green	0.06	0.66	0.48	0.48	0.10	0.10
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	86	1281	1471	78	74	9
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	2.0	4.7	8.7	1.1	1.6	0.2
Cycle Q Clear(g_c), s	2.0	4.7	8.7	1.1	1.6	0.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	108	3371	2441	758	173	154
V/C Ratio(X)	0.79	0.38	0.60	0.10	0.43	0.06
Avail Cap(c_a), veh/h	216	4337	3098	962	1297	1154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	3.2	7.9	5.9	17.5	16.9
Incr Delay (d2), s/veh	12.2	0.1	0.2	0.1	1.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.6	2.2	0.3	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.3	3.2	8.1	6.0	19.2	17.0
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		1367	1549		83	
Approach Delay, s/veh		5.0	8.0		19.0	
Approach LOS		A	A		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	32.2	9.0	7.5	24.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	35.0	30.0	5.0	25.0
Max Q Clear Time (g_c+I1), s	6.7	3.6	4.0	10.7
Green Ext Time (p_c), s	11.2	0.2	0.0	9.0

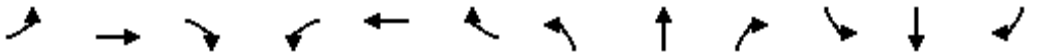
Intersection Summary	
HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	1022	123	539	1305	269	162	841	434	403	1000	40
Future Volume (veh/h)	222	1022	123	539	1305	269	162	841	434	403	1000	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	234	1076	28	567	1374	135	171	885	161	424	1053	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	2	4	4	2	2	2	2	2	2
Cap, veh/h	290	1488	469	647	2007	623	225	1112	345	419	1398	434
Arrive On Green	0.08	0.30	0.30	0.19	0.40	0.40	0.07	0.22	0.22	0.12	0.27	0.27
Sat Flow, veh/h	3456	5025	1585	3456	5025	1560	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	234	1076	28	567	1374	135	171	885	161	424	1053	10
Grp Sat Flow(s),veh/h/ln	1728	1675	1585	1728	1675	1560	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	8.2	23.7	1.6	19.7	28.0	7.0	6.0	20.3	10.9	15.0	23.3	0.6
Cycle Q Clear(g_c), s	8.2	23.7	1.6	19.7	28.0	7.0	6.0	20.3	10.9	15.0	23.3	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	1488	469	647	2007	623	225	1112	345	419	1398	434
V/C Ratio(X)	0.81	0.72	0.06	0.88	0.68	0.22	0.76	0.80	0.47	1.01	0.75	0.02
Avail Cap(c_a), veh/h	335	1488	469	782	2071	643	251	1238	384	419	1485	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	39.0	31.2	48.9	30.7	24.4	56.9	45.8	42.1	54.4	41.1	32.8
Incr Delay (d2), s/veh	12.0	2.1	0.1	9.6	1.2	0.3	11.4	4.1	1.9	47.1	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	9.5	0.6	9.1	11.0	2.6	3.0	9.0	4.4	9.0	9.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	41.1	31.3	58.5	31.9	24.8	68.3	49.9	44.0	101.5	43.6	32.9
LnGrp LOS	E	D	C	E	C	C	E	D	D	F	D	C
Approach Vol, veh/h		1338			2076			1217			1487	
Approach Delay, s/veh		45.5			38.7			51.7			60.0	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	32.9	28.2	42.6	13.1	39.9	15.4	55.4
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.0	30.0	28.0	35.0	9.0	36.0	12.0	51.0
Max Q Clear Time (g_c+I1), s	17.0	22.3	21.7	25.7	8.0	25.3	10.2	30.0
Green Ext Time (p_c), s	0.0	4.7	1.4	8.2	0.1	6.6	0.2	19.4

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D



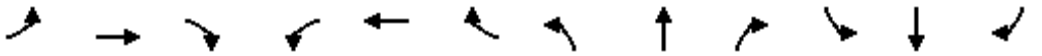
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	365	1408	0	0	1396	74	0	0	0	55	0	613
Future Volume (veh/h)	365	1408	0	0	1396	74	0	0	0	55	0	613
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	0	1870	0	1870	0	1870
Adj Flow Rate, veh/h	384	1482	0	0	1469	78	0	0	0	58	0	645
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0	2	0	2
Cap, veh/h	511	2551	0	0	1762	786	0	3	0	173	0	0
Arrive On Green	0.15	0.72	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.10	0.00	0.00
Sat Flow, veh/h	3456	3647	0	0	3647	1585	0	-74814	0	1781	58	
Grp Volume(v), veh/h	384	1482	0	0	1469	78	0	0	0	58	23.2	
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	0	1870	0	1781	C	
Q Serve(g_s), s	5.7	10.9	0.0	0.0	19.2	1.4	0.0	0.0	0.0	1.6		
Cycle Q Clear(g_c), s	5.7	10.9	0.0	0.0	19.2	1.4	0.0	0.0	0.0	1.6		
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00	1.00		
Lane Grp Cap(c), veh/h	511	2551	0	0	1762	786	0	3	0	173		
V/C Ratio(X)	0.75	0.58	0.00	0.00	0.83	0.10	0.00	0.00	0.00	0.34		
Avail Cap(c_a), veh/h	512	2568	0	0	1778	793	0	104	0	297		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00		
Uniform Delay (d), s/veh	22.0	3.7	0.0	0.0	11.7	7.2	0.0	0.0	0.0	22.7		
Incr Delay (d2), s/veh	5.5	0.4	0.0	0.0	3.7	0.1	0.0	0.0	0.0	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.3	0.7	0.0	0.0	5.6	0.3	0.0	0.0	0.0	0.6		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	4.1	0.0	0.0	15.4	7.3	0.0	0.0	0.0	23.2		
LnGrp LOS	C	A	A	A	B	A	A	A	A	C		
Approach Vol, veh/h		1866			1547			0				
Approach Delay, s/veh		8.9			15.0			0.0				
Approach LOS		A			B							

Timer - Assigned Phs	1	2		4			7	8				
Phs Duration (G+Y+Rc), s	9.2	0.0		44.7			12.0	32.8				
Change Period (Y+Rc), s	4.0	4.0		6.0			4.0	6.0				
Max Green Setting (Gmax), s	9.0	3.0		39.0			8.0	27.0				
Max Q Clear Time (g_c+I1), s	3.6	0.0		12.9			7.7	21.2				
Green Ext Time (p_c), s	0.0	0.0		23.4			0.0	5.6				

Intersection Summary												
HCM 6th Ctrl Delay			11.9									
HCM 6th LOS			B									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	461	897	92	484	960	226	141	0	184	163	0	487
Future Volume (veh/h)	461	897	92	484	960	226	141	0	184	163	0	487
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	485	944	97	509	1011	0	148	0	194	172	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	0	2
Cap, veh/h	533	1326	587	558	1286		193	0	0	209	0	
Arrive On Green	0.30	0.37	0.37	0.31	0.36	0.00	0.11	0.00	0.00	0.12	0.00	0.00
Sat Flow, veh/h	1781	3554	1574	1781	3554	1585	1781	148		1781	172	
Grp Volume(v), veh/h	485	944	97	509	1011	0	148	37.0		172	52.2	
Grp Sat Flow(s),veh/h/ln	1781	1777	1574	1781	1777	1585	1781	D		1781	D	
Q Serve(g_s), s	20.9	18.1	3.3	21.9	20.2	0.0	6.4			7.5		
Cycle Q Clear(g_c), s	20.9	18.1	3.3	21.9	20.2	0.0	6.4			7.5		
Prop In Lane	1.00		1.00	1.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	533	1326	587	558	1286		193			209		
V/C Ratio(X)	0.91	0.71	0.17	0.91	0.79		0.77			0.82		
Avail Cap(c_a), veh/h	737	1425	631	781	1514		513			230		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00			1.00		
Uniform Delay (d), s/veh	26.9	21.4	16.7	26.4	22.7	0.0	34.6			34.4		
Incr Delay (d2), s/veh	10.2	2.0	0.3	9.7	3.1	0.0	2.4			17.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	9.9	7.5	1.2	10.3	8.5	0.0	2.9			4.2		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	23.4	17.0	36.1	25.8	0.0	37.0			52.2		
LnGrp LOS	D	C	B	D	C		D			D		
Approach Vol, veh/h		1526			1520	A						
Approach Delay, s/veh		27.3			29.2							
Approach LOS		C			C							

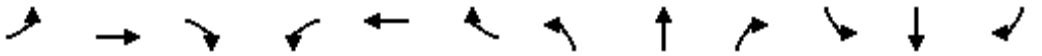
Timer - Assigned Phs	1		3	4	5		7	8				
Phs Duration (G+Y+Rc), s	15.0		29.0	35.8	12.7		29.9	34.9				
Change Period (Y+Rc), s	5.7		4.0	6.0	4.0		6.0	* 6				
Max Green Setting (Gmax), s	10.3		35.0	32.0	23.0		33.0	* 34				
Max Q Clear Time (g_c+I1), s	9.5		23.9	20.1	8.4		22.9	22.2				
Green Ext Time (p_c), s	0.0		1.0	6.0	0.2		0.9	6.6				

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	330	518	91	542	131	805	1630	93	149	1736	266
Future Volume (veh/h)	245	330	518	91	542	131	805	1630	93	149	1736	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	347	151	96	571	16	847	1716	45	157	1827	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	568	253	119	696	216	920	2570	798	185	2191	
Arrive On Green	0.09	0.16	0.16	0.07	0.14	0.14	0.27	0.50	0.50	0.10	0.34	0.00
Sat Flow, veh/h	3456	3554	1585	1781	5106	1585	3456	5106	1585	1781	6434	1585
Grp Volume(v), veh/h	258	347	151	96	571	16	847	1716	45	157	1827	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1702	1585	1728	1702	1585	1781	1609	1585
Q Serve(g_s), s	8.8	10.9	10.6	6.4	13.1	1.1	28.6	30.2	1.7	10.4	31.4	0.0
Cycle Q Clear(g_c), s	8.8	10.9	10.6	6.4	13.1	1.1	28.6	30.2	1.7	10.4	31.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	312	568	253	119	696	216	920	2570	798	185	2191	
V/C Ratio(X)	0.83	0.61	0.60	0.81	0.82	0.07	0.92	0.67	0.06	0.85	0.83	
Avail Cap(c_a), veh/h	317	592	264	119	766	238	979	2570	798	252	2191	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.7	46.9	46.8	55.2	50.4	45.2	42.8	22.3	15.2	52.9	36.4	0.0
Incr Delay (d2), s/veh	15.3	2.4	4.7	30.6	7.8	0.3	13.1	1.4	0.1	14.0	3.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	4.9	4.4	3.8	5.9	0.4	13.2	11.3	0.6	5.2	12.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.0	49.3	51.5	85.8	58.2	45.5	55.8	23.7	15.4	66.9	39.5	0.0
LnGrp LOS	E	D	D	F	E	D	E	C	B	E	D	
Approach Vol, veh/h		756			683			2608			1984	A
Approach Delay, s/veh		56.5			61.8			34.0			41.7	
Approach LOS		E			E			C			D	

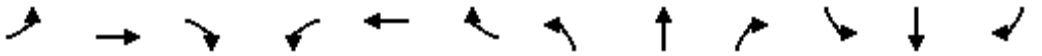
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	66.4	12.0	25.2	36.0	46.9	14.8	22.4
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	* 6
Max Green Setting (Gmax), s	17.0	55.0	8.0	20.0	34.0	38.0	11.0	* 18
Max Q Clear Time (g_c+I1), s	12.4	32.2	8.4	12.9	30.6	33.4	10.8	15.1
Green Ext Time (p_c), s	0.1	11.2	0.0	2.0	1.4	3.9	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	482	260	357	570	588	211	808	341	420	1233	6
Future Volume (veh/h)	25	482	260	357	570	588	211	808	341	420	1233	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	507	0	376	600	524	222	851	287	442	1298	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	506		405	658	789	193	980	620	510	1153	
Arrive On Green	0.04	0.27	0.00	0.12	0.35	0.35	0.11	0.28	0.28	0.15	0.32	0.00
Sat Flow, veh/h	1781	1870	1585	3456	1870	1578	1781	3554	1576	3456	3554	1585
Grp Volume(v), veh/h	26	507	0	376	600	524	222	851	287	442	1298	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1578	1781	1777	1576	1728	1777	1585
Q Serve(g_s), s	1.6	30.0	0.0	12.0	34.0	27.6	12.0	25.3	15.0	13.9	36.0	0.0
Cycle Q Clear(g_c), s	1.6	30.0	0.0	12.0	34.0	27.6	12.0	25.3	15.0	13.9	36.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	506		405	658	789	193	980	620	510	1153	
V/C Ratio(X)	0.33	1.00		0.93	0.91	0.66	1.15	0.87	0.46	0.87	1.13	
Avail Cap(c_a), veh/h	144	506		405	658	789	193	980	620	592	1153	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.4	40.5	0.0	48.5	34.3	20.8	49.5	38.3	25.0	46.2	37.5	0.0
Incr Delay (d2), s/veh	0.9	40.8	0.0	27.7	17.1	2.1	112.0	8.6	0.7	11.6	68.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	19.5	0.0	6.7	18.2	10.3	11.1	11.4	5.7	6.5	25.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	81.3	0.0	76.2	51.4	22.9	161.5	46.9	25.7	57.8	105.9	0.0
LnGrp LOS	D	F		E	D	C	F	D	C	E	F	
Approach Vol, veh/h		533	A		1500			1360			1740	A
Approach Delay, s/veh		79.8			47.7			61.1			93.7	
Approach LOS		E			D			E			F	

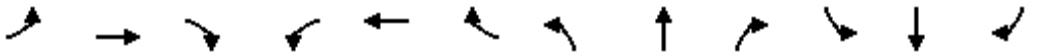
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	36.6	18.0	35.0	16.0	42.0	9.0	44.0
Change Period (Y+Rc), s	5.0	6.0	5.0	* 5	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	19.0	28.0	13.0	* 30	12.0	36.0	9.0	34.0
Max Q Clear Time (g_c+I1), s	15.9	27.3	14.0	32.0	14.0	38.0	3.6	36.0
Green Ext Time (p_c), s	0.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	70.2
HCM 6th LOS	E

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	753	16	45	943	590	1	635	36	589	1017	55
Future Volume (veh/h)	55	753	16	45	943	590	1	635	36	589	1017	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	793	3	47	993	0	1	668	0	620	1071	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	871	386	501	1114		8	831		687	1530	680
Arrive On Green	0.08	0.25	0.25	0.15	0.31	0.00	0.00	0.23	0.00	0.20	0.43	0.43
Sat Flow, veh/h	3456	3554	1575	3456	3554	1585	3456	3554	1585	3456	3554	1580
Grp Volume(v), veh/h	58	793	3	47	993	0	1	668	0	620	1071	24
Grp Sat Flow(s),veh/h/ln	1728	1777	1575	1728	1777	1585	1728	1777	1585	1728	1777	1580
Q Serve(g_s), s	1.7	23.3	0.1	1.3	28.5	0.0	0.0	19.0	0.0	18.8	26.3	0.5
Cycle Q Clear(g_c), s	1.7	23.3	0.1	1.3	28.5	0.0	0.0	19.0	0.0	18.8	26.3	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	871	386	501	1114		8	831		687	1530	680
V/C Ratio(X)	0.22	0.91	0.01	0.09	0.89		0.13	0.80		0.90	0.70	0.04
Avail Cap(c_a), veh/h	322	961	426	645	1259		258	994		741	1530	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	39.3	12.5	39.7	35.1	0.0	53.4	38.7	0.0	41.9	24.9	5.6
Incr Delay (d2), s/veh	0.2	11.2	0.0	0.0	7.7	0.0	2.9	5.2	0.0	13.1	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	11.4	0.1	0.5	13.3	0.0	0.0	8.8	0.0	9.2	11.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	50.5	12.5	39.8	42.7	0.0	56.3	43.9	0.0	55.1	26.7	5.7
LnGrp LOS	D	D	B	D	D		E	D		E	C	A
Approach Vol, veh/h		854			1040	A		669	A		1715	
Approach Delay, s/veh		50.1			42.6			43.9			36.6	
Approach LOS		D			D			D			D	

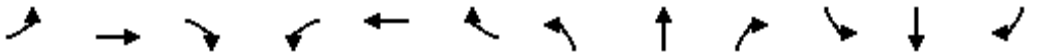
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.3	31.1	12.2	38.6	4.2	52.2	20.6	30.3
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	5.0	* 4
Max Green Setting (Gmax), s	23.0	30.0	10.0	38.0	8.0	45.0	20.0	* 29
Max Q Clear Time (g_c+I1), s	20.8	21.0	3.7	30.5	2.0	28.3	3.3	25.3
Green Ext Time (p_c), s	0.5	3.7	0.0	3.1	0.0	9.0	0.1	1.0

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	4	98	33	7	2	177	1474	22	0	1335	0
Future Volume (veh/h)	9	4	98	33	7	2	177	1474	22	0	1335	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	4	6	35	7	0	186	1552	14	0	1405	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	10	30	54	11	0	113	2296	1024	4	1771	790
Arrive On Green	0.02	0.02	0.02	0.04	0.04	0.00	0.06	0.65	0.65	0.00	0.50	0.00
Sat Flow, veh/h	1252	556	1585	1496	299	0	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	13	0	6	42	0	0	186	1552	14	0	1405	0
Grp Sat Flow(s),veh/h/ln	1808	0	1585	1796	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.3	0.0	0.2	1.1	0.0	0.0	3.0	13.0	0.1	0.0	15.6	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.2	1.1	0.0	0.0	3.0	13.0	0.1	0.0	15.6	0.0
Prop In Lane	0.69		1.00	0.83		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	34	0	30	64	0	0	113	2296	1024	4	1771	790
V/C Ratio(X)	0.39	0.00	0.20	0.65	0.00	0.00	1.65	0.68	0.01	0.00	0.79	0.00
Avail Cap(c_a), veh/h	602	0	528	151	0	0	113	2296	1024	113	1798	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.0	0.0	22.9	22.6	0.0	0.0	22.2	5.3	3.0	0.0	9.9	0.0
Incr Delay (d2), s/veh	2.7	0.0	1.2	4.1	0.0	0.0	328.9	0.9	0.0	0.0	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.5	0.0	0.0	11.3	1.5	0.0	0.0	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	0.0	24.2	26.7	0.0	0.0	351.1	6.2	3.0	0.0	12.5	0.0
LnGrp LOS	C	A	C	C	A	A	F	A	A	A	B	A
Approach Vol, veh/h		19			42			1752			1405	
Approach Delay, s/veh		25.2			26.7			42.8			12.5	
Approach LOS		C			C			D			B	

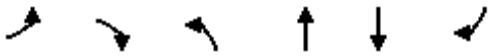
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	36.6		5.7	7.0	29.6		5.1				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.2				
Max Green Setting (Gmax), s	3.0	24.0		4.0	3.0	24.0		15.8				
Max Q Clear Time (g_c+I1), s	0.0	15.0		3.1	5.0	17.6		2.3				
Green Ext Time (p_c), s	0.0	8.6		0.0	0.0	6.1		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		29.3	
HCM 6th LOS		C	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	65	78	2119	163	81	1944
Future Volume (veh/h)	65	78	2119	163	81	1944
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	82	2231	172	85	2046
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	123	110	3760	1167	107	4238
Arrive On Green	0.07	0.07	1.00	1.00	0.06	0.83
Sat Flow, veh/h	1781	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	68	82	2231	172	85	2046
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1781	1702
Q Serve(g_s), s	4.4	6.1	0.0	0.0	5.7	13.6
Cycle Q Clear(g_c), s	4.4	6.1	0.0	0.0	5.7	13.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	123	110	3760	1167	107	4238
V/C Ratio(X)	0.55	0.75	0.59	0.15	0.79	0.48
Avail Cap(c_a), veh/h	361	321	3760	1167	178	4238
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.81	0.81	0.82	0.82
Uniform Delay (d), s/veh	54.0	54.8	0.0	0.0	55.6	2.9
Incr Delay (d2), s/veh	2.8	7.3	0.2	0.1	4.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.5	0.1	0.0	2.6	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.9	62.1	0.2	0.1	59.7	3.2
LnGrp LOS	E	E	A	A	E	A
Approach Vol, veh/h	150		2403			2131
Approach Delay, s/veh	59.8		0.2			5.5
Approach LOS	E		A			A

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				106.0		14.0	11.2	94.8
Change Period (Y+Rc), s				6.4		5.7	4.0	6.4
Max Green Setting (Gmax), s				83.6		24.3	12.0	67.6
Max Q Clear Time (g_c+I1), s				15.6		8.1	7.7	2.0
Green Ext Time (p_c), s				37.1		0.3	0.0	41.5

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



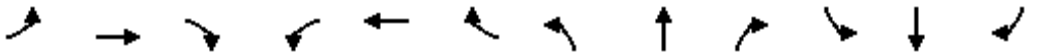
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	312	233	107	2010	1812	237
Future Volume (veh/h)	312	233	107	2010	1812	237
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	328	245	113	2116	1907	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	603	277	167	3387	2969	922
Arrive On Green	0.17	0.17	0.10	1.00	1.00	1.00
Sat Flow, veh/h	3456	1585	3456	5274	5274	1585
Grp Volume(v), veh/h	328	245	113	2116	1907	249
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1702	1702	1585
Q Serve(g_s), s	10.4	18.1	3.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.4	18.1	3.8	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	603	277	167	3387	2969	922
V/C Ratio(X)	0.54	0.89	0.67	0.62	0.64	0.27
Avail Cap(c_a), veh/h	835	383	835	3387	2969	922
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.79	0.79	0.86	0.86
Uniform Delay (d), s/veh	45.2	48.4	53.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	13.4	1.4	0.7	0.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	8.0	1.6	0.2	0.3	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.4	61.8	54.7	0.7	0.9	0.6
LnGrp LOS	D	E	D	A	A	A
Approach Vol, veh/h	573			2229	2156	
Approach Delay, s/veh	52.4			3.4	0.9	
Approach LOS	D			A	A	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		26.7	9.8	75.8		85.6
Change Period (Y+Rc), s		5.7	4.0	6.0		* 6
Max Green Setting (Gmax), s		29.0	29.0	46.3		* 80
Max Q Clear Time (g_c+I1), s		20.1	5.8	2.0		2.0
Green Ext Time (p_c), s		0.8	0.2	31.6		48.0

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

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



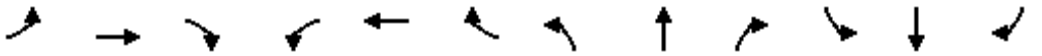
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	31	227	7	20	14	186	1873	8	15	1983	68
Future Volume (veh/h)	252	31	227	7	20	14	186	1873	8	15	1983	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	289	0	14	7	21	0	196	1972	5	16	2087	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	0	156	36	38	0	223	2899	900	25	2331	724
Arrive On Green	0.10	0.00	0.10	0.02	0.02	0.00	0.12	0.57	0.57	0.01	0.46	0.46
Sat Flow, veh/h	3563	0	1585	1781	1870	0	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	289	0	14	7	21	0	196	1972	5	16	2087	38
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	9.6	0.0	1.0	0.5	1.3	0.0	13.0	32.6	0.2	1.1	45.1	1.6
Cycle Q Clear(g_c), s	9.6	0.0	1.0	0.5	1.3	0.0	13.0	32.6	0.2	1.1	45.1	1.6
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	350	0	156	36	38	0	223	2899	900	25	2331	724
V/C Ratio(X)	0.83	0.00	0.09	0.19	0.56	0.00	0.88	0.68	0.01	0.65	0.90	0.05
Avail Cap(c_a), veh/h	386	0	172	238	249	0	238	2899	900	74	2353	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.75	0.75	0.75	0.77	0.77	0.77
Uniform Delay (d), s/veh	53.1	0.0	49.2	57.8	58.3	0.0	51.6	18.3	11.3	58.9	30.0	18.2
Incr Delay (d2), s/veh	13.5	0.0	0.3	1.9	9.1	0.0	21.7	1.0	0.0	8.1	4.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.4	0.2	0.7	0.0	7.0	11.9	0.1	0.5	18.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	0.0	49.6	59.7	67.4	0.0	73.3	19.3	11.3	67.0	34.0	18.2
LnGrp LOS	E	A	D	E	E	A	E	B	B	E	C	B
Approach Vol, veh/h		303			28			2173			2141	
Approach Delay, s/veh		65.8			65.5			24.1			34.0	
Approach LOS		E			E			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.8	19.0	60.5		6.4	5.7	73.8				
Change Period (Y+Rc), s		6.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		13.0	16.0	55.3		16.0	5.0	66.3				
Max Q Clear Time (g_c+I1), s		11.6	15.0	47.1		3.3	3.1	34.6				
Green Ext Time (p_c), s		0.2	0.0	7.7		0.0	0.0	25.3				

Intersection Summary												
HCM 6th Ctrl Delay			31.6									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	202	93	36	97	200	19	1701	139	343	1828	37
Future Volume (veh/h)	67	202	93	36	97	200	19	1701	139	343	1828	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	213	98	38	102	0	20	1791	0	361	1924	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	263	223	48	416		29	2801		421	3369	68
Arrive On Green	0.05	0.14	0.14	0.03	0.12	0.00	0.02	0.55	0.00	0.12	0.65	0.65
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	5106	1585	3456	5151	104
Grp Volume(v), veh/h	71	213	98	38	102	0	20	1791	0	361	1271	692
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1702	1585	1728	1702	1852
Q Serve(g_s), s	4.7	13.3	6.8	2.5	3.1	0.0	1.3	29.3	0.0	12.3	24.7	24.8
Cycle Q Clear(g_c), s	4.7	13.3	6.8	2.5	3.1	0.0	1.3	29.3	0.0	12.3	24.7	24.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	91	263	223	48	416		29	2801		421	2226	1211
V/C Ratio(X)	0.78	0.81	0.44	0.78	0.25		0.69	0.64		0.86	0.57	0.57
Avail Cap(c_a), veh/h	148	344	292	89	512		74	2801		547	2226	1211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	0.68	0.68	0.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	56.3	50.0	47.2	58.0	48.2	0.0	58.7	18.8	0.0	51.7	11.5	11.5
Incr Delay (d2), s/veh	5.4	17.3	3.9	9.8	0.5	0.0	7.3	0.4	0.0	5.6	0.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.5	2.9	1.3	1.4	0.0	0.6	10.7	0.0	5.5	8.3	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	67.2	51.1	67.8	48.6	0.0	66.0	19.2	0.0	57.3	12.1	12.7
LnGrp LOS	E	E	D	E	D		E	B		E	B	B
Approach Vol, veh/h		382			140	A		1811	A		2324	
Approach Delay, s/veh		62.1			53.8			19.8			19.3	
Approach LOS		E			D			B			B	

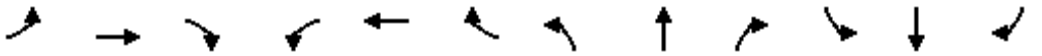
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	22.6	5.9	84.2	10.1	19.8	18.6	71.5
Change Period (Y+Rc), s	4.0	* 5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	6.0	* 22	5.0	68.3	10.0	17.3	19.0	54.3
Max Q Clear Time (g_c+I1), s	4.5	15.3	3.3	26.8	6.7	5.1	14.3	31.3
Green Ext Time (p_c), s	0.0	1.7	0.0	29.3	0.0	0.5	0.3	17.7

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

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

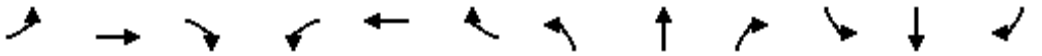
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	3	8	22	3	171	97	922	11	92	1147	7
Future Volume (veh/h)	23	3	8	22	3	171	97	922	11	92	1147	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	3	8	23	3	180	102	971	12	97	1207	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	14	113	250	33	251	156	1527	19	154	1534	9
Arrive On Green	0.07	0.07	0.07	0.16	0.16	0.16	0.09	0.42	0.42	0.09	0.42	0.42
Sat Flow, veh/h	1592	199	1585	1584	207	1585	1781	3595	44	1781	3622	21
Grp Volume(v), veh/h	27	0	8	26	0	180	102	480	503	97	592	622
Grp Sat Flow(s),veh/h/ln	1791	0	1585	1791	0	1585	1781	1777	1862	1781	1777	1867
Q Serve(g_s), s	1.0	0.0	0.3	0.8	0.0	7.4	3.8	14.5	14.5	3.6	19.6	19.6
Cycle Q Clear(g_c), s	1.0	0.0	0.3	0.8	0.0	7.4	3.8	14.5	14.5	3.6	19.6	19.6
Prop In Lane	0.89		1.00	0.88		1.00	1.00		0.02	1.00		0.01
Lane Grp Cap(c), veh/h	127	0	113	283	0	251	156	755	791	154	752	790
V/C Ratio(X)	0.21	0.00	0.07	0.09	0.00	0.72	0.65	0.64	0.64	0.63	0.79	0.79
Avail Cap(c_a), veh/h	263	0	233	1077	0	953	183	868	910	209	894	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	29.6	24.5	0.0	27.3	30.1	15.4	15.4	30.1	17.0	17.0
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.1	0.0	1.5	3.9	1.8	1.7	1.6	4.8	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.4	0.0	2.7	1.7	5.4	5.6	1.5	7.7	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	0.0	29.7	24.6	0.0	28.7	34.0	17.2	17.2	31.7	21.8	21.6
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	C	C
Approach Vol, veh/h		35			206			1085			1311	
Approach Delay, s/veh		30.1			28.2			18.8			22.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		8.8	10.0	34.6		14.8	9.9	34.7				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		10.0	7.0	34.3		41.0	8.0	33.3				
Max Q Clear Time (g_c+I1), s		3.0	5.8	21.6		9.4	5.6	16.5				
Green Ext Time (p_c), s		0.0	0.0	7.2		0.5	0.0	6.8				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	521	626	178	505	110	326	587	93	650	720	28
Future Volume (veh/h)	32	521	626	178	505	110	326	587	93	650	720	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2001	1924	1924	2001	1924	1924	2001	1924	1924	1954	1879	1879
Adj Flow Rate, veh/h	34	548	620	187	532	33	343	618	23	684	758	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	119	697	508	200	853	378	452	1072	476	750	1942	601
Arrive On Green	0.06	0.19	0.19	0.10	0.23	0.23	0.12	0.29	0.29	0.21	0.38	0.38
Sat Flow, veh/h	1906	3656	1618	1906	3656	1620	3698	3656	1622	3611	5130	1586
Grp Volume(v), veh/h	34	548	620	187	532	33	343	618	23	684	758	6
Grp Sat Flow(s),veh/h/ln	1906	1828	1618	1906	1828	1620	1849	1828	1622	1806	1710	1586
Q Serve(g_s), s	1.6	13.6	18.2	9.3	12.4	1.5	8.6	13.7	1.0	17.7	10.3	0.2
Cycle Q Clear(g_c), s	1.6	13.6	18.2	9.3	12.4	1.5	8.6	13.7	1.0	17.7	10.3	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	119	697	508	200	853	378	452	1072	476	750	1942	601
V/C Ratio(X)	0.29	0.79	1.22	0.94	0.62	0.09	0.76	0.58	0.05	0.91	0.39	0.01
Avail Cap(c_a), veh/h	200	790	549	200	853	378	853	1534	681	758	2045	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	36.7	32.8	42.3	32.8	28.6	40.5	28.6	24.1	36.9	21.6	18.5
Incr Delay (d2), s/veh	0.5	5.5	116.0	45.0	1.8	0.2	1.0	0.8	0.1	14.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.2	27.0	6.6	5.4	0.6	3.7	5.7	0.4	8.8	3.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	42.2	148.8	87.4	34.6	28.8	41.5	29.5	24.2	51.9	21.8	18.5
LnGrp LOS	D	D	F	F	C	C	D	C	C	D	C	B
Approach Vol, veh/h		1202			752			984			1448	
Approach Delay, s/veh		97.2			47.5			33.5			36.0	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	23.9	15.7	41.8	9.9	27.9	23.8	33.7
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	10.0	20.6	22.0	38.0	10.0	20.6	20.0	40.0
Max Q Clear Time (g_c+I1), s	11.3	15.6	10.6	12.3	3.6	14.4	19.7	15.7
Green Ext Time (p_c), s	0.0	2.5	1.1	14.5	0.0	3.5	0.1	11.6

Intersection Summary	
HCM 6th Ctrl Delay	54.2
HCM 6th LOS	D

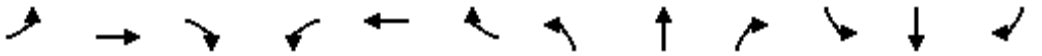
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1256	87	109	897	62	26
Future Volume (veh/h)	1256	87	109	897	62	26
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1322	92	115	944	65	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1667	743	218	2367	273	243
Arrive On Green	0.47	0.47	0.12	0.67	0.15	0.15
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1322	92	115	944	65	27
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	16.9	1.8	3.2	6.5	1.7	0.8
Cycle Q Clear(g_c), s	16.9	1.8	3.2	6.5	1.7	0.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1667	743	218	2367	273	243
V/C Ratio(X)	0.79	0.12	0.53	0.40	0.24	0.11
Avail Cap(c_a), veh/h	1876	837	266	2785	665	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	8.0	22.1	4.1	20.0	19.6
Incr Delay (d2), s/veh	2.5	0.1	0.7	0.2	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.4	1.2	0.9	0.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	8.1	22.8	4.3	20.1	19.6
LnGrp LOS	B	A	C	A	C	B
Approach Vol, veh/h	1414			1059	92	
Approach Delay, s/veh	14.1			6.3	20.0	
Approach LOS	B			A	B	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	12.2	10.6	30.8	41.4
Change Period (Y+Rc), s	4.0	4.0	5.7	* 5.7
Max Green Setting (Gmax), s	20.0	8.0	28.3	* 42
Max Q Clear Time (g_c+I1), s	3.7	5.2	18.9	8.5
Green Ext Time (p_c), s	0.1	0.0	6.3	9.1

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	428	713	58	208	86	665	1093	59	238	1761	89
Future Volume (veh/h)	127	428	713	58	208	86	665	1093	59	238	1761	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	451	0	61	219	0	700	1151	0	251	1854	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	562		236	561		638	2247		575	2232	
Arrive On Green	0.07	0.16	0.00	0.07	0.16	0.00	0.18	0.44	0.00	0.17	0.44	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	134	451	0	61	219	0	700	1151	0	251	1854	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	4.9	15.9	0.0	2.2	7.2	0.0	24.0	21.2	0.0	8.5	41.7	0.0
Cycle Q Clear(g_c), s	4.9	15.9	0.0	2.2	7.2	0.0	24.0	21.2	0.0	8.5	41.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	562		236	561		638	2247		575	2232	
V/C Ratio(X)	0.56	0.80		0.26	0.39		1.10	0.51		0.44	0.83	
Avail Cap(c_a), veh/h	239	850		266	888		638	2247		575	2232	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.7	52.7	0.0	57.4	49.1	0.0	53.0	26.3	0.0	48.7	32.3	0.0
Incr Delay (d2), s/veh	1.9	5.0	0.0	0.2	0.8	0.0	65.1	0.8	0.0	0.2	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.3	0.0	0.9	3.2	0.0	15.7	8.2	0.0	3.5	16.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	57.8	0.0	57.6	49.9	0.0	118.1	27.2	0.0	48.9	35.3	0.0
LnGrp LOS	E	E		E	D		F	C		D	D	
Approach Vol, veh/h		585	A		280	A		1851	A		2105	A
Approach Delay, s/veh		58.4			51.6			61.6			36.9	
Approach LOS		E			D			E			D	

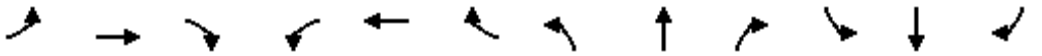
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.6	63.2	12.9	26.3	28.0	62.8	12.9	26.2
Change Period (Y+Rc), s	6.0	* 6	4.0	5.7	4.0	6.0	4.0	* 5.7
Max Green Setting (Gmax), s	12.0	* 57	10.0	31.1	24.0	45.2	9.0	* 33
Max Q Clear Time (g_c+I1), s	10.5	23.2	4.2	17.9	26.0	43.7	6.9	9.2
Green Ext Time (p_c), s	0.1	9.8	0.0	2.7	0.0	1.3	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D

Notes

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

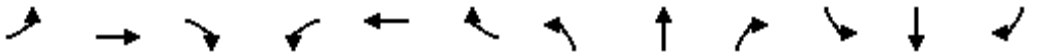
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	685	0	0	990	489	0	0	0	314	0	131
Future Volume (veh/h)	75	685	0	0	990	489	0	0	0	314	0	131
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1841	1841	0	1870	1841	1841				1841	0	1841
Adj Flow Rate, veh/h	79	721	0	0	1042	515				331	0	138
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	4	4	0	2	4	4				4	0	4
Cap, veh/h	99	1947	0	4	1472	653				419	0	461
Arrive On Green	0.06	0.56	0.00	0.00	0.42	0.42				0.24	0.00	0.24
Sat Flow, veh/h	1753	3589	0	1781	3497	1551				1753	0	1560
Grp Volume(v), veh/h	79	721	0	0	1042	515				331	0	138
Grp Sat Flow(s),veh/h/ln	1753	1749	0	1781	1749	1551				1753	0	1560
Q Serve(g_s), s	2.2	5.8	0.0	0.0	12.4	14.5				8.9	0.0	3.4
Cycle Q Clear(g_c), s	2.2	5.8	0.0	0.0	12.4	14.5				8.9	0.0	3.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	99	1947	0	4	1472	653				419	0	461
V/C Ratio(X)	0.80	0.37	0.00	0.00	0.71	0.79				0.79	0.00	0.30
Avail Cap(c_a), veh/h	104	1947	0	106	1715	760				974	0	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	23.5	6.2	0.0	0.0	12.0	12.6				18.0	0.0	13.7
Incr Delay (d2), s/veh	30.1	0.1	0.0	0.0	1.1	4.9				1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.2	0.0	0.0	3.6	4.4				3.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	6.4	0.0	0.0	13.2	17.5				19.3	0.0	13.9
LnGrp LOS	D	A	A	A	B	B				B	A	B
Approach Vol, veh/h		800			1557						469	
Approach Delay, s/veh		11.0			14.6						17.7	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	0.0	33.7		16.6	6.8	26.9
Change Period (Y+Rc), s	4.0	5.7		4.6	4.0	5.7
Max Green Setting (Gmax), s	3.0	24.7		28.0	3.0	24.7
Max Q Clear Time (g_c+I1), s	0.0	7.8		10.9	4.2	16.5
Green Ext Time (p_c), s	0.0	3.0		1.1	0.0	4.6

Intersection Summary		
HCM 6th Ctrl Delay		14.1
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	623	16	9	1194	344	24	1	11	86	4	293
Future Volume (veh/h)	122	623	16	9	1194	344	24	1	11	86	4	293
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1885	1826	1826	1885	1885	1885	1791	1791	1732
Adj Flow Rate, veh/h	128	656	17	9	1257	362	25	1	12	91	4	308
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	1	5	5	1	1	1	1	1	5
Cap, veh/h	137	1717	44	12	1474	650	52	4	43	384	17	339
Arrive On Green	0.08	0.50	0.50	0.01	0.42	0.42	0.03	0.03	0.03	0.23	0.23	0.23
Sat Flow, veh/h	1739	3455	89	1795	3469	1529	1795	124	1492	1637	72	1449
Grp Volume(v), veh/h	128	329	344	9	1257	362	25	0	13	95	0	308
Grp Sat Flow(s),veh/h/ln	1739	1735	1809	1795	1735	1529	1795	0	1617	1709	0	1449
Q Serve(g_s), s	5.6	9.0	9.0	0.4	24.8	13.6	1.0	0.0	0.6	3.4	0.0	15.7
Cycle Q Clear(g_c), s	5.6	9.0	9.0	0.4	24.8	13.6	1.0	0.0	0.6	3.4	0.0	15.7
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.92	0.96		1.00
Lane Grp Cap(c), veh/h	137	862	899	12	1474	650	52	0	47	400	0	339
V/C Ratio(X)	0.93	0.38	0.38	0.73	0.85	0.56	0.48	0.00	0.28	0.24	0.00	0.91
Avail Cap(c_a), veh/h	137	862	899	71	1520	670	354	0	319	405	0	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.8	11.9	11.9	37.7	19.7	16.5	36.3	0.0	36.1	23.6	0.0	28.3
Incr Delay (d2), s/veh	55.8	0.3	0.3	26.6	4.8	1.0	2.5	0.0	1.2	0.3	0.0	26.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	2.9	3.1	0.2	9.5	4.2	0.5	0.0	0.2	1.4	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.6	12.1	12.1	64.2	24.5	17.4	38.9	0.0	37.3	23.9	0.0	54.9
LnGrp LOS	F	B	B	E	C	B	D	A	D	C	A	D
Approach Vol, veh/h		801			1628			38			403	
Approach Delay, s/veh		24.7			23.2			38.3			47.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	43.5		6.2	10.0	38.0		21.8				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	3.0	36.3		15.0	6.0	33.3		18.0				
Max Q Clear Time (g_c+I1), s	2.4	11.0		3.0	7.6	26.8		17.7				
Green Ext Time (p_c), s	0.0	7.0		0.0	0.0	5.4		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		27.2	
HCM 6th LOS		C	

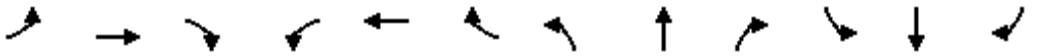
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	720	270	265	1479	108	667
Future Volume (veh/h)	720	270	265	1479	108	667
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	758	284	279	1557	114	702
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	864	603	588	2322	250	746
Arrive On Green	0.24	0.24	0.33	0.65	0.14	0.14
Sat Flow, veh/h	3647	1569	1781	3647	1781	1585
Grp Volume(v), veh/h	758	284	279	1557	114	702
Grp Sat Flow(s),veh/h/ln	1777	1569	1781	1777	1781	1585
Q Serve(g_s), s	15.4	10.2	9.3	20.3	4.4	6.8
Cycle Q Clear(g_c), s	15.4	10.2	9.3	20.3	4.4	6.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	864	603	588	2322	250	746
V/C Ratio(X)	0.88	0.47	0.47	0.67	0.46	0.94
Avail Cap(c_a), veh/h	900	620	618	2322	380	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	27.3	17.4	19.9	8.0	29.6	18.9
Incr Delay (d2), s/veh	9.6	0.6	0.2	1.5	0.5	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	4.3	3.4	5.4	1.9	19.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.9	18.0	20.2	9.5	30.1	34.8
LnGrp LOS	D	B	C	A	C	C
Approach Vol, veh/h	1042			1836	816	
Approach Delay, s/veh	31.7			11.1	34.2	
Approach LOS	C			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	30.8	24.2		14.5		55.0
Change Period (Y+Rc), s	6.0	* 6		4.0		6.0
Max Green Setting (Gmax), s	26.0	* 19		16.0		49.0
Max Q Clear Time (g_c+I1), s	11.3	17.4		8.8		22.3
Green Ext Time (p_c), s	0.5	0.8		1.7		7.9

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	487	307	18	124	310	94	1	1513	11	102	1438	305
Future Volume (veh/h)	487	307	18	124	310	94	1	1513	11	102	1438	305
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	513	323	0	131	326	0	1	1593	0	107	1514	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	578	671		158	391		1	2179		132	2481	
Arrive On Green	0.17	0.19	0.00	0.09	0.11	0.00	0.00	0.43	0.00	0.07	0.49	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	513	323	0	131	326	0	1	1593	0	107	1514	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	17.4	9.7	0.0	8.7	10.8	0.0	0.1	31.2	0.0	7.1	26.0	0.0
Cycle Q Clear(g_c), s	17.4	9.7	0.0	8.7	10.8	0.0	0.1	31.2	0.0	7.1	26.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	578	671		158	391		1	2179		132	2481	
V/C Ratio(X)	0.89	0.48		0.83	0.83		0.67	0.73		0.81	0.61	
Avail Cap(c_a), veh/h	691	720		223	444		45	2179		193	2481	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.9	43.4	0.0	53.8	52.3	0.0	59.9	28.7	0.0	54.7	22.5	0.0
Incr Delay (d2), s/veh	10.6	0.9	0.0	11.8	12.5	0.0	113.3	2.2	0.0	9.5	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	4.2	0.0	4.3	5.4	0.0	0.1	12.5	0.0	3.5	10.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	44.3	0.0	65.6	64.8	0.0	173.3	30.9	0.0	64.2	23.7	0.0
LnGrp LOS	E	D		E	E		F	C		E	C	
Approach Vol, veh/h		836	A		457	A		1594	A		1621	A
Approach Delay, s/veh		53.6			65.0			31.0			26.4	
Approach LOS		D			E			C			C	

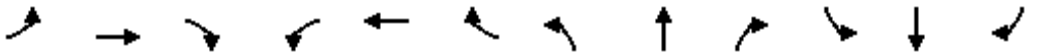
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	28.6	5.8	64.0	24.1	19.2	12.9	56.9
Change Period (Y+Rc), s	4.0	* 6	5.7	* 5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	15.0	* 24	3.0	* 58	24.0	15.0	13.0	48.3
Max Q Clear Time (g_c+I1), s	10.7	11.7	2.1	28.0	19.4	12.8	9.1	33.2
Green Ext Time (p_c), s	0.1	1.7	0.0	14.9	0.7	0.4	0.1	10.2

Intersection Summary	
HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	259	266	50	190	126	235	1417	90	108	1521	72
Future Volume (veh/h)	58	259	266	50	190	126	235	1417	90	108	1521	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	273	0	53	200	0	247	1492	0	114	1601	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	347		68	327		276	2566		140	2247	
Arrive On Green	0.04	0.10	0.00	0.04	0.09	0.00	0.15	0.50	0.00	0.08	0.44	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	61	273	0	53	200	0	247	1492	0	114	1601	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.1	9.0	0.0	3.5	6.5	0.0	16.3	24.6	0.0	7.6	30.7	0.0
Cycle Q Clear(g_c), s	4.1	9.0	0.0	3.5	6.5	0.0	16.3	24.6	0.0	7.6	30.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	347		68	327		276	2566		140	2247	
V/C Ratio(X)	0.78	0.79		0.78	0.61		0.89	0.58		0.82	0.71	
Avail Cap(c_a), veh/h	119	521		119	521		371	2566		208	2247	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.8	52.9	0.0	57.2	52.4	0.0	49.7	21.0	0.0	54.4	27.4	0.0
Incr Delay (d2), s/veh	7.9	5.4	0.0	6.9	2.6	0.0	16.0	1.0	0.0	8.8	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.2	0.0	1.7	2.9	0.0	8.3	9.4	0.0	3.7	12.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.6	58.3	0.0	64.0	55.0	0.0	65.7	22.0	0.0	63.2	28.6	0.0
LnGrp LOS	E	E		E	D		E	C		E	C	
Approach Vol, veh/h		334	A		253	A		1739	A		1715	A
Approach Delay, s/veh		59.5			56.9			28.2			30.9	
Approach LOS		E			E			C			C	

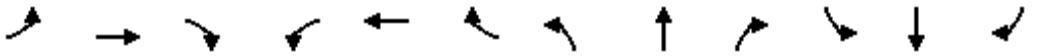
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	18.1	22.6	58.5	9.3	17.4	15.1	66.0
Change Period (Y+Rc), s	4.0	6.4	4.0	5.7	4.0	6.4	5.7	* 5.7
Max Green Setting (Gmax), s	8.0	17.6	25.0	49.3	8.0	17.6	14.0	* 60
Max Q Clear Time (g_c+I1), s	5.5	11.0	18.3	32.7	6.1	8.5	9.6	26.6
Green Ext Time (p_c), s	0.0	0.7	0.3	11.0	0.0	0.7	0.1	15.5

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

Notes

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

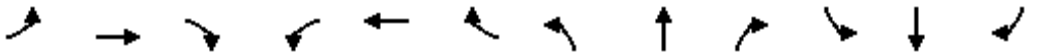
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	0	0	14	2	45	7	847	11	51	1199	11
Future Volume (veh/h)	17	0	0	14	2	45	7	847	11	51	1199	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	0	0	15	2	47	7	892	12	54	1262	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	82	0	181	24	182	23	1576	21	129	1797	17
Arrive On Green	0.04	0.00	0.00	0.11	0.11	0.11	0.01	0.44	0.44	0.07	0.50	0.50
Sat Flow, veh/h	1781	1870	0	1581	211	1585	1781	3590	48	1781	3607	34
Grp Volume(v), veh/h	18	0	0	17	0	47	7	441	463	54	622	652
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1791	0	1585	1781	1777	1862	1781	1777	1864
Q Serve(g_s), s	0.5	0.0	0.0	0.5	0.0	1.4	0.2	9.9	9.9	1.6	14.5	14.5
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.5	0.0	1.4	0.2	9.9	9.9	1.6	14.5	14.5
Prop In Lane	1.00		0.00	0.88		1.00	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	78	82	0	205	0	182	23	780	817	129	885	929
V/C Ratio(X)	0.23	0.00	0.00	0.08	0.00	0.26	0.30	0.57	0.57	0.42	0.70	0.70
Avail Cap(c_a), veh/h	333	349	0	669	0	592	233	1171	1227	233	1171	1229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	0.0	0.0	21.2	0.0	21.6	26.2	11.2	11.2	23.8	10.4	10.4
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.1	0.0	0.3	2.7	1.1	1.1	0.8	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.2	0.0	0.5	0.1	3.5	3.6	0.6	4.8	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	0.0	21.3	0.0	21.9	28.9	12.3	12.3	24.6	12.3	12.2
LnGrp LOS	C	A	A	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		18			64			911			1328	
Approach Delay, s/veh		25.3			21.7			12.4			12.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	32.4		6.3	7.9	29.2		10.1				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	7.0	35.3		10.0	7.0	35.3		20.0				
Max Q Clear Time (g_c+I1), s	2.2	16.5		2.5	3.6	11.9		3.4				
Green Ext Time (p_c), s	0.0	10.2		0.0	0.0	7.5		0.1				

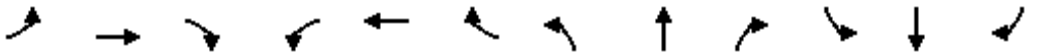
Intersection Summary			
HCM 6th Ctrl Delay		13.0	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	1166	52	50	740	8	40	2	27	13	8	3
Future Volume (veh/h)	43	1166	52	50	740	8	40	2	27	13	8	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	1227	55	53	779	8	42	2	28	14	8	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	1548	69	89	1574	702	225	11	209	66	38	91
Arrive On Green	0.05	0.45	0.45	0.05	0.44	0.44	0.13	0.13	0.13	0.06	0.06	0.06
Sat Flow, veh/h	1781	3464	155	1781	3554	1585	1704	81	1585	1154	659	1585
Grp Volume(v), veh/h	45	629	653	53	779	8	44	0	28	22	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1842	1781	1777	1585	1785	0	1585	1813	0	1585
Q Serve(g_s), s	1.4	17.1	17.1	1.6	8.8	0.2	1.2	0.0	0.9	0.7	0.0	0.1
Cycle Q Clear(g_c), s	1.4	17.1	17.1	1.6	8.8	0.2	1.2	0.0	0.9	0.7	0.0	0.1
Prop In Lane	1.00		0.08	1.00		1.00	0.95		1.00	0.64		1.00
Lane Grp Cap(c), veh/h	96	794	823	89	1574	702	235	0	209	104	0	91
V/C Ratio(X)	0.47	0.79	0.79	0.59	0.49	0.01	0.19	0.00	0.13	0.21	0.00	0.03
Avail Cap(c_a), veh/h	190	829	859	158	1594	711	348	0	309	643	0	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	13.4	13.4	26.2	11.2	8.8	21.8	0.0	21.6	25.4	0.0	25.1
Incr Delay (d2), s/veh	1.3	7.9	7.7	2.4	1.1	0.0	0.1	0.0	0.1	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.9	7.1	0.7	2.9	0.0	0.5	0.0	0.3	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	21.3	21.1	28.6	12.3	8.8	21.9	0.0	21.7	25.7	0.0	25.2
LnGrp LOS	C	C	C	C	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1327			840			72			25	
Approach Delay, s/veh		21.4			13.3			21.9			25.7	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.4	6.8	30.9		7.2	7.0	30.7				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		11.0	5.0	26.3		20.0	6.0	25.3				
Max Q Clear Time (g_c+I1), s		3.2	3.6	19.1		2.7	3.4	10.8				
Green Ext Time (p_c), s		0.0	0.0	6.1		0.0	0.0	7.8				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	647	486	79	469	241	136	1169	37	304	1456	194
Future Volume (veh/h)	131	647	486	79	469	241	136	1169	37	304	1456	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	681	0	83	494	0	143	1231	0	320	1533	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	773		270	718		257	2014		392	2140	
Arrive On Green	0.09	0.22	0.00	0.08	0.20	0.00	0.07	0.39	0.00	0.11	0.42	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	138	681	0	83	494	0	143	1231	0	320	1533	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	9.1	22.3	0.0	2.7	15.5	0.0	4.8	23.1	0.0	10.9	29.9	0.0
Cycle Q Clear(g_c), s	9.1	22.3	0.0	2.7	15.5	0.0	4.8	23.1	0.0	10.9	29.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	167	773		270	718		257	2014		392	2140	
V/C Ratio(X)	0.83	0.88		0.31	0.69		0.56	0.61		0.82	0.72	
Avail Cap(c_a), veh/h	267	927		288	718		259	2014		576	2140	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.4	45.5	0.0	52.2	44.4	0.0	53.6	29.0	0.0	52.0	28.9	0.0
Incr Delay (d2), s/veh	11.0	8.7	0.0	0.6	2.8	0.0	2.6	0.5	0.0	5.8	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	10.4	0.0	1.2	6.9	0.0	2.1	8.9	0.0	4.8	11.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	54.1	0.0	52.9	47.2	0.0	56.2	29.5	0.0	57.8	31.0	0.0
LnGrp LOS	E	D		D	D		E	C		E	C	
Approach Vol, veh/h		819	A		577	A		1374	A		1853	A
Approach Delay, s/veh		55.9			48.0			32.3			35.6	
Approach LOS		E			D			C			D	

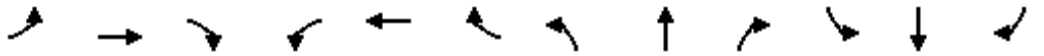
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	53.0	13.4	31.8	14.6	56.0	15.2	29.9
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	5.7	* 5.7	4.0	5.7
Max Green Setting (Gmax), s	20.0	39.3	10.0	31.3	9.0	* 50	18.0	23.3
Max Q Clear Time (g_c+I1), s	12.9	25.1	4.7	24.3	6.8	31.9	11.1	17.5
Green Ext Time (p_c), s	0.7	5.0	0.1	1.8	0.1	7.3	0.2	1.1

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Notes

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

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



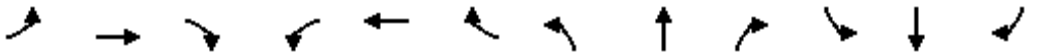
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	483	0	0	608	398	2	2	0	511	0	23
Future Volume (veh/h)	1	483	0	0	608	398	2	2	0	511	0	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	508	0	0	640	419	2	2	0	560	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	2552	0	0	1343	1421	4	4	0	636	334	0
Arrive On Green	0.00	0.72	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.18	0.00	0.00
Sat Flow, veh/h	0	3647	0	0	1870	1585	912	912	0	3563	1870	0
Grp Volume(v), veh/h	0	508	0	0	640	419	4	0	0	560	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	0	0	1870	1585	1825	0	0	1781	1870	0
Q Serve(g_s), s	0.0	6.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	19.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	19.9	0.0	0.0
Prop In Lane	0.00		0.00	0.00		1.00	0.50		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2552	0	0	1343	1421	8	0	0	636	334	0
V/C Ratio(X)	0.00	0.20	0.00	0.00	0.48	0.29	0.53	0.00	0.00	0.88	0.00	0.00
Avail Cap(c_a), veh/h	0	2552	0	0	1343	1421	56	0	0	987	518	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.89	0.89	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	6.0	0.0	0.0	0.0	0.0	64.6	0.0	0.0	52.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.2	0.1	19.7	0.0	0.0	4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	0.0	0.0	0.1	0.0	0.2	0.0	0.0	9.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.2	0.0	0.0	0.2	0.1	84.3	0.0	0.0	56.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	A	E	A	A
Approach Vol, veh/h		508			1059			4			560	
Approach Delay, s/veh		6.2			0.2			84.3			56.0	
Approach LOS		A			A			F			E	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		98.2		27.2	0.0	98.2		4.5				
Change Period (Y+Rc), s		4.9		4.0	4.0	4.9		4.0				
Max Green Setting (Gmax), s		77.1		36.0	3.0	70.1		4.0				
Max Q Clear Time (g_c+I1), s		8.1		21.9	0.0	2.0		2.3				
Green Ext Time (p_c), s		2.8		1.3	0.0	11.3		0.0				

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	990	24	18	966	0	45	0	45	76	11	29
Future Volume (veh/h)	0	990	24	18	966	0	45	0	45	76	11	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1042	0	19	1017	0	47	0	47	80	12	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	1409		64	1755	0	84	0	84	195	51	131
Arrive On Green	0.00	0.40	0.00	0.07	0.99	0.00	0.10	0.00	0.10	0.11	0.11	0.11
Sat Flow, veh/h	0	3741	0	1781	3647	0	839	0	839	1781	462	1194
Grp Volume(v), veh/h	0	1042	0	19	1017	0	94	0	0	80	0	43
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	0	1677	0	0	1781	0	1656
Q Serve(g_s), s	0.0	16.3	0.0	0.7	0.5	0.0	3.5	0.0	0.0	2.7	0.0	1.5
Cycle Q Clear(g_c), s	0.0	16.3	0.0	0.7	0.5	0.0	3.5	0.0	0.0	2.7	0.0	1.5
Prop In Lane	0.00		0.00	1.00		0.00	0.50		0.50	1.00		0.72
Lane Grp Cap(c), veh/h	0	1409		64	1755	0	169	0	0	195	0	182
V/C Ratio(X)	0.00	0.74		0.30	0.58	0.00	0.56	0.00	0.00	0.41	0.00	0.24
Avail Cap(c_a), veh/h	0	1409		219	1755	0	206	0	0	329	0	306
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.79	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.7	0.0	29.4	0.2	0.0	27.9	0.0	0.0	27.0	0.0	26.4
Incr Delay (d2), s/veh	0.0	1.7	0.0	1.0	1.4	0.0	1.1	0.0	0.0	0.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.0	0.0	0.3	0.4	0.0	1.4	0.0	0.0	1.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.4	0.0	30.4	1.6	0.0	28.9	0.0	0.0	27.5	0.0	26.7
LnGrp LOS	A	B		C	A	A	C	A	A	C	A	C
Approach Vol, veh/h		1042	A		1036			94			123	
Approach Delay, s/veh		18.4			2.1			28.9			27.2	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.3	30.7		10.5		37.0		11.1				
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9		4.0				
Max Green Setting (Gmax), s	8.0	20.1		8.0		32.1		12.0				
Max Q Clear Time (g_c+I1), s	2.7	18.3		5.5		2.5		4.7				
Green Ext Time (p_c), s	0.0	1.4		0.0		11.8		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		12.0
HCM 6th LOS		B

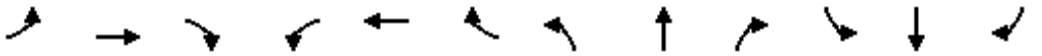
Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1075	46	159	547	33	171
Future Volume (veh/h)	1075	46	159	547	33	171
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1132	48	167	576	35	180
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1897	80	208	2575	246	219
Arrive On Green	0.55	0.55	0.12	0.72	0.14	0.14
Sat Flow, veh/h	3567	147	1781	3647	1781	1585
Grp Volume(v), veh/h	579	601	167	576	35	180
Grp Sat Flow(s),veh/h/ln	1777	1844	1781	1777	1781	1585
Q Serve(g_s), s	14.3	14.3	5.9	3.5	1.1	7.2
Cycle Q Clear(g_c), s	14.3	14.3	5.9	3.5	1.1	7.2
Prop In Lane		0.08	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	970	1007	208	2575	246	219
V/C Ratio(X)	0.60	0.60	0.80	0.22	0.14	0.82
Avail Cap(c_a), veh/h	970	1007	274	2575	247	219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	9.9	28.0	2.9	24.6	27.2
Incr Delay (d2), s/veh	1.0	1.0	8.9	0.2	0.1	20.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	4.6	2.9	0.7	0.5	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	10.9	36.9	3.1	24.7	47.4
LnGrp LOS	B	B	D	A	C	D
Approach Vol, veh/h	1180			743	215	
Approach Delay, s/veh	10.9			10.7	43.7	
Approach LOS	B			B	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.6	40.4		13.0		52.0
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9
Max Green Setting (Gmax), s	10.0	33.1		9.0		47.1
Max Q Clear Time (g_c+I1), s	7.9	16.3		9.2		5.5
Green Ext Time (p_c), s	0.1	9.8		0.0		7.8

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1155	4	13	1322	101	5	2	12	509	4	90
Future Volume (veh/h)	98	1155	4	13	1322	101	5	2	12	509	4	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	1216	4	14	1392	106	5	2	13	539	0	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	2099	7	161	2021	153	7	3	17	623	0	277
Arrive On Green	0.07	0.58	0.58	0.09	0.60	0.60	0.02	0.02	0.02	0.17	0.00	0.17
Sat Flow, veh/h	1781	3633	12	1781	3348	254	414	166	1076	3563	0	1585
Grp Volume(v), veh/h	103	595	625	14	736	762	20	0	0	539	0	95
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1825	1656	0	0	1781	0	1585
Q Serve(g_s), s	7.4	27.6	27.6	0.9	36.5	36.9	1.6	0.0	0.0	19.1	0.0	6.8
Cycle Q Clear(g_c), s	7.4	27.6	27.6	0.9	36.5	36.9	1.6	0.0	0.0	19.1	0.0	6.8
Prop In Lane	1.00		0.01	1.00		0.14	0.25		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	127	1026	1079	161	1073	1102	26	0	0	623	0	277
V/C Ratio(X)	0.81	0.58	0.58	0.09	0.69	0.69	0.76	0.00	0.00	0.87	0.00	0.34
Avail Cap(c_a), veh/h	164	1026	1079	161	1073	1102	51	0	0	806	0	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.5	17.4	17.4	54.2	17.4	17.5	63.7	0.0	0.0	52.2	0.0	47.1
Incr Delay (d2), s/veh	16.2	2.4	2.3	0.1	1.9	1.9	15.5	0.0	0.0	7.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	11.4	12.0	0.4	14.8	15.4	0.8	0.0	0.0	9.2	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.7	19.8	19.7	54.3	19.3	19.4	79.2	0.0	0.0	59.5	0.0	47.6
LnGrp LOS	E	B	B	D	B	B	E	A	A	E	A	D
Approach Vol, veh/h		1323			1512			20			634	
Approach Delay, s/veh		24.1			19.7			79.2			57.8	
Approach LOS		C			B			E			E	

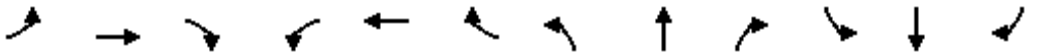
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.6	80.0		6.1	13.2	83.4		27.3				
Change Period (Y+Rc), s	4.9	* 4.9		4.0	4.0	4.9		4.6				
Max Green Setting (Gmax), s	4.0	* 75		4.0	12.0	67.1		29.4				
Max Q Clear Time (g_c+I1), s	2.9	29.6		3.6	9.4	38.9		21.1				
Green Ext Time (p_c), s	0.0	31.3		0.0	0.1	25.2		1.6				

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	1313	18	109	1081	590	50	59	114	1001	12	324
Future Volume (veh/h)	374	1313	18	109	1081	590	50	59	114	1001	12	324
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	394	1382	18	115	1138	409	53	62	0	1063	0	134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	1661	22	475	1877	837	69	72	61	1044	0	465
Arrive On Green	0.42	0.92	0.92	0.27	0.53	0.53	0.04	0.04	0.00	0.29	0.00	0.29
Sat Flow, veh/h	1781	3592	47	1781	3554	1585	1781	1870	1585	3563	0	1585
Grp Volume(v), veh/h	394	683	717	115	1138	409	53	62	0	1063	0	134
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1585	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	27.0	16.3	16.4	6.6	28.9	21.3	3.8	4.3	0.0	38.1	0.0	8.5
Cycle Q Clear(g_c), s	27.0	16.3	16.4	6.6	28.9	21.3	3.8	4.3	0.0	38.1	0.0	8.5
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	821	861	475	1877	837	69	72	61	1044	0	465
V/C Ratio(X)	1.06	0.83	0.83	0.24	0.61	0.49	0.77	0.86	0.00	1.02	0.00	0.29
Avail Cap(c_a), veh/h	370	821	861	475	1877	837	69	72	61	1044	0	465
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.71	0.00	0.71
Uniform Delay (d), s/veh	38.0	3.3	3.3	37.4	21.3	19.5	61.9	62.2	0.0	46.0	0.0	35.5
Incr Delay (d2), s/veh	65.1	9.6	9.3	0.1	0.6	0.5	38.1	59.5	0.0	28.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	3.8	3.9	2.8	11.4	7.6	2.5	3.2	0.0	20.8	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.1	12.9	12.5	37.5	21.9	20.0	100.1	121.7	0.0	74.0	0.0	35.6
LnGrp LOS	F	B	B	D	C	C	F	F	A	F	A	D
Approach Vol, veh/h		1794			1662			115			1197	
Approach Delay, s/veh		32.5			22.5			111.7			69.7	
Approach LOS		C			C			F			E	

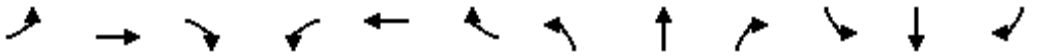
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	39.9	65.0		9.0	31.0	73.9		43.0				
Change Period (Y+Rc), s	4.9	* 4.9		4.0	4.0	4.9		4.9				
Max Green Setting (Gmax), s	9.0	* 60		5.0	27.0	42.1		38.1				
Max Q Clear Time (g_c+I1), s	8.6	18.4		6.3	29.0	30.9		40.1				
Green Ext Time (p_c), s	0.0	13.7		0.0	0.0	7.3		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		40.3
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1102	765	0	1619	1411	0	0	0	231	804	161
Future Volume (veh/h)	0	1102	765	0	1619	1411	0	0	0	231	804	161
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	1870	1870
Adj Flow Rate, veh/h	0	1160	805	0	1883	0				243	846	158
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	2	2
Cap, veh/h	0	1862	830	0	1960					708	744	630
Arrive On Green	0.00	0.70	0.70	0.00	1.00	0.00				0.40	0.40	0.40
Sat Flow, veh/h	0	3647	1585	0	3741	1585				1781	1870	1585
Grp Volume(v), veh/h	0	1160	805	0	1883	0				243	846	158
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1870	1585				1781	1870	1585
Q Serve(g_s), s	0.0	22.7	61.7	0.0	0.0	0.0				12.4	51.7	8.7
Cycle Q Clear(g_c), s	0.0	22.7	61.7	0.0	0.0	0.0				12.4	51.7	8.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1862	830	0	1960					708	744	630
V/C Ratio(X)	0.00	0.62	0.97	0.00	0.96					0.34	1.14	0.25
Avail Cap(c_a), veh/h	0	1862	830	0	1960					708	744	630
HCM Platoon Ratio	1.00	1.33	1.33	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.38	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.8	18.7	0.0	0.0	0.0				27.3	39.2	26.2
Incr Delay (d2), s/veh	0.0	1.6	24.6	0.0	6.0	0.0				0.1	77.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.4	22.6	0.0	1.6	0.0				5.3	39.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.4	43.4	0.0	6.0	0.0				27.4	116.9	26.3
LnGrp LOS	A	B	D	A	A					C	F	C
Approach Vol, veh/h		1965			1883	A					1247	
Approach Delay, s/veh		26.3			6.0						88.0	
Approach LOS		C			A						F	

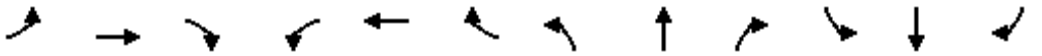
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		73.0		57.0		73.0						
Change Period (Y+Rc), s		4.9		5.3		4.9						
Max Green Setting (Gmax), s		68.1		51.7		68.1						
Max Q Clear Time (g_c+I1), s		24.7		53.7		2.0						
Green Ext Time (p_c), s		4.7		0.0		26.9						

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

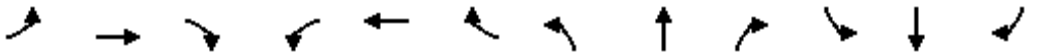
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	283	1050	0	0	2548	543	0	0	1185	0	0	482
Future Volume (vph)	283	1050	0	0	2548	543	0	0	1185	0	0	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.9			4.9	4.9			4.0			4.0
Lane Util. Factor	1.00	0.86			0.86	0.86			1.00			0.88
Frt	1.00	1.00			1.00	0.85			0.86			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	6408			4791	1362			1611			2787
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	6408			4791	1362			1611			2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	298	1105	0	0	2682	572	0	0	1247	0	0	507
RTOR Reduction (vph)	0	0	0	0	3	61	0	0	0	0	0	25
Lane Group Flow (vph)	298	1105	0	0	2736	454	0	0	1247	0	0	482
Turn Type	Prot	NA			NA	Perm			Free			Over
Protected Phases	5	2			6							5
Permitted Phases						6			Free			
Actuated Green, G (s)	13.4	65.0			42.7	42.7			65.0			13.4
Effective Green, g (s)	13.4	65.0			42.7	42.7			65.0			13.4
Actuated g/C Ratio	0.21	1.00			0.66	0.66			1.00			0.21
Clearance Time (s)	4.0	4.9			4.9	4.9						4.0
Vehicle Extension (s)	2.0	3.9			3.8	3.8						2.0
Lane Grp Cap (vph)	364	6408			3147	894			1611			574
v/s Ratio Prot	0.17	0.17			c0.57							0.17
v/s Ratio Perm						0.33			c0.77			
v/c Ratio	0.82	0.17			0.87	0.51			0.77			0.84
Uniform Delay, d1	24.6	0.0			8.9	5.7			0.0			24.8
Progression Factor	1.77	1.00			0.91	0.97			1.00			1.00
Incremental Delay, d2	10.5	0.0			1.3	0.7			3.7			10.0
Delay (s)	54.1	0.0			9.5	6.3			3.7			34.7
Level of Service	D	A			A	A			A			C
Approach Delay (s)		11.5			9.0			3.7			34.7	
Approach LOS		B			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	8.9
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



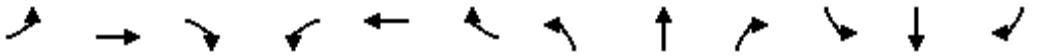
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	342	1741	455	411	1781	209	337	941	252	232	925	64
Future Volume (veh/h)	342	1741	455	411	1781	209	337	941	252	232	925	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	360	1833	0	433	1875	0	355	991	0	244	974	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	1957		490	2154		374	1077		288	949	290
Arrive On Green	0.12	0.38	0.00	0.14	0.42	0.00	0.11	0.21	0.00	0.08	0.19	0.19
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1559
Grp Volume(v), veh/h	360	1833	0	433	1875	0	355	991	0	244	974	9
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1559
Q Serve(g_s), s	12.3	41.4	0.0	14.8	40.3	0.0	12.3	22.8	0.0	8.4	22.3	0.6
Cycle Q Clear(g_c), s	12.3	41.4	0.0	14.8	40.3	0.0	12.3	22.8	0.0	8.4	22.3	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	1957		490	2154		374	1077		288	949	290
V/C Ratio(X)	0.87	0.94		0.88	0.87		0.95	0.92		0.85	1.03	0.03
Avail Cap(c_a), veh/h	432	1957		490	2154		374	1077		288	949	290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	35.6	0.0	50.5	31.7	0.0	53.2	46.4	0.0	54.2	48.8	40.0
Incr Delay (d2), s/veh	15.9	10.0	0.0	16.8	4.2	0.0	33.0	12.8	0.0	19.4	36.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	18.0	0.0	7.3	16.3	0.0	6.8	10.4	0.0	4.3	12.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	45.6	0.0	67.3	35.9	0.0	86.2	59.1	0.0	73.7	85.0	40.1
LnGrp LOS	E	D		E	D		F	E		E	F	D
Approach Vol, veh/h		2193	A		2308	A		1346	A		1227	
Approach Delay, s/veh		49.3			41.8			66.3			82.4	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	52.0	17.0	28.0	18.4	56.6	14.0	31.0
Change Period (Y+Rc), s	6.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	17.0	46.0	13.0	22.3	15.0	50.0	10.0	25.3
Max Q Clear Time (g_c+I1), s	16.8	43.4	14.3	24.3	14.3	42.3	10.4	24.8
Green Ext Time (p_c), s	0.0	2.5	0.0	0.0	0.1	7.5	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	55.8
HCM 6th LOS	E

Notes

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



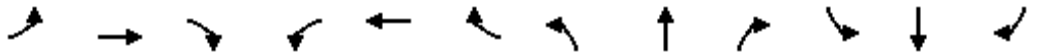
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1618	136	272	1519	4	23	2	440	7	4	8
Future Volume (veh/h)	51	1618	136	272	1519	4	23	2	440	7	4	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2106	2106	2106	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	1703	143	286	1599	4	24	2	463	7	4	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	1885	156	307	2327	6	206	17	471	18	10	25
Arrive On Green	0.04	0.50	0.50	0.34	1.00	1.00	0.13	0.13	0.13	0.02	0.02	0.02
Sat Flow, veh/h	2006	3740	310	1781	3636	9	1650	138	1585	1154	659	1585
Grp Volume(v), veh/h	54	902	944	286	781	822	26	0	463	11	0	8
Grp Sat Flow(s),veh/h/ln	2006	2001	2050	1781	1777	1869	1788	0	1585	1813	0	1585
Q Serve(g_s), s	3.2	48.9	50.8	18.6	0.0	0.0	1.5	0.0	15.0	0.7	0.0	0.6
Cycle Q Clear(g_c), s	3.2	48.9	50.8	18.6	0.0	0.0	1.5	0.0	15.0	0.7	0.0	0.6
Prop In Lane	1.00		0.15	1.00		0.00	0.92		1.00	0.64		1.00
Lane Grp Cap(c), veh/h	73	1008	1033	307	1137	1196	223	0	471	28	0	25
V/C Ratio(X)	0.74	0.89	0.91	0.93	0.69	0.69	0.12	0.00	0.98	0.39	0.00	0.32
Avail Cap(c_a), veh/h	134	1009	1034	312	1137	1196	223	0	471	62	0	54
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.2	26.9	27.4	38.6	0.0	0.0	46.6	0.0	41.8	58.5	0.0	58.4
Incr Delay (d2), s/veh	5.3	10.5	12.3	26.7	2.5	2.4	0.1	0.0	36.6	3.2	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	24.6	26.6	8.7	0.8	0.8	0.7	0.0	17.9	0.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	37.4	39.7	65.4	2.5	2.4	46.7	0.0	78.4	61.7	0.0	61.2
LnGrp LOS	E	D	D	E	A	A	D	A	E	E	A	E
Approach Vol, veh/h		1900			1889			489			19	
Approach Delay, s/veh		39.2			12.0			76.7			61.5	
Approach LOS		D			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	66.2		7.6	8.4	82.5		19.0				
Change Period (Y+Rc), s	4.0	5.7		5.7	4.0	* 5.7		4.0				
Max Green Setting (Gmax), s	21.0	60.5		4.1	8.0	* 75		15.0				
Max Q Clear Time (g_c+I1), s	20.6	52.8		2.7	5.2	2.0		17.0				
Green Ext Time (p_c), s	0.1	7.6		0.0	0.1	72.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		31.6
HCM 6th LOS		C

Notes

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



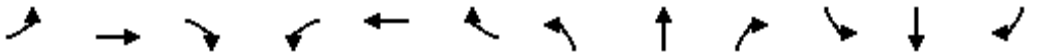
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1573	435	80	1633	0	154	0	25	0	0	0
Future Volume (veh/h)	0	1573	435	80	1633	0	154	0	25	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	0	1870	0	1870	0
Adj Flow Rate, veh/h	0	1656	458	84	1719	0	162	0	26	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0	2	0	2	0	2	0
Cap, veh/h	0	1884	498	104	2733	0	163	0	0	0	2	0
Arrive On Green	0.00	0.68	0.68	0.06	0.77	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	2874	734	1781	3647	0	1781	162		0	-74814	0
Grp Volume(v), veh/h	0	1030	1084	84	1719	0	162	122.4		0	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1738	1781	1777	0	1781	F		0	1870	0
Q Serve(g_s), s	0.0	53.4	64.1	5.6	26.0	0.0	10.9			0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	53.4	64.1	5.6	26.0	0.0	10.9			0.0	0.0	0.0
Prop In Lane	0.00		0.42	1.00		0.00	1.00			0.00		0.00
Lane Grp Cap(c), veh/h	0	1204	1178	104	2733	0	163			0	2	0
V/C Ratio(X)	0.00	0.86	0.92	0.81	0.63	0.00	0.99			0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1204	1178	104	2733	0	163			0	47	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	0.38	0.38	1.00	1.00	0.00	1.00			0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	14.8	16.6	55.8	6.2	0.0	54.5			0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.6	5.3	34.0	1.1	0.0	67.9			0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.0	23.0	3.5	7.7	0.0	8.0			0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.5	21.8	89.8	7.3	0.0	122.4			0.0	0.0	0.0
LnGrp LOS	A	B	C	F	A	A	F			A	A	A
Approach Vol, veh/h		2114			1803						0	
Approach Delay, s/veh		19.7			11.1						0.0	
Approach LOS		B			B							

Timer - Assigned Phs	1	2				6	7	8				
Phs Duration (G+Y+Rc), s	11.0	87.0				98.0	15.0	0.0				
Change Period (Y+Rc), s	4.0	5.7				5.7	4.0	4.0				
Max Green Setting (Gmax), s	7.0	81.3				92.3	11.0	3.0				
Max Q Clear Time (g_c+I1), s	7.6	66.1				28.0	12.9	0.0				
Green Ext Time (p_c), s	0.0	13.2				27.5	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			20.0									
HCM 6th LOS			C									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	377	716	546	545	738	61	728	1214	155	208	1502	203
Future Volume (veh/h)	377	716	546	545	738	61	728	1214	155	208	1502	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	397	754	0	574	777	60	766	1278	89	219	1581	130
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	720		530	848	65	714	1568	688	253	1631	497
Arrive On Green	0.11	0.20	0.00	0.15	0.25	0.25	0.21	0.44	0.44	0.07	0.32	0.32
Sat Flow, veh/h	3456	3554	1585	3456	3337	258	3456	3554	1558	3456	5106	1555
Grp Volume(v), veh/h	397	754	0	574	414	423	766	1278	89	219	1581	130
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1818	1728	1777	1558	1728	1702	1555
Q Serve(g_s), s	17.0	30.4	0.0	23.0	34.0	34.0	31.0	47.1	5.1	9.4	45.8	9.3
Cycle Q Clear(g_c), s	17.0	30.4	0.0	23.0	34.0	34.0	31.0	47.1	5.1	9.4	45.8	9.3
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	720		530	451	462	714	1568	688	253	1631	497
V/C Ratio(X)	1.01	1.05		1.08	0.92	0.92	1.07	0.81	0.13	0.86	0.97	0.26
Avail Cap(c_a), veh/h	392	720		530	451	462	714	1568	688	253	1631	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.63	0.63	0.63	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.5	59.8	0.0	63.5	54.4	54.4	59.5	36.6	24.8	68.8	50.3	37.9
Incr Delay (d2), s/veh	49.0	46.5	0.0	63.5	23.7	23.4	48.5	3.1	0.2	24.3	15.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	18.2	0.0	14.7	17.9	18.3	18.2	20.5	1.9	5.0	21.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.5	106.3	0.0	127.0	78.1	77.8	108.0	39.6	25.1	93.0	66.0	38.3
LnGrp LOS	F	F		F	E	E	F	D	C	F	E	D
Approach Vol, veh/h		1151	A		1411			2133			1930	
Approach Delay, s/veh		109.4			97.9			63.6			67.2	
Approach LOS		F			F			E			E	

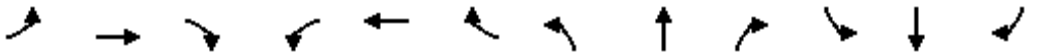
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.3	36.1	35.0	53.2	21.0	43.4	16.3	71.9
Change Period (Y+Rc), s	5.3	* 5.7	4.0	5.3	4.0	5.3	5.3	* 5.7
Max Green Setting (Gmax), s	23.0	* 30	31.0	46.6	17.0	36.8	11.0	* 66
Max Q Clear Time (g_c+I1), s	25.0	32.4	33.0	47.8	19.0	36.0	11.4	49.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.6	0.0	13.0

Intersection Summary	
HCM 6th Ctrl Delay	79.9
HCM 6th LOS	E

Notes

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

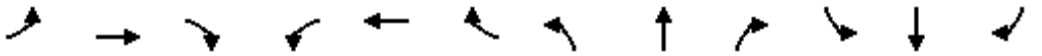
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1074	10	128	1180	10	11	11	42	15	244	213
Future Volume (veh/h)	58	1074	10	128	1180	10	11	11	42	15	244	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	1131	11	135	1242	11	12	12	44	16	257	224
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	1808	18	158	2010	18	46	46	77	18	294	265
Arrive On Green	0.03	0.50	0.50	0.09	0.56	0.56	0.05	0.05	0.05	0.17	0.17	0.17
Sat Flow, veh/h	1781	3606	35	1781	3609	32	912	912	1538	109	1756	1585
Grp Volume(v), veh/h	61	557	585	135	611	642	24	0	44	273	0	224
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1864	1825	0	1538	1865	0	1585
Q Serve(g_s), s	3.0	20.5	20.5	6.7	20.9	20.9	1.1	0.0	2.5	12.9	0.0	12.3
Cycle Q Clear(g_c), s	3.0	20.5	20.5	6.7	20.9	20.9	1.1	0.0	2.5	12.9	0.0	12.3
Prop In Lane	1.00		0.02	1.00		0.02	0.50		1.00	0.06		1.00
Lane Grp Cap(c), veh/h	59	891	935	158	990	1039	92	0	77	312	0	265
V/C Ratio(X)	1.03	0.63	0.63	0.85	0.62	0.62	0.26	0.00	0.57	0.88	0.00	0.84
Avail Cap(c_a), veh/h	59	891	935	158	990	1039	324	0	273	332	0	282
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	16.3	16.3	40.4	13.5	13.5	41.1	0.0	41.8	36.6	0.0	36.3
Incr Delay (d2), s/veh	124.7	3.3	3.2	32.3	1.7	1.6	0.6	0.0	2.5	20.1	0.0	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.2	8.6	4.3	7.7	8.0	0.5	0.0	1.0	7.6	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	168.2	19.6	19.5	72.7	15.1	15.1	41.7	0.0	44.2	56.7	0.0	54.6
LnGrp LOS	F	B	B	E	B	B	D	A	D	E	A	D
Approach Vol, veh/h		1203			1388			68			497	
Approach Delay, s/veh		27.1			20.7			43.3			55.7	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	50.4		19.1	7.0	55.4		8.5				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	32.7		16.0	3.0	37.7		16.0				
Max Q Clear Time (g_c+I1), s	8.7	22.5		14.9	5.0	22.9		4.5				
Green Ext Time (p_c), s	0.0	6.2		0.2	0.0	9.1		0.1				

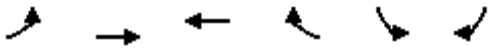
Intersection Summary			
HCM 6th Ctrl Delay		29.1	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1074	0	15	1347	13	12	0	5	31	0	25
Future Volume (veh/h)	33	1074	0	15	1347	13	12	0	5	31	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	1131	0	16	1418	14	13	0	5	33	0	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	2868	0	20	2861	28	86	0	6	140	0	54
Arrive On Green	0.02	0.81	0.00	0.01	0.79	0.79	0.03	0.00	0.03	0.03	0.00	0.03
Sat Flow, veh/h	1781	3647	0	1781	3605	36	485	8	190	1740	0	1585
Grp Volume(v), veh/h	35	1131	0	16	699	733	18	0	0	33	0	26
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1864	683	0	0	1740	0	1585
Q Serve(g_s), s	1.8	8.1	0.0	0.8	12.0	12.1	1.1	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	1.8	8.1	0.0	0.8	12.0	12.1	2.7	0.0	0.0	1.6	0.0	1.4
Prop In Lane	1.00		0.00	1.00		0.02	0.72		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	43	2868	0	20	1410	1479	92	0	0	140	0	54
V/C Ratio(X)	0.81	0.39	0.00	0.82	0.50	0.50	0.20	0.00	0.00	0.24	0.00	0.48
Avail Cap(c_a), veh/h	59	2868	0	59	1410	1479	378	0	0	421	0	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.7	2.5	0.0	44.4	3.2	3.2	44.1	0.0	0.0	42.8	0.0	42.7
Incr Delay (d2), s/veh	31.2	0.4	0.0	25.3	1.2	1.2	0.8	0.0	0.0	0.6	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.4	0.0	0.5	2.6	2.7	0.4	0.0	0.0	0.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.9	2.9	0.0	69.7	4.4	4.4	44.8	0.0	0.0	43.4	0.0	47.4
LnGrp LOS	E	A	A	E	A	A	D	A	A	D	A	D
Approach Vol, veh/h		1166			1448			18			59	
Approach Delay, s/veh		5.0			5.1			44.8			45.2	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	76.7		7.1	5.0	77.9		7.1				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	3.0	52.7		21.0	3.0	52.7		21.0				
Max Q Clear Time (g_c+I1), s	3.8	14.1		4.7	2.8	10.1		3.6				
Green Ext Time (p_c), s	0.0	25.5		0.0	0.0	20.8		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		6.2
HCM 6th LOS		A



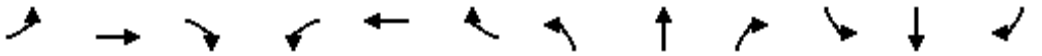
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	588	393	708	225	799	613
Future Volume (veh/h)	588	393	708	225	799	613
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	619	414	745	202	841	630
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1006	528	780	212	949	883
Arrive On Green	0.28	0.28	0.28	0.28	0.27	0.27
Sat Flow, veh/h	3563	1870	2857	749	3456	1585
Grp Volume(v), veh/h	619	414	479	468	841	630
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1736	1728	1585
Q Serve(g_s), s	13.7	18.6	24.1	24.1	21.2	25.0
Cycle Q Clear(g_c), s	13.7	18.6	24.1	24.1	21.2	25.0
Prop In Lane	1.00			0.43	1.00	1.00
Lane Grp Cap(c), veh/h	1006	528	502	490	949	883
V/C Ratio(X)	0.62	0.78	0.95	0.95	0.89	0.71
Avail Cap(c_a), veh/h	1006	528	502	490	949	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	30.1	32.1	32.1	31.6	14.5
Incr Delay (d2), s/veh	2.8	11.1	30.4	30.8	9.8	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	9.5	13.9	13.7	9.6	14.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.2	41.2	62.4	62.9	41.4	16.8
LnGrp LOS	C	D	E	E	D	B
Approach Vol, veh/h		1033	947		1471	
Approach Delay, s/veh		35.2	62.7		30.9	
Approach LOS		D	E		C	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	31.0				31.0	29.0
Change Period (Y+Rc), s	5.3				5.3	4.0
Max Green Setting (Gmax), s	25.7				25.7	25.0
Max Q Clear Time (g_c+I1), s	26.1				20.6	27.0
Green Ext Time (p_c), s	0.0				3.0	0.0

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	787	196	40	626	8	53	3	2	12	6	320
Future Volume (veh/h)	17	787	196	40	626	8	53	3	2	12	6	320
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	828	206	42	659	8	56	3	2	13	6	337
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1098	273	97	1499	18	402	20	9	389	156	409
Arrive On Green	0.03	0.39	0.39	0.05	0.42	0.42	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	2820	701	1781	3596	44	956	79	35	981	603	1585
Grp Volume(v), veh/h	18	522	512	42	326	341	61	0	0	19	0	337
Grp Sat Flow(s),veh/h/ln	1781	1777	1744	1781	1777	1863	1070	0	0	1584	0	1585
Q Serve(g_s), s	0.4	11.3	11.3	1.0	5.8	5.8	1.7	0.0	0.0	0.0	0.0	8.9
Cycle Q Clear(g_c), s	0.4	11.3	11.3	1.0	5.8	5.8	2.0	0.0	0.0	0.3	0.0	8.9
Prop In Lane	1.00		0.40	1.00		0.02	0.92		0.03	0.68		1.00
Lane Grp Cap(c), veh/h	48	692	679	97	741	777	431	0	0	545	0	409
V/C Ratio(X)	0.38	0.75	0.75	0.43	0.44	0.44	0.14	0.00	0.00	0.03	0.00	0.82
Avail Cap(c_a), veh/h	240	824	809	240	824	864	635	0	0	836	0	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	11.8	11.8	20.4	9.3	9.3	13.0	0.0	0.0	12.4	0.0	15.6
Incr Delay (d2), s/veh	1.8	4.0	4.1	1.1	0.7	0.6	0.1	0.0	0.0	0.0	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.9	3.8	0.4	1.7	1.8	0.4	0.0	0.0	0.1	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	15.8	15.8	21.5	9.9	9.9	13.1	0.0	0.0	12.4	0.0	17.2
LnGrp LOS	C	B	B	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		1052			709			61			356	
Approach Delay, s/veh		15.9			10.6			13.1			17.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	22.7		15.5	5.2	23.9		15.5				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	6.0	20.7		20.0	6.0	20.7		20.0				
Max Q Clear Time (g_c+I1), s	3.0	13.3		4.0	2.4	7.8		10.9				
Green Ext Time (p_c), s	0.0	4.0		0.1	0.0	3.6		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		14.3	
HCM 6th LOS		B	

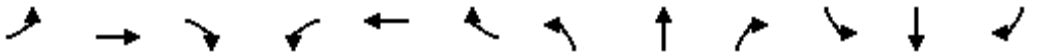
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	467	359	283	307	259	554
Future Volume (veh/h)	467	359	283	307	259	554
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	435	439	298	323	273	583
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	582	527	483	927	278	920
Arrive On Green	0.33	0.33	0.26	0.26	0.16	0.49
Sat Flow, veh/h	1781	1610	1870	1585	1781	1870
Grp Volume(v), veh/h	435	439	298	323	273	583
Grp Sat Flow(s),veh/h/ln	1781	1610	1870	1585	1781	1870
Q Serve(g_s), s	11.2	12.9	7.2	5.5	7.8	11.8
Cycle Q Clear(g_c), s	11.2	12.9	7.2	5.5	7.8	11.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	582	527	483	927	278	920
V/C Ratio(X)	0.75	0.83	0.62	0.35	0.98	0.63
Avail Cap(c_a), veh/h	833	753	900	1281	278	1337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	16.0	16.8	5.6	21.6	9.6
Incr Delay (d2), s/veh	1.1	3.8	2.0	0.4	49.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	4.6	3.0	3.2	6.7	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.5	19.8	18.8	5.9	70.7	10.8
LnGrp LOS	B	B	B	A	E	B
Approach Vol, veh/h	874		621			856
Approach Delay, s/veh	18.1		12.1			29.9
Approach LOS	B		B			C

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		30.5			12.0	18.5	20.8
Change Period (Y+Rc), s		5.3			4.0	5.3	4.0
Max Green Setting (Gmax), s		36.7			8.0	24.7	24.0
Max Q Clear Time (g_c+I1), s		13.8			9.8	9.2	14.9
Green Ext Time (p_c), s		4.6			0.0	4.0	1.8

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

Notes

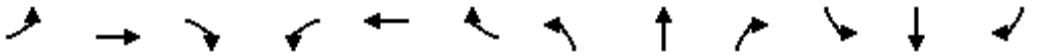
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	6	39	102	8	61	105	994	130	95	1134	76
Future Volume (veh/h)	29	6	39	102	8	61	105	994	130	95	1134	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	6	41	107	8	64	111	1046	137	100	1194	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	74	63	139	166	141	144	1857	577	127	1809	562
Arrive On Green	0.03	0.04	0.04	0.08	0.09	0.09	0.08	0.36	0.36	0.07	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	31	6	41	107	8	64	111	1046	137	100	1194	80
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.8	0.1	1.1	2.6	0.2	1.7	2.7	7.3	2.7	2.5	8.8	1.5
Cycle Q Clear(g_c), s	0.8	0.1	1.1	2.6	0.2	1.7	2.7	7.3	2.7	2.5	8.8	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	74	63	139	166	141	144	1857	577	127	1809	562
V/C Ratio(X)	0.61	0.08	0.65	0.77	0.05	0.45	0.77	0.56	0.24	0.79	0.66	0.14
Avail Cap(c_a), veh/h	159	1340	1135	399	1591	1348	359	2743	852	159	2172	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	20.7	21.2	20.2	18.6	19.3	20.1	11.4	9.9	20.4	12.2	9.8
Incr Delay (d2), s/veh	11.2	0.5	10.9	8.7	0.1	2.3	8.5	0.3	0.2	18.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.6	1.3	0.1	0.6	1.3	2.2	0.8	1.6	2.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	21.1	32.1	28.9	18.7	21.6	28.6	11.6	10.1	38.9	12.7	9.9
LnGrp LOS	C	C	C	C	B	C	C	B	B	D	B	A
Approach Vol, veh/h		78			179			1294			1374	
Approach Delay, s/veh		31.5			25.9			12.9			14.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	21.3	8.5	6.8	8.6	20.8	6.3	9.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	24.0	10.0	32.0	9.0	19.0	4.0	38.0
Max Q Clear Time (g_c+I1), s	4.5	9.3	4.6	3.1	4.7	10.8	2.8	3.7
Green Ext Time (p_c), s	0.0	6.8	0.1	0.1	0.1	5.0	0.0	0.2

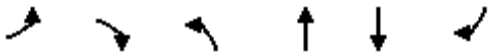
Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	2	22	10	1	42	63	1321	27	64	1132	37
Future Volume (veh/h)	15	2	22	10	1	42	63	1321	27	64	1132	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	2	23	11	1	44	66	1391	28	67	1192	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	80	68	20	71	60	89	2321	721	90	2324	721
Arrive On Green	0.02	0.04	0.04	0.01	0.04	0.04	0.05	0.45	0.45	0.05	0.46	0.46
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	16	2	23	11	1	44	66	1391	28	67	1192	39
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.4	0.0	0.6	0.3	0.0	1.2	1.7	9.3	0.4	1.7	7.5	0.6
Cycle Q Clear(g_c), s	0.4	0.0	0.6	0.3	0.0	1.2	1.7	9.3	0.4	1.7	7.5	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	29	80	68	20	71	60	89	2321	721	90	2324	721
V/C Ratio(X)	0.56	0.02	0.34	0.54	0.01	0.73	0.74	0.60	0.04	0.75	0.51	0.05
Avail Cap(c_a), veh/h	157	1319	1118	196	1360	1153	432	3151	978	196	2476	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	20.8	21.1	22.3	21.0	21.6	21.3	9.3	6.9	21.3	8.8	6.9
Incr Delay (d2), s/veh	15.8	0.1	2.9	20.5	0.1	15.3	11.6	0.3	0.0	11.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	0.2	0.0	0.7	0.9	2.6	0.1	0.9	2.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	20.9	24.0	42.8	21.1	36.8	32.9	9.5	6.9	33.0	9.0	6.9
LnGrp LOS	D	C	C	D	C	D	C	A	A	C	A	A
Approach Vol, veh/h		41			56			1485			1298	
Approach Delay, s/veh		29.3			37.7			10.5			10.1	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	25.6	5.5	6.9	7.3	25.6	5.7	6.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	28.0	5.0	32.0	11.0	22.0	4.0	33.0
Max Q Clear Time (g_c+I1), s	3.7	11.3	2.3	2.6	3.7	9.5	2.4	3.2
Green Ext Time (p_c), s	0.0	9.4	0.0	0.0	0.1	6.7	0.0	0.1

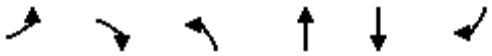
Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	48	103	1265	1539	178
Future Volume (veh/h)	76	48	103	1265	1539	178
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	51	108	1332	1620	187
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	144	129	137	3558	2600	805
Arrive On Green	0.08	0.08	0.08	0.70	0.51	0.51
Sat Flow, veh/h	1781	1585	1781	5274	5274	1582
Grp Volume(v), veh/h	80	51	108	1332	1620	187
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1702	1702	1582
Q Serve(g_s), s	1.6	1.1	2.1	3.9	8.2	2.4
Cycle Q Clear(g_c), s	1.6	1.1	2.1	3.9	8.2	2.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	144	129	137	3558	2600	805
V/C Ratio(X)	0.55	0.40	0.79	0.37	0.62	0.23
Avail Cap(c_a), veh/h	989	880	297	4535	3118	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	15.7	16.3	2.2	6.4	4.9
Incr Delay (d2), s/veh	3.3	2.0	9.7	0.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	1.0	0.0	1.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.2	17.7	26.1	2.3	6.6	5.1
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	131			1440	1807	
Approach Delay, s/veh	18.6			4.1	6.5	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.1		6.9	6.8	22.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		32.0		20.0	6.0	22.0
Max Q Clear Time (g_c+I1), s		5.9		3.6	4.1	10.2
Green Ext Time (p_c), s		10.1		0.3	0.0	8.1

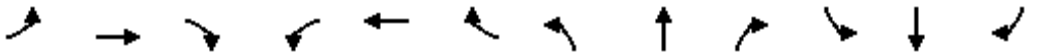
Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	21	45	1349	1535	53
Future Volume (veh/h)	19	21	45	1349	1535	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	22	47	1420	1616	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	69	61	76	3667	2829	877
Arrive On Green	0.04	0.04	0.04	0.72	0.55	0.55
Sat Flow, veh/h	1781	1585	1781	5274	5274	1582
Grp Volume(v), veh/h	20	22	47	1420	1616	56
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1702	1702	1582
Q Serve(g_s), s	0.4	0.4	0.9	3.6	6.8	0.5
Cycle Q Clear(g_c), s	0.4	0.4	0.9	3.6	6.8	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	69	61	76	3667	2829	877
V/C Ratio(X)	0.29	0.36	0.62	0.39	0.57	0.06
Avail Cap(c_a), veh/h	1083	963	217	4965	3724	1154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	15.4	15.5	1.8	4.8	3.4
Incr Delay (d2), s/veh	2.3	3.5	8.1	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.4	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.7	18.9	23.6	1.9	5.0	3.4
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	42			1467	1672	
Approach Delay, s/veh	18.3			2.6	4.9	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.6		5.3	5.4	22.2
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		32.0		20.0	4.0	24.0
Max Q Clear Time (g_c+I1), s		5.6		2.4	2.9	8.8
Green Ext Time (p_c), s		11.0		0.1	0.0	9.4

Intersection Summary	
HCM 6th Ctrl Delay	4.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	0	43	13	0	6	94	1300	29	17	1683	94
Future Volume (veh/h)	30	0	43	13	0	6	94	1300	29	17	1683	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	0	45	14	0	6	99	1368	31	18	1772	99
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	0	69	35	0	15	127	3090	958	31	2814	872
Arrive On Green	0.07	0.00	0.07	0.03	0.00	0.03	0.07	0.61	0.61	0.02	0.55	0.55
Sat Flow, veh/h	687	0	966	1199	0	514	1781	5106	1582	1781	5106	1582
Grp Volume(v), veh/h	77	0	0	20	0	0	99	1368	31	18	1772	99
Grp Sat Flow(s),veh/h/ln	1653	0	0	1713	0	0	1781	1702	1582	1781	1702	1582
Q Serve(g_s), s	2.6	0.0	0.0	0.7	0.0	0.0	3.2	8.4	0.5	0.6	13.8	1.7
Cycle Q Clear(g_c), s	2.6	0.0	0.0	0.7	0.0	0.0	3.2	8.4	0.5	0.6	13.8	1.7
Prop In Lane	0.42		0.58	0.70		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	0	0	50	0	0	127	3090	958	31	2814	872
V/C Ratio(X)	0.65	0.00	0.00	0.40	0.00	0.00	0.78	0.44	0.03	0.58	0.63	0.11
Avail Cap(c_a), veh/h	1085	0	0	1125	0	0	215	4324	1340	123	4059	1258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	0.0	27.6	0.0	0.0	26.4	6.2	4.6	28.2	8.9	6.2
Incr Delay (d2), s/veh	5.9	0.0	0.0	5.0	0.0	0.0	9.7	0.1	0.0	16.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.3	0.0	0.0	1.5	1.8	0.1	0.4	3.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	0.0	32.6	0.0	0.0	36.1	6.3	4.6	44.3	9.2	6.3
LnGrp LOS	C	A	A	C	A	A	D	A	A	D	A	A
Approach Vol, veh/h		77			20			1498			1889	
Approach Delay, s/veh		32.1			32.6			8.2			9.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	39.0		8.1	8.1	35.9		5.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	49.0		38.0	7.0	46.0		38.0				
Max Q Clear Time (g_c+I1), s	2.6	10.4		4.6	5.2	15.8		2.7				
Green Ext Time (p_c), s	0.0	12.0		0.4	0.0	16.1		0.1				

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

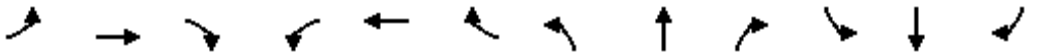
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	845	131	133	641	149	64
Future Volume (veh/h)	845	131	133	641	149	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	889	138	140	675	157	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1519	678	178	2154	302	269
Arrive On Green	0.43	0.43	0.10	0.61	0.17	0.17
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	889	138	140	675	157	67
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	9.7	2.8	3.9	4.7	4.1	1.9
Cycle Q Clear(g_c), s	9.7	2.8	3.9	4.7	4.1	1.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1519	678	178	2154	302	269
V/C Ratio(X)	0.59	0.20	0.79	0.31	0.52	0.25
Avail Cap(c_a), veh/h	1649	736	210	2467	701	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.1	9.1	22.3	4.9	19.2	18.3
Incr Delay (d2), s/veh	0.7	0.3	12.6	0.1	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.8	2.1	1.2	1.6	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.8	9.4	34.9	5.0	19.7	18.5
LnGrp LOS	B	A	C	A	B	B
Approach Vol, veh/h	1027			815	224	
Approach Delay, s/veh	11.5			10.2	19.4	
Approach LOS	B			B	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.1	27.4				36.5	14.3
Change Period (Y+Rc), s	4.0	5.7				* 5.7	5.7
Max Green Setting (Gmax), s	6.0	23.6				* 35	20.0
Max Q Clear Time (g_c+I1), s	5.9	11.7				6.7	6.1
Green Ext Time (p_c), s	0.0	10.0				16.5	0.4

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

Notes

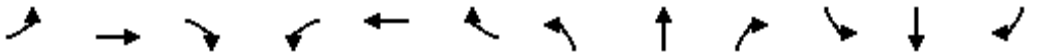
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	19	25	20	12	38	53	903	47	88	1144	137
Future Volume (veh/h)	49	19	25	20	12	38	53	903	47	88	1144	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	20	26	21	13	40	56	951	49	93	1204	144
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	123	104	37	81	69	80	1987	617	118	2094	650
Arrive On Green	0.04	0.07	0.07	0.02	0.04	0.04	0.05	0.39	0.39	0.07	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	52	20	26	21	13	40	56	951	49	93	1204	144
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.3	0.4	0.7	0.5	0.3	1.1	1.4	6.1	0.8	2.2	7.9	2.6
Cycle Q Clear(g_c), s	1.3	0.4	0.7	0.5	0.3	1.1	1.4	6.1	0.8	2.2	7.9	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	123	104	37	81	69	80	1987	617	118	2094	650
V/C Ratio(X)	0.68	0.16	0.25	0.57	0.16	0.58	0.70	0.48	0.08	0.79	0.58	0.22
Avail Cap(c_a), veh/h	204	1286	1090	163	1243	1054	245	3043	945	204	2926	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	19.2	19.4	21.2	20.1	20.5	20.5	10.0	8.4	20.1	9.9	8.4
Incr Delay (d2), s/veh	10.2	0.6	1.2	13.3	0.9	7.5	10.3	0.2	0.1	11.2	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.3	0.3	0.1	0.5	0.7	1.8	0.2	1.2	2.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	19.9	20.6	34.4	21.0	28.0	30.8	10.2	8.5	31.3	10.2	8.5
LnGrp LOS	C	B	C	C	C	C	C	B	A	C	B	A
Approach Vol, veh/h		98			74			1056			1441	
Approach Delay, s/veh		25.8			28.6			11.2			11.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	22.0	5.9	7.9	7.0	22.9	6.9	6.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	26.0	4.0	30.0	6.0	25.0	5.0	29.0
Max Q Clear Time (g_c+I1), s	4.2	8.1	2.5	2.7	3.4	9.9	3.3	3.1
Green Ext Time (p_c), s	0.0	6.6	0.0	0.1	0.0	7.9	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	46	41	143	92	0	92	968	243	2	1078	110
Future Volume (veh/h)	35	46	41	143	92	0	92	968	243	2	1078	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	48	43	151	97	0	97	1019	256	2	1135	116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	111	94	198	258	219	124	2024	628	4	1679	521
Arrive On Green	0.03	0.06	0.06	0.11	0.14	0.00	0.07	0.40	0.40	0.00	0.33	0.33
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	37	48	43	151	97	0	97	1019	256	2	1135	116
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.0	1.2	1.2	3.8	2.2	0.0	2.5	7.0	5.4	0.1	8.9	2.5
Cycle Q Clear(g_c), s	1.0	1.2	1.2	3.8	2.2	0.0	2.5	7.0	5.4	0.1	8.9	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	111	94	198	258	219	124	2024	628	4	1679	521
V/C Ratio(X)	0.64	0.43	0.46	0.76	0.38	0.00	0.78	0.50	0.41	0.51	0.68	0.22
Avail Cap(c_a), veh/h	268	1289	1092	499	1530	1297	268	2309	717	153	1979	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	21.1	21.1	20.0	18.2	0.0	21.3	10.6	10.1	23.1	13.4	11.3
Incr Delay (d2), s/veh	10.9	2.6	3.4	5.9	0.9	0.0	10.2	0.2	0.4	77.2	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.5	1.7	0.9	0.0	1.3	2.1	1.6	0.1	2.9	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	23.7	24.5	26.0	19.1	0.0	31.4	10.8	10.5	100.3	14.2	11.5
LnGrp LOS	C	C	C	C	B	A	C	B	B	F	B	B
Approach Vol, veh/h		128			248			1372			1253	
Approach Delay, s/veh		26.7			23.3			12.2			14.1	
Approach LOS		C			C			B			B	

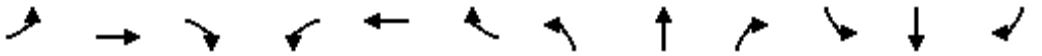
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	23.4	10.2	7.8	8.2	20.3	6.5	11.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	21.0	13.0	32.0	7.0	18.0	7.0	38.0
Max Q Clear Time (g_c+I1), s	2.1	9.0	5.8	3.2	4.5	10.9	3.0	4.2
Green Ext Time (p_c), s	0.0	6.2	0.2	0.3	0.0	4.4	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	37	15	1283	76	0	1263
Future Volume (veh/h)	37	15	1283	76	0	1263
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	16	1351	80	0	1329
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	88	78	3120	969	6	3120
Arrive On Green	0.05	0.05	0.61	0.61	0.00	0.61
Sat Flow, veh/h	1781	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	39	16	1351	80	0	1329
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1781	1702
Q Serve(g_s), s	0.6	0.3	4.1	0.6	0.0	4.0
Cycle Q Clear(g_c), s	0.6	0.3	4.1	0.6	0.0	4.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	88	78	3120	969	6	3120
V/C Ratio(X)	0.44	0.21	0.43	0.08	0.00	0.43
Avail Cap(c_a), veh/h	1755	1561	4683	1454	242	6244
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	13.4	3.0	2.3	0.0	3.0
Incr Delay (d2), s/veh	3.5	1.3	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.2	0.0	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.1	14.7	3.1	2.4	0.0	3.1
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	55		1431			1329
Approach Delay, s/veh	16.4		3.1			3.1
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	0.0	23.0			23.0	6.4
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	4.0	27.0			36.0	29.0
Max Q Clear Time (g_c+I1), s	0.0	6.1			6.0	2.6
Green Ext Time (p_c), s	0.0	10.6			12.0	0.1

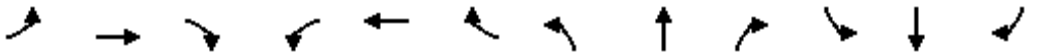
Intersection Summary	
HCM 6th Ctrl Delay	3.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	29	17	52	14	6	70	1441	193	15	1500	125
Future Volume (veh/h)	204	29	17	52	14	6	70	1441	193	15	1500	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	31	18	55	15	6	74	1517	203	16	1579	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	242	205	72	37	31	232	2443	758	28	2952	916
Arrive On Green	0.15	0.13	0.13	0.04	0.02	0.02	0.48	0.48	0.48	0.02	0.58	0.58
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	285	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	215	31	18	55	15	6	74	1517	203	16	1579	132
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	285	1702	1585	1781	1702	1585
Q Serve(g_s), s	6.9	0.9	0.6	1.8	0.5	0.2	12.7	13.1	4.6	0.5	11.2	2.3
Cycle Q Clear(g_c), s	6.9	0.9	0.6	1.8	0.5	0.2	18.0	13.1	4.6	0.5	11.2	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	242	205	72	37	31	232	2443	758	28	2952	916
V/C Ratio(X)	0.81	0.13	0.09	0.77	0.41	0.19	0.32	0.62	0.27	0.57	0.53	0.14
Avail Cap(c_a), veh/h	390	1165	987	240	1007	854	245	2664	827	120	3437	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	22.9	22.8	28.2	28.8	28.7	15.0	11.5	9.3	29.1	7.7	5.8
Incr Delay (d2), s/veh	7.7	0.2	0.2	15.7	7.0	2.9	0.8	0.4	0.2	17.3	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.4	0.2	1.0	0.3	0.1	0.8	4.2	1.4	0.3	3.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	23.1	23.0	44.0	35.8	31.6	15.7	11.9	9.5	46.4	7.8	5.8
LnGrp LOS	C	C	C	D	D	C	B	B	A	D	A	A
Approach Vol, veh/h		264			76			1794			1727	
Approach Delay, s/veh		30.4			41.4			11.8			8.0	
Approach LOS		C			D			B			A	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	5.9	33.4	7.4	12.7		39.4	13.9	6.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	4.0	31.0	8.0	37.0		40.0	13.0	32.0				
Max Q Clear Time (g_c+I1), s	2.5	20.0	3.8	2.9		13.2	8.9	2.5				
Green Ext Time (p_c), s	0.0	8.4	0.0	0.2		14.7	0.2	0.1				

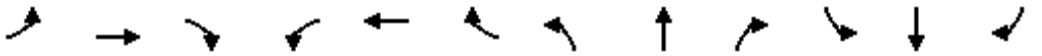
Intersection Summary			
HCM 6th Ctrl Delay		12.0	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	46	64	163	77	175	44	886	33	190	1450	96
Future Volume (veh/h)	44	46	64	163	77	175	44	886	33	190	1450	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	48	67	172	81	184	46	933	35	200	1526	101
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	156	131	210	300	253	131	1599	711	243	1821	811
Arrive On Green	0.04	0.08	0.08	0.12	0.16	0.16	0.07	0.45	0.45	0.14	0.51	0.51
Sat Flow, veh/h	1781	1870	1574	1781	1870	1579	1781	3554	1582	1781	3554	1582
Grp Volume(v), veh/h	46	48	67	172	81	184	46	933	35	200	1526	101
Grp Sat Flow(s),veh/h/ln	1781	1870	1574	1781	1870	1579	1781	1777	1582	1781	1777	1582
Q Serve(g_s), s	1.9	1.8	3.1	7.1	2.9	8.4	1.9	14.8	0.9	8.2	27.7	2.5
Cycle Q Clear(g_c), s	1.9	1.8	3.1	7.1	2.9	8.4	1.9	14.8	0.9	8.2	27.7	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	156	131	210	300	253	131	1599	711	243	1821	811
V/C Ratio(X)	0.63	0.31	0.51	0.82	0.27	0.73	0.35	0.58	0.05	0.82	0.84	0.12
Avail Cap(c_a), veh/h	165	645	543	236	719	607	213	1791	797	354	2073	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	32.5	33.1	32.5	27.8	30.1	33.2	15.5	11.7	31.7	15.7	9.6
Incr Delay (d2), s/veh	8.6	1.1	3.0	18.1	0.5	3.9	1.6	0.4	0.0	9.7	2.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.8	1.2	3.9	1.2	3.2	0.8	5.1	0.3	3.9	9.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	33.6	36.1	50.6	28.3	34.0	34.8	15.9	11.7	41.4	18.6	9.6
LnGrp LOS	D	C	D	D	C	C	C	B	B	D	B	A
Approach Vol, veh/h		161			437			1014			1827	
Approach Delay, s/veh		37.7			39.5			16.6			20.6	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	37.9	12.9	10.3	9.6	42.7	7.1	16.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	38.0	10.0	26.0	9.0	44.0	7.0	29.0
Max Q Clear Time (g_c+I1), s	10.2	16.8	9.1	5.1	3.9	29.7	3.9	10.4
Green Ext Time (p_c), s	0.2	6.3	0.0	0.4	0.0	9.0	0.0	0.9

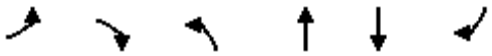
Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	13	32	97	7	0	113	886	83	0	1449	142
Future Volume (veh/h)	96	13	32	97	7	0	113	886	83	0	1449	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	101	14	34	102	7	0	119	933	87	0	1525	149
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	386	327	199	173	146	144	2139	954	73	1721	767
Arrive On Green	0.09	0.23	0.23	0.10	0.10	0.00	0.09	0.67	0.67	0.00	0.54	0.54
Sat Flow, veh/h	1603	1683	1427	1222	1683	1427	1603	3198	1427	498	3198	1427
Grp Volume(v), veh/h	101	14	34	102	7	0	119	933	87	0	1525	149
Grp Sat Flow(s),veh/h/ln	1603	1683	1427	1222	1683	1427	1603	1599	1427	498	1599	1427
Q Serve(g_s), s	6.0	0.6	1.8	8.0	0.4	0.0	7.2	13.4	2.1	0.0	41.3	5.3
Cycle Q Clear(g_c), s	6.0	0.6	1.8	8.0	0.4	0.0	7.2	13.4	2.1	0.0	41.3	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	386	327	199	173	146	144	2139	954	73	1721	767
V/C Ratio(X)	0.73	0.04	0.10	0.51	0.04	0.00	0.83	0.44	0.09	0.00	0.89	0.19
Avail Cap(c_a), veh/h	147	875	742	547	652	553	163	2250	1004	85	1794	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	29.4	29.8	43.1	39.6	0.0	43.9	7.6	5.7	0.0	20.0	11.7
Incr Delay (d2), s/veh	13.7	0.0	0.1	0.8	0.0	0.0	22.9	0.3	0.1	0.0	6.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.3	0.6	2.4	0.2	0.0	3.7	4.1	0.6	0.0	15.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	29.4	29.9	43.8	39.7	0.0	66.8	7.9	5.8	0.0	26.0	11.9
LnGrp LOS	E	C	C	D	D	A	E	A	A	A	C	B
Approach Vol, veh/h		149			109			1139			1674	
Approach Delay, s/veh		48.5			43.6			13.9			24.7	
Approach LOS		D			D			B			C	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		71.6		26.5	12.8	58.8	12.4	14.1				
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0	4.0	4.0				
Max Green Setting (Gmax), s		69.0		51.0	10.0	55.0	9.0	38.0				
Max Q Clear Time (g_c+I1), s		15.4		3.8	9.2	43.3	8.0	10.0				
Green Ext Time (p_c), s		12.7		0.1	0.0	9.5	0.0	0.2				

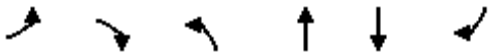
Intersection Summary												
HCM 6th Ctrl Delay			22.5									
HCM 6th LOS			C									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	58	81	269	937	1287	113
Future Volume (veh/h)	58	81	269	937	1287	113
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	85	283	986	1355	119
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	146	130	340	2700	1740	776
Arrive On Green	0.08	0.08	0.19	0.76	0.49	0.49
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	61	85	283	986	1355	119
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	2.1	3.3	9.7	5.8	19.9	2.6
Cycle Q Clear(g_c), s	2.1	3.3	9.7	5.8	19.9	2.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	146	130	340	2700	1740	776
V/C Ratio(X)	0.42	0.66	0.83	0.37	0.78	0.15
Avail Cap(c_a), veh/h	536	477	536	3432	2081	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	28.1	24.6	2.5	13.3	8.9
Incr Delay (d2), s/veh	1.9	5.5	6.3	0.1	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.1	4.4	0.9	7.0	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.5	33.6	30.8	2.6	14.9	9.0
LnGrp LOS	C	C	C	A	B	A
Approach Vol, veh/h	146			1269	1474	
Approach Delay, s/veh	31.9			8.9	14.4	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		53.0		10.2	17.1	35.9
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		61.0		19.0	19.0	37.0
Max Q Clear Time (g_c+I1), s		7.8		5.3	11.7	21.9
Green Ext Time (p_c), s		9.3		0.3	0.5	9.1

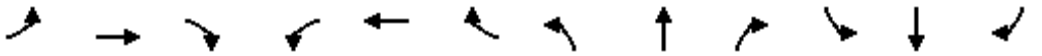
Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	105	130	1267	1374	179
Future Volume (veh/h)	120	105	130	1267	1374	179
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	111	137	1334	1446	188
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	278	248	177	2366	1759	785
Arrive On Green	0.16	0.16	0.10	0.67	0.50	0.50
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	126	111	137	1334	1446	188
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	3.6	3.6	4.2	11.3	19.5	3.8
Cycle Q Clear(g_c), s	3.6	3.6	4.2	11.3	19.5	3.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	278	248	177	2366	1759	785
V/C Ratio(X)	0.45	0.45	0.77	0.56	0.82	0.24
Avail Cap(c_a), veh/h	634	564	380	2846	1834	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	21.5	24.7	5.0	12.1	8.1
Incr Delay (d2), s/veh	0.4	0.5	2.7	0.4	3.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.2	1.8	2.6	6.9	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	22.0	27.4	5.4	15.5	8.4
LnGrp LOS	C	C	C	A	B	A
Approach Vol, veh/h	237			1471	1634	
Approach Delay, s/veh	22.0			7.5	14.7	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		43.4		12.8	9.6	33.8
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		45.0		20.0	12.0	29.0
Max Q Clear Time (g_c+I1), s		13.3		5.6	6.2	21.5
Green Ext Time (p_c), s		16.6		0.5	0.1	6.4

Intersection Summary		
HCM 6th Ctrl Delay		12.0
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	32	10	43	115	76	25	1205	33	35	1141	278
Future Volume (veh/h)	125	32	10	43	115	76	25	1205	33	35	1141	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	34	11	45	121	80	26	1268	35	37	1201	293
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	227	192	196	206	174	80	1531	683	103	1577	704
Arrive On Green	0.12	0.12	0.12	0.11	0.11	0.11	0.05	0.43	0.43	0.06	0.44	0.44
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	132	34	11	45	121	80	26	1268	35	37	1201	293
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.1	1.2	0.4	1.7	4.4	3.4	1.0	22.8	0.9	1.4	20.5	9.1
Cycle Q Clear(g_c), s	5.1	1.2	0.4	1.7	4.4	3.4	1.0	22.8	0.9	1.4	20.5	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	227	192	196	206	174	80	1531	683	103	1577	704
V/C Ratio(X)	0.61	0.15	0.06	0.23	0.59	0.46	0.32	0.83	0.05	0.36	0.76	0.42
Avail Cap(c_a), veh/h	494	518	439	197	207	176	197	1664	742	197	1664	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	28.4	28.1	29.3	30.6	30.1	33.4	18.2	12.0	32.7	16.9	13.7
Incr Delay (d2), s/veh	2.9	0.3	0.1	0.2	2.9	0.7	0.9	3.9	0.1	0.8	2.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.5	0.2	0.7	2.1	1.3	0.4	8.1	0.3	0.6	7.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	28.7	28.2	29.5	33.4	30.8	34.3	22.1	12.0	33.5	19.3	14.5
LnGrp LOS	C	C	C	C	C	C	C	C	B	C	B	B
Approach Vol, veh/h		177			246			1329			1531	
Approach Delay, s/veh		31.9			31.9			22.1			18.7	
Approach LOS		C			C			C			B	

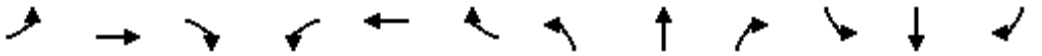
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	37.1		13.2	7.2	38.0		13.6				
Change Period (Y+Rc), s	4.0	6.0		5.3	4.0	6.0		4.9				
Max Green Setting (Gmax), s	8.0	33.8		8.0	8.0	33.8		20.0				
Max Q Clear Time (g_c+I1), s	3.4	24.8		6.4	3.0	22.5		7.1				
Green Ext Time (p_c), s	0.0	6.3		0.1	0.0	8.2		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		21.8	
HCM 6th LOS		C	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	31	28	1663	60	43	1448
Future Volume (veh/h)	31	28	1663	60	43	1448
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	29	1751	63	45	1524
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	43	38	2943	914	68	3712
Arrive On Green	0.05	0.05	0.58	0.58	0.04	0.73
Sat Flow, veh/h	883	776	5274	1585	1781	5274
Grp Volume(v), veh/h	63	0	1751	63	45	1524
Grp Sat Flow(s),veh/h/ln	1686	0	1702	1585	1781	1702
Q Serve(g_s), s	1.6	0.0	9.9	0.8	1.1	5.2
Cycle Q Clear(g_c), s	1.6	0.0	9.9	0.8	1.1	5.2
Prop In Lane	0.52	0.46		1.00	1.00	
Lane Grp Cap(c), veh/h	82	0	2943	914	68	3712
V/C Ratio(X)	0.77	0.00	0.59	0.07	0.66	0.41
Avail Cap(c_a), veh/h	606	0	3782	1174	440	5616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	6.1	4.2	21.1	2.4
Incr Delay (d2), s/veh	13.9	0.0	0.2	0.0	10.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.1	0.2	0.6	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.8	0.0	6.3	4.2	31.4	2.4
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	63		1814			1569
Approach Delay, s/veh	34.8		6.2			3.3
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.7	30.7			37.4	7.2
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	33.0			49.0	16.0
Max Q Clear Time (g_c+I1), s	3.1	11.9			7.2	3.6
Green Ext Time (p_c), s	0.0	13.8			16.4	0.1

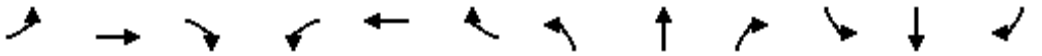
Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	0	43	13	0	6	94	1300	29	17	1683	94
Future Volume (veh/h)	30	0	43	13	0	6	94	1300	29	17	1683	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	0	45	14	0	6	99	1368	31	18	1772	99
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	0	117	25	0	95	127	3166	981	31	2890	896
Arrive On Green	0.03	0.00	0.07	0.01	0.00	0.06	0.07	0.62	0.62	0.02	0.57	0.57
Sat Flow, veh/h	1781	0	1572	1781	0	1571	1781	5106	1582	1781	5106	1582
Grp Volume(v), veh/h	32	0	45	14	0	6	99	1368	31	18	1772	99
Grp Sat Flow(s),veh/h/ln	1781	0	1572	1781	0	1571	1781	1702	1582	1781	1702	1582
Q Serve(g_s), s	1.0	0.0	1.6	0.5	0.0	0.2	3.2	8.1	0.4	0.6	13.4	1.7
Cycle Q Clear(g_c), s	1.0	0.0	1.6	0.5	0.0	0.2	3.2	8.1	0.4	0.6	13.4	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	0	117	25	0	95	127	3166	981	31	2890	896
V/C Ratio(X)	0.65	0.00	0.39	0.56	0.00	0.06	0.78	0.43	0.03	0.58	0.61	0.11
Avail Cap(c_a), veh/h	122	0	836	122	0	835	183	3166	981	122	2890	896
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	25.7	28.6	0.0	25.8	26.6	5.8	4.3	28.4	8.4	5.9
Incr Delay (d2), s/veh	13.3	0.0	2.1	18.6	0.0	0.3	12.4	0.4	0.1	16.2	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.6	0.3	0.0	0.1	1.6	1.7	0.1	0.4	3.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	0.0	27.8	47.2	0.0	26.1	39.1	6.2	4.4	44.6	9.4	6.1
LnGrp LOS	D	A	C	D	A	C	D	A	A	D	A	A
Approach Vol, veh/h		77			20			1498			1889	
Approach Delay, s/veh		33.4			40.8			8.3			9.6	
Approach LOS		C			D			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	40.1	4.8	8.3	8.2	37.0	5.6	7.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	35.0	4.0	31.0	6.0	33.0	4.0	31.0
Max Q Clear Time (g_c+I1), s	2.6	10.1	2.5	3.6	5.2	15.4	3.0	2.2
Green Ext Time (p_c), s	0.0	10.3	0.0	0.2	0.0	11.5	0.0	0.0

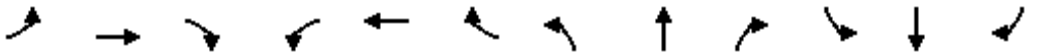
Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	4	61	51	4	0	135	0	116	0	0	0
Future Volume (veh/h)	0	4	61	51	4	0	135	0	116	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	4	64	54	4	0	142	0	122	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	116	98	91	7	86	189	661	295	8	17	7
Arrive On Green	0.00	0.06	0.06	0.05	0.05	0.00	0.11	0.00	0.19	0.00	0.00	0.00
Sat Flow, veh/h	0	1870	1585	1664	123	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	4	64	58	0	0	142	0	122	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1787	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.8	0.7	0.0	0.0	1.7	0.0	1.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.8	0.7	0.0	0.0	1.7	0.0	1.5	0.0	0.0	0.0
Prop In Lane	0.00		1.00	0.93		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	116	98	97	0	86	189	661	295	8	17	7
V/C Ratio(X)	0.00	0.03	0.65	0.60	0.00	0.00	0.75	0.00	0.41	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2261	1916	2161	0	1916	911	4461	1990	911	4461	1990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	9.5	9.9	9.9	0.0	0.0	9.3	0.0	7.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	7.0	5.7	0.0	0.0	5.8	0.0	0.9	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.3	0.0	0.0	0.7	0.0	0.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.6	16.9	15.6	0.0	0.0	15.2	0.0	8.6	0.0	0.0	0.0
LnGrp LOS	A	A	B	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		68			58			264			0	
Approach Delay, s/veh		16.5			15.6			12.2			0.0	
Approach LOS		B			B			B				

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	9.0		6.3	7.3	1.7		6.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	11.0	27.0		26.0	11.0	27.0		26.0				
Max Q Clear Time (g_c+I1), s	0.0	3.5		2.8	3.7	0.0		2.7				
Green Ext Time (p_c), s	0.0	0.3		0.2	0.2	0.0		0.2				

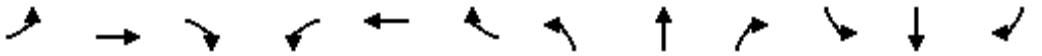
Intersection Summary			
HCM 6th Ctrl Delay		13.4	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	9	67	8	98	267	78	588	31	56	963	102
Future Volume (veh/h)	58	9	67	8	98	267	78	588	31	56	963	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	9	71	8	103	281	82	619	33	59	1014	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	439	372	0	439	372	104	1293	577	84	1253	559
Arrive On Green	0.00	0.23	0.23	0.00	0.23	0.23	0.06	0.36	0.36	0.05	0.35	0.35
Sat Flow, veh/h	0	1870	1585	0	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	9	71	0	103	281	82	619	33	59	1014	107
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.2	1.5	0.0	1.9	7.0	1.9	5.7	0.6	1.4	10.9	2.0
Cycle Q Clear(g_c), s	0.0	0.2	1.5	0.0	1.9	7.0	1.9	5.7	0.6	1.4	10.9	2.0
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	439	372	0	439	372	104	1293	577	84	1253	559
V/C Ratio(X)	0.00	0.02	0.19	0.00	0.23	0.76	0.79	0.48	0.06	0.70	0.81	0.19
Avail Cap(c_a), veh/h	0	751	636	0	751	636	463	1343	599	463	1343	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.5	13.0	0.0	13.1	15.1	19.7	10.4	8.8	19.9	12.4	9.5
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.3	3.1	12.2	0.3	0.0	10.1	3.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.5	0.0	0.7	2.4	1.1	1.8	0.2	0.7	4.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.5	13.2	0.0	13.4	18.2	31.8	10.7	8.8	29.9	16.0	9.7
LnGrp LOS	A	B	B	A	B	B	C	B	A	C	B	A
Approach Vol, veh/h		80			384			734			1180	
Approach Delay, s/veh		13.1			16.9			12.9			16.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	20.4	0.0	14.9	7.5	19.9	0.0	14.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	11.0	17.0	11.0	16.0	11.0	17.0
Max Q Clear Time (g_c+I1), s	3.4	7.7	0.0	3.5	3.9	12.9	0.0	9.0
Green Ext Time (p_c), s	0.1	2.7	0.0	0.2	0.1	2.0	0.0	1.0

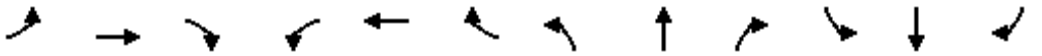
Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1	182	0	5	9	194	592	0	26	1101	122
Future Volume (veh/h)	88	1	182	0	5	9	194	592	0	26	1101	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	1	192	0	5	9	204	623	0	27	1159	128
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	2	324	3	127	108	255	1984	885	44	1562	697
Arrive On Green	0.07	0.21	0.21	0.00	0.07	0.07	0.14	0.56	0.00	0.02	0.44	0.44
Sat Flow, veh/h	1781	8	1578	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	93	0	193	0	5	9	204	623	0	27	1159	128
Grp Sat Flow(s),veh/h/ln	1781	0	1586	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.9	0.0	6.2	0.0	0.1	0.3	6.3	5.3	0.0	0.9	15.4	2.8
Cycle Q Clear(g_c), s	2.9	0.0	6.2	0.0	0.1	0.3	6.3	5.3	0.0	0.9	15.4	2.8
Prop In Lane	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	119	0	326	3	127	108	255	1984	885	44	1562	697
V/C Ratio(X)	0.78	0.00	0.59	0.00	0.04	0.08	0.80	0.31	0.00	0.62	0.74	0.18
Avail Cap(c_a), veh/h	157	0	672	126	760	644	378	2574	1148	157	2134	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	0.0	20.4	0.0	24.7	24.7	23.5	6.7	0.0	27.4	13.2	9.7
Incr Delay (d2), s/veh	16.8	0.0	1.7	0.0	0.1	0.3	7.3	0.1	0.0	13.5	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	2.2	0.0	0.1	0.1	2.8	1.3	0.0	0.5	4.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	0.0	22.1	0.0	24.8	25.1	30.7	6.8	0.0	40.9	14.1	9.8
LnGrp LOS	D	A	C	A	C	C	C	A	A	D	B	A
Approach Vol, veh/h		286			14			827			1314	
Approach Delay, s/veh		28.8			25.0			12.7			14.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	35.6	0.0	15.6	12.1	28.9	7.8	7.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	41.0	4.0	24.0	12.0	34.0	5.0	23.0
Max Q Clear Time (g_c+I1), s	2.9	7.3	0.0	8.2	8.3	17.4	4.9	2.3
Green Ext Time (p_c), s	0.0	4.2	0.0	0.9	0.2	7.5	0.0	0.0

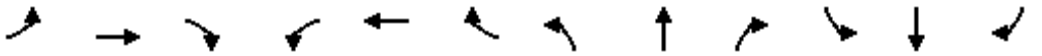
Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	9	19	0	24	20	357	28	45	1006	65
Future Volume (veh/h)	24	0	9	19	0	24	20	357	28	45	1006	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	0	9	20	0	25	21	376	29	47	1059	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	0	63	86	90	76	37	1613	718	73	1684	750
Arrive On Green	0.04	0.00	0.04	0.05	0.00	0.05	0.02	0.45	0.45	0.04	0.47	0.47
Sat Flow, veh/h	1781	0	1576	1781	1870	1576	1781	3554	1582	1781	3554	1582
Grp Volume(v), veh/h	25	0	9	20	0	25	21	376	29	47	1059	68
Grp Sat Flow(s),veh/h/ln	1781	0	1576	1781	1870	1576	1781	1777	1582	1781	1777	1582
Q Serve(g_s), s	0.5	0.0	0.2	0.4	0.0	0.6	0.4	2.5	0.4	1.0	8.6	0.9
Cycle Q Clear(g_c), s	0.5	0.0	0.2	0.4	0.0	0.6	0.4	2.5	0.4	1.0	8.6	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	0	63	86	90	76	37	1613	718	73	1684	750
V/C Ratio(X)	0.35	0.00	0.14	0.23	0.00	0.33	0.56	0.23	0.04	0.64	0.63	0.09
Avail Cap(c_a), veh/h	1439	0	1273	1439	1511	1273	186	2686	1196	371	3057	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	17.8	17.6	0.0	17.7	18.6	6.4	5.8	18.1	7.6	5.5
Incr Delay (d2), s/veh	2.9	0.0	1.0	1.4	0.0	2.5	12.7	0.1	0.0	9.0	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.2	0.0	0.2	0.3	0.5	0.1	0.5	1.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	18.8	19.0	0.0	20.2	31.3	6.5	5.9	27.2	8.0	5.6
LnGrp LOS	C	A	B	B	A	C	C	A	A	C	A	A
Approach Vol, veh/h		34			45			426			1174	
Approach Delay, s/veh		20.3			19.6			7.7			8.6	
Approach LOS		C			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	21.4		5.5	4.8	22.2		5.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	29.0		31.0	4.0	33.0		31.0				
Max Q Clear Time (g_c+I1), s	3.0	4.5		2.5	2.4	10.6		2.6				
Green Ext Time (p_c), s	0.0	2.3		0.1	0.0	7.6		0.1				

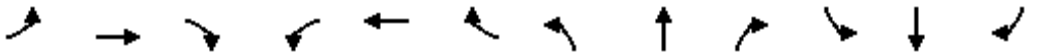
Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	0	34	9	3	23	10	481	15	45	1126	115
Future Volume (veh/h)	66	0	34	9	3	23	10	481	15	45	1126	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	0	36	9	3	24	11	506	16	47	1185	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	0	192	91	30	106	25	1728	55	64	1671	170
Arrive On Green	0.12	0.00	0.12	0.07	0.07	0.07	0.01	0.49	0.49	0.04	0.51	0.51
Sat Flow, veh/h	1781	0	1585	1352	451	1585	1781	3516	111	1781	3256	332
Grp Volume(v), veh/h	69	0	36	12	0	24	11	255	267	47	646	660
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1803	0	1585	1781	1777	1850	1781	1777	1811
Q Serve(g_s), s	2.2	0.0	1.3	0.4	0.0	0.9	0.4	5.3	5.3	1.6	17.3	17.4
Cycle Q Clear(g_c), s	2.2	0.0	1.3	0.4	0.0	0.9	0.4	5.3	5.3	1.6	17.3	17.4
Prop In Lane	1.00		1.00	0.75		1.00	1.00		0.06	1.00		0.18
Lane Grp Cap(c), veh/h	216	0	192	121	0	106	25	873	909	64	912	929
V/C Ratio(X)	0.32	0.00	0.19	0.10	0.00	0.23	0.44	0.29	0.29	0.74	0.71	0.71
Avail Cap(c_a), veh/h	974	0	867	348	0	306	344	980	1021	344	980	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	24.6	27.2	0.0	27.5	30.4	9.4	9.4	29.7	11.6	11.6
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.1	0.0	0.4	4.6	0.2	0.2	6.1	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.5	0.2	0.0	0.3	0.2	1.6	1.7	0.7	5.5	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	24.7	27.4	0.0	27.9	35.0	9.6	9.6	35.7	14.0	14.0
LnGrp LOS	C	A	C	C	A	C	C	A	A	D	B	B
Approach Vol, veh/h		105			36			533			1353	
Approach Delay, s/veh		25.1			27.7			10.2			14.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	36.2		8.2	4.9	37.6		11.5				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	34.3		12.0	12.0	34.3		34.0				
Max Q Clear Time (g_c+I1), s	3.6	7.3		2.9	2.4	19.4		4.2				
Green Ext Time (p_c), s	0.0	8.0		0.0	0.0	12.5		0.2				

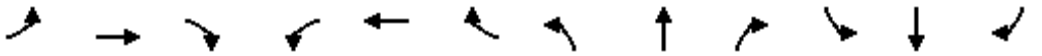
Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	16	30	23	4	18	21	480	25	15	1071	78
Future Volume (veh/h)	65	16	30	23	4	18	21	480	25	15	1071	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	17	32	24	4	19	22	505	26	16	1127	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	42	186	72	12	57	46	1618	83	42	1573	114
Arrive On Green	0.12	0.12	0.12	0.08	0.08	0.08	0.03	0.47	0.47	0.02	0.47	0.47
Sat Flow, veh/h	1439	360	1585	870	145	688	1781	3439	177	1781	3359	244
Grp Volume(v), veh/h	85	0	32	47	0	0	22	261	270	16	596	613
Grp Sat Flow(s),veh/h/ln	1798	0	1585	1703	0	0	1781	1777	1839	1781	1777	1826
Q Serve(g_s), s	2.5	0.0	1.1	1.5	0.0	0.0	0.7	5.3	5.3	0.5	15.5	15.5
Cycle Q Clear(g_c), s	2.5	0.0	1.1	1.5	0.0	0.0	0.7	5.3	5.3	0.5	15.5	15.5
Prop In Lane	0.80		1.00	0.51		0.40	1.00		0.10	1.00		0.13
Lane Grp Cap(c), veh/h	211	0	186	140	0	0	46	836	865	42	832	855
V/C Ratio(X)	0.40	0.00	0.17	0.33	0.00	0.00	0.48	0.31	0.31	0.38	0.72	0.72
Avail Cap(c_a), veh/h	996	0	878	354	0	0	370	1116	1155	370	1116	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	23.0	25.0	0.0	0.0	27.8	9.5	9.5	27.8	12.3	12.3
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.5	0.0	0.0	2.9	0.3	0.2	2.1	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.4	0.6	0.0	0.0	0.3	1.8	1.8	0.2	5.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	23.1	25.5	0.0	0.0	30.6	9.7	9.7	29.9	14.0	13.9
LnGrp LOS	C	A	C	C	A	A	C	A	A	C	B	B
Approach Vol, veh/h		117			47			553			1225	
Approach Delay, s/veh		23.8			25.5			10.6			14.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	32.9		8.8	5.5	32.8		10.8				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	36.3		12.0	12.0	36.3		32.0				
Max Q Clear Time (g_c+I1), s	2.5	7.3		3.5	2.7	17.5		4.5				
Green Ext Time (p_c), s	0.0	4.2		0.1	0.0	9.5		0.3				

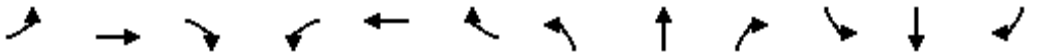
Intersection Summary			
HCM 6th Ctrl Delay		14.0	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	5	111	13	11	7	196	543	22	13	1047	60
Future Volume (veh/h)	32	5	111	13	11	7	196	543	22	13	1047	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	5	117	14	12	7	206	572	23	14	1102	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	31	211	61	53	99	256	1763	71	31	1298	74
Arrive On Green	0.13	0.13	0.13	0.06	0.06	0.06	0.14	0.51	0.51	0.02	0.38	0.38
Sat Flow, veh/h	1562	230	1585	981	841	1585	1781	3482	140	1781	3417	195
Grp Volume(v), veh/h	39	0	117	26	0	7	206	292	303	14	573	592
Grp Sat Flow(s),veh/h/ln	1792	0	1585	1821	0	1585	1781	1777	1845	1781	1777	1835
Q Serve(g_s), s	1.2	0.0	4.4	0.9	0.0	0.3	7.1	6.1	6.1	0.5	18.6	18.6
Cycle Q Clear(g_c), s	1.2	0.0	4.4	0.9	0.0	0.3	7.1	6.1	6.1	0.5	18.6	18.6
Prop In Lane	0.87		1.00	0.54		1.00	1.00		0.08	1.00		0.11
Lane Grp Cap(c), veh/h	239	0	211	114	0	99	256	900	934	31	675	697
V/C Ratio(X)	0.16	0.00	0.55	0.23	0.00	0.07	0.81	0.32	0.32	0.46	0.85	0.85
Avail Cap(c_a), veh/h	256	0	226	317	0	276	452	1050	1090	141	740	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	25.6	28.1	0.0	27.9	26.2	9.2	9.2	30.7	17.9	17.9
Incr Delay (d2), s/veh	0.3	0.0	2.5	1.0	0.0	0.3	2.3	0.3	0.3	3.9	8.9	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.7	0.4	0.0	0.1	3.0	2.1	2.2	0.2	8.4	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	0.0	28.1	29.1	0.0	28.1	28.4	9.5	9.5	34.6	26.8	26.6
LnGrp LOS	C	A	C	C	A	C	C	A	A	C	C	C
Approach Vol, veh/h		156			33			801			1179	
Approach Delay, s/veh		27.2			28.9			14.4			26.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.1	29.7		12.4	5.1	37.7		8.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	16.0	26.3		9.0	5.0	37.3		11.0				
Max Q Clear Time (g_c+I1), s	9.1	20.6		6.4	2.5	8.1		2.9				
Green Ext Time (p_c), s	0.2	3.3		0.1	0.0	3.7		0.0				

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



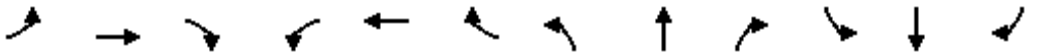
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	13	28	52	16	252	47	1045	17	134	1403	92
Future Volume (veh/h)	31	13	28	52	16	252	47	1045	17	134	1403	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	14	2	36	44	13	49	1100	17	141	1477	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	66	184	148	156	132	86	1699	26	175	1776	113
Arrive On Green	0.12	0.12	0.12	0.08	0.08	0.08	0.05	0.47	0.47	0.10	0.52	0.52
Sat Flow, veh/h	1269	538	1507	1781	1870	1585	1781	3581	55	1781	3389	215
Grp Volume(v), veh/h	47	0	2	36	44	13	49	546	571	141	771	800
Grp Sat Flow(s),veh/h/ln	1807	0	1507	1781	1870	1585	1781	1777	1859	1781	1777	1827
Q Serve(g_s), s	2.0	0.0	0.1	1.6	1.9	0.6	2.3	19.9	19.9	6.6	31.2	31.7
Cycle Q Clear(g_c), s	2.0	0.0	0.1	1.6	1.9	0.6	2.3	19.9	19.9	6.6	31.2	31.7
Prop In Lane	0.70		1.00	1.00		1.00	1.00		0.03	1.00		0.12
Lane Grp Cap(c), veh/h	221	0	184	148	156	132	86	843	882	175	931	957
V/C Ratio(X)	0.21	0.00	0.01	0.24	0.28	0.10	0.57	0.65	0.65	0.81	0.83	0.84
Avail Cap(c_a), veh/h	549	0	458	377	396	335	125	1057	1106	229	1161	1194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	33.0	36.7	36.8	36.2	39.8	17.1	17.1	37.8	17.1	17.2
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.6	0.7	0.2	2.2	1.2	1.2	11.2	4.6	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.7	0.9	0.3	1.0	7.2	7.6	3.3	11.6	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	33.0	37.3	37.5	36.5	42.0	18.3	18.2	49.0	21.7	22.0
LnGrp LOS	C	A	C	D	D	D	D	B	B	D	C	C
Approach Vol, veh/h		49			93			1166			1712	
Approach Delay, s/veh		34.1			37.3			19.2			24.1	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	46.3		12.4	8.1	50.5		14.5				
Change Period (Y+Rc), s	4.0	5.7		5.3	4.0	5.7		4.0				
Max Green Setting (Gmax), s	11.0	50.9		18.1	6.0	55.9		26.0				
Max Q Clear Time (g_c+I1), s	8.6	21.9		3.9	4.3	33.7		4.0				
Green Ext Time (p_c), s	0.1	7.5		0.2	0.0	11.1		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		22.8	
HCM 6th LOS		C	

Notes

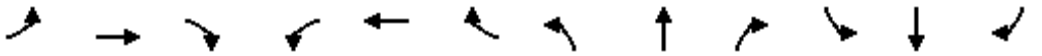
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	0	42	12	0	23	49	1017	32	38	1374	6
Future Volume (veh/h)	35	0	42	12	0	23	49	1017	32	38	1374	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	0	44	13	0	24	52	1071	34	40	1446	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	126	0	0	53	0	0	107	2231	71	74	2190	977
Arrive On Green	0.07	0.00	0.00	0.03	0.00	0.00	0.06	0.63	0.63	0.04	0.62	0.62
Sat Flow, veh/h	1781	37		1781	13		1781	3516	112	1781	3554	1585
Grp Volume(v), veh/h	37	24.4		13	26.6		52	541	564	40	1446	6
Grp Sat Flow(s),veh/h/ln	1781	C		1781	C		1781	1777	1850	1781	1777	1585
Q Serve(g_s), s	1.1			0.4			1.5	8.7	8.7	1.2	14.3	0.1
Cycle Q Clear(g_c), s	1.1			0.4			1.5	8.7	8.7	1.2	14.3	0.1
Prop In Lane	1.00			1.00			1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	126			53			107	1128	1174	74	2190	977
V/C Ratio(X)	0.29			0.25			0.49	0.48	0.48	0.54	0.66	0.01
Avail Cap(c_a), veh/h	657			394			394	1583	1648	394	3165	1412
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9			25.7			24.7	5.2	5.2	25.5	6.7	4.0
Incr Delay (d2), s/veh	0.5			0.9			1.3	0.5	0.5	2.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4			0.2			0.6	2.2	2.3	0.5	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4			26.6			25.9	5.7	5.7	27.7	7.3	4.0
LnGrp LOS	C			C			C	A	A	C	A	A
Approach Vol, veh/h								1157			1492	
Approach Delay, s/veh								6.6			7.9	
Approach LOS								A			A	

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	6.3	40.1	7.8		7.3	39.1	5.6					
Change Period (Y+Rc), s	4.0	5.7	4.0		4.0	5.7	4.0					
Max Green Setting (Gmax), s	12.0	48.3	20.0		12.0	48.3	12.0					
Max Q Clear Time (g_c+I1), s	3.2	10.7	3.1		3.5	16.3	2.4					
Green Ext Time (p_c), s	0.0	11.6	0.0		0.0	17.2	0.0					

Intersection Summary												
HCM 6th Ctrl Delay			7.7									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	546	6	305	175	6	104	99	1030	55	38	1141	174
Future Volume (veh/h)	546	6	305	175	6	104	99	1030	55	38	1141	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	579	0	0	184	6	0	104	1084	0	40	1201	183
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	729	0		226	238		129	1810		97	1718	533
Arrive On Green	0.20	0.00	0.00	0.13	0.13	0.00	0.07	0.35	0.00	0.05	0.34	0.34
Sat Flow, veh/h	3563	0	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	579	0	0	184	6	0	104	1084	0	40	1201	183
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	10.7	0.0	0.0	7.0	0.2	0.0	4.0	12.1	0.0	1.5	14.1	6.0
Cycle Q Clear(g_c), s	10.7	0.0	0.0	7.0	0.2	0.0	4.0	12.1	0.0	1.5	14.1	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	729	0		226	238		129	1810		97	1718	533
V/C Ratio(X)	0.79	0.00		0.81	0.03		0.81	0.60		0.41	0.70	0.34
Avail Cap(c_a), veh/h	1028	0		257	270		129	1842		180	1989	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	0.0	29.4	26.5	0.0	31.7	18.3	0.0	31.7	19.9	17.2
Incr Delay (d2), s/veh	2.5	0.0	0.0	16.1	0.0	0.0	28.9	0.7	0.0	2.8	1.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	3.9	0.1	0.0	2.6	4.0	0.0	0.7	4.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	0.0	0.0	45.5	26.5	0.0	60.6	19.1	0.0	34.5	21.2	17.9
LnGrp LOS	C	A		D	C		E	B		C	C	B
Approach Vol, veh/h		579	A		190	A		1188	A		1424	
Approach Delay, s/veh		28.7			44.9			22.7			21.1	
Approach LOS		C			D			C			C	

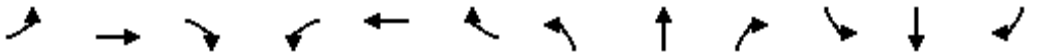
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	30.6		18.2	9.0	29.3		12.8				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	7.0	25.0		20.0	5.0	27.0		10.0				
Max Q Clear Time (g_c+I1), s	3.5	14.1		12.7	6.0	16.1		9.0				
Green Ext Time (p_c), s	0.0	6.0		1.5	0.0	7.2		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		24.3	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

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



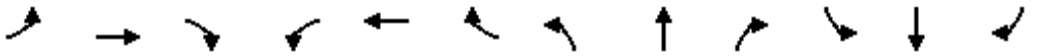
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	2	39	132	2	195	5	1032	36	67	1803	1
Future Volume (veh/h)	164	2	39	132	2	195	5	1032	36	67	1803	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	0	41	139	2	205	5	1086	38	71	1898	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	0	142	308	3	272	10	1836	819	274	2338	1
Arrive On Green	0.09	0.00	0.09	0.17	0.17	0.17	0.01	0.52	0.52	0.44	0.44	0.44
Sat Flow, veh/h	3563	0	1585	1781	15	1572	1781	3554	1585	501	5271	3
Grp Volume(v), veh/h	174	0	41	139	0	207	5	1086	38	71	1226	673
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1587	1781	1777	1585	501	1702	1870
Q Serve(g_s), s	2.8	0.0	1.4	4.1	0.0	7.3	0.2	12.5	0.7	6.8	18.5	18.5
Cycle Q Clear(g_c), s	2.8	0.0	1.4	4.1	0.0	7.3	0.2	12.5	0.7	15.0	18.5	18.5
Prop In Lane	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	319	0	142	308	0	275	10	1836	819	274	1510	829
V/C Ratio(X)	0.55	0.00	0.29	0.45	0.00	0.75	0.53	0.59	0.05	0.26	0.81	0.81
Avail Cap(c_a), veh/h	967	0	430	484	0	431	363	2714	1210	299	1675	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	25.1	21.8	0.0	23.2	29.2	9.9	7.1	16.6	14.3	14.3
Incr Delay (d2), s/veh	1.5	0.0	1.1	1.0	0.0	4.2	38.5	0.3	0.0	0.5	2.9	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.5	1.7	0.0	2.9	0.2	3.1	0.2	0.6	5.5	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	0.0	26.2	22.9	0.0	27.3	67.7	10.2	7.1	17.1	17.1	19.4
LnGrp LOS	C	A	C	C	A	C	E	B	A	B	B	B
Approach Vol, veh/h		215			346			1129			1970	
Approach Delay, s/veh		26.9			25.5			10.4			17.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		34.4		9.3	4.3	30.1		15.2				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		5.0				
Max Green Setting (Gmax), s		45.0		16.0	12.0	29.0		16.0				
Max Q Clear Time (g_c+I1), s		14.5		4.8	2.2	20.5		9.3				
Green Ext Time (p_c), s		5.6		0.7	0.0	5.7		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			16.8									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.



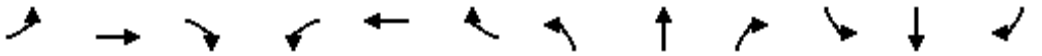
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	9	152	0	2	116	46	934	0	299	1804	0
Future Volume (veh/h)	0	9	152	0	2	116	46	934	0	299	1804	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	166	0	2	122	48	983	0	315	1899	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	99	0	326	0	3	161	61	1718	0	370	2335	1042
Arrive On Green	0.00	0.00	0.10	0.00	0.10	0.10	0.03	0.48	0.00	0.21	0.66	0.00
Sat Flow, veh/h	1267	0	3170	0	26	1563	1781	3647	0	1781	3554	1585
Grp Volume(v), veh/h	0	0	166	0	0	124	48	983	0	315	1899	0
Grp Sat Flow(s),veh/h/ln	1267	0	1585	0	0	1589	1781	1777	0	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	3.6	0.0	0.0	5.5	1.9	14.4	0.0	12.4	28.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	3.6	0.0	0.0	5.5	1.9	14.4	0.0	12.4	28.6	0.0
Prop In Lane	1.00		1.00	0.00		0.98	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	0	326	0	0	163	61	1718	0	370	2335	1042
V/C Ratio(X)	0.00	0.00	0.51	0.00	0.00	0.76	0.79	0.57	0.00	0.85	0.81	0.00
Avail Cap(c_a), veh/h	421	0	1132	0	0	567	98	1718	0	661	2684	1197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	30.9	0.0	0.0	31.8	34.9	13.4	0.0	27.7	9.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.2	0.0	0.0	7.1	19.8	0.5	0.0	5.5	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.0	2.4	1.2	5.3	0.0	5.6	8.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	32.2	0.0	0.0	38.9	54.7	13.9	0.0	33.3	11.0	0.0
LnGrp LOS	A	A	C	A	A	D	D	B	A	C	B	A
Approach Vol, veh/h		166			124			1031			2214	
Approach Delay, s/veh		32.2			38.9			15.8			14.1	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.1	40.2		12.5	7.5	52.8		12.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	27.0	32.0		26.0	4.0	55.0		26.0				
Max Q Clear Time (g_c+I1), s	14.4	16.4		5.6	3.9	30.6		7.5				
Green Ext Time (p_c), s	0.8	6.3		0.6	0.0	17.2		0.6				

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

Notes

User approved volume balancing among the lanes for turning movement.



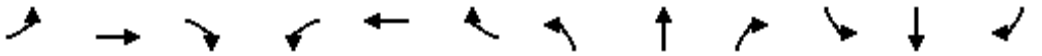
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	8	105	114	3	18	17	945	329	14	1695	41
Future Volume (veh/h)	33	8	105	114	3	18	17	945	329	14	1695	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	8	111	122	0	19	18	995	346	15	1784	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	46	218	433	0	193	45	1743	606	26	2334	56
Arrive On Green	0.14	0.14	0.14	0.12	0.00	0.12	0.03	0.47	0.47	0.01	0.46	0.46
Sat Flow, veh/h	1463	334	1585	3563	0	1585	1781	3741	1300	1781	5129	124
Grp Volume(v), veh/h	43	0	111	122	0	19	18	905	436	15	1184	643
Grp Sat Flow(s),veh/h/ln	1797	0	1585	1781	0	1585	1781	1702	1636	1781	1702	1848
Q Serve(g_s), s	1.5	0.0	4.5	2.2	0.0	0.7	0.7	13.4	13.4	0.6	20.1	20.1
Cycle Q Clear(g_c), s	1.5	0.0	4.5	2.2	0.0	0.7	0.7	13.4	13.4	0.6	20.1	20.1
Prop In Lane	0.81		1.00	1.00		1.00	1.00		0.79	1.00		0.07
Lane Grp Cap(c), veh/h	247	0	218	433	0	193	45	1586	763	26	1549	841
V/C Ratio(X)	0.17	0.00	0.51	0.28	0.00	0.10	0.40	0.57	0.57	0.58	0.76	0.76
Avail Cap(c_a), veh/h	260	0	230	1032	0	459	155	1873	900	103	1774	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	27.6	27.6	0.0	27.0	33.1	13.4	13.4	33.8	15.7	15.7
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.1	0.0	0.1	2.1	0.4	0.9	7.5	2.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.7	0.9	0.0	0.3	0.3	3.9	3.9	0.3	6.3	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	0.0	28.3	27.7	0.0	27.0	35.2	13.9	14.3	41.3	17.7	19.3
LnGrp LOS	C	A	C	C	A	C	D	B	B	D	B	B
Approach Vol, veh/h		154			141			1359			1842	
Approach Delay, s/veh		27.8			27.6			14.3			18.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	38.2		13.5	5.8	37.4		12.4				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	4.0	38.0		10.0	6.0	36.0		20.0				
Max Q Clear Time (g_c+I1), s	2.6	15.4		6.5	2.7	22.1		4.2				
Green Ext Time (p_c), s	0.0	9.2		0.0	0.0	9.3		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		17.6
HCM 6th LOS		B

Notes

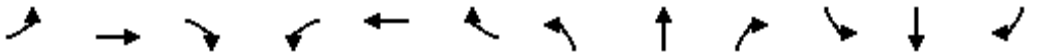
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	20	232	70	10	38	158	1561	11	14	2055	64
Future Volume (veh/h)	142	20	232	70	10	38	158	1561	11	14	2055	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	21	17	74	11	0	166	1643	11	15	2163	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	25	173	65	10	66	195	3535	24	18	2934	88
Arrive On Green	0.11	0.11	0.11	0.04	0.04	0.00	0.11	0.68	0.68	0.01	0.58	0.58
Sat Flow, veh/h	1570	221	1543	1560	232	1585	1781	5233	35	1781	5093	153
Grp Volume(v), veh/h	170	0	17	85	0	0	166	1069	585	15	1444	784
Grp Sat Flow(s),veh/h/ln	1792	0	1543	1792	0	1585	1781	1702	1864	1781	1702	1841
Q Serve(g_s), s	11.2	0.0	1.2	5.0	0.0	0.0	11.0	17.8	17.8	1.0	37.5	37.7
Cycle Q Clear(g_c), s	11.2	0.0	1.2	5.0	0.0	0.0	11.0	17.8	17.8	1.0	37.5	37.7
Prop In Lane	0.88		1.00	0.87		1.00	1.00		0.02	1.00		0.08
Lane Grp Cap(c), veh/h	201	0	173	75	0	66	195	2300	1259	18	1961	1061
V/C Ratio(X)	0.85	0.00	0.10	1.14	0.00	0.00	0.85	0.46	0.46	0.85	0.74	0.74
Avail Cap(c_a), veh/h	219	0	189	75	0	66	356	2300	1259	45	1961	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	0.0	47.8	57.5	0.0	0.0	52.5	9.2	9.2	59.3	18.7	18.8
Incr Delay (d2), s/veh	22.0	0.0	0.1	146.5	0.0	0.0	4.0	0.3	0.6	32.2	2.5	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	0.5	5.3	0.0	0.0	4.9	5.4	6.0	0.6	13.4	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.3	0.0	47.9	204.0	0.0	0.0	56.5	9.5	9.8	91.5	21.2	23.4
LnGrp LOS	E	A	D	F	A	A	E	A	A	F	C	C
Approach Vol, veh/h		187			85			1820			2243	
Approach Delay, s/veh		71.9			204.0			13.9			22.5	
Approach LOS		E			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	75.1		9.0	5.2	87.1		18.7				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		5.3				
Max Green Setting (Gmax), s	24.0	57.0		5.0	3.0	78.0		14.7				
Max Q Clear Time (g_c+I1), s	13.0	39.7		7.0	3.0	19.8		13.2				
Green Ext Time (p_c), s	0.2	15.3		0.0	0.0	27.3		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			24.6									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	348	76	367	942	183	282	1583	148	278	1725	233
Future Volume (veh/h)	113	348	76	367	942	183	282	1583	148	278	1725	233
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	366	7	386	992	64	297	1666	0	293	1816	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	446	194	414	1495	459	230	1971		317	2099	
Arrive On Green	0.07	0.13	0.13	0.23	0.29	0.29	0.07	0.39	0.00	0.09	0.41	0.00
Sat Flow, veh/h	3456	3554	1547	1781	5106	1569	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	119	366	7	386	992	64	297	1666	0	293	1816	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1547	1781	1702	1569	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	4.0	12.0	0.5	25.5	20.5	3.6	8.0	35.7	0.0	10.1	39.0	0.0
Cycle Q Clear(g_c), s	4.0	12.0	0.5	25.5	20.5	3.6	8.0	35.7	0.0	10.1	39.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	446	194	414	1495	459	230	1971		317	2099	
V/C Ratio(X)	0.53	0.82	0.04	0.93	0.66	0.14	1.29	0.85		0.92	0.87	
Avail Cap(c_a), veh/h	259	512	223	490	1757	540	230	1971		317	2099	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.3	51.1	46.1	45.1	37.3	31.3	56.0	33.6	0.0	54.1	32.3	0.0
Incr Delay (d2), s/veh	0.7	9.6	0.1	21.3	0.9	0.2	158.7	4.7	0.0	31.3	5.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.8	0.2	13.2	8.2	1.3	8.5	14.7	0.0	5.6	15.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	60.7	46.2	66.5	38.1	31.5	214.7	38.2	0.0	85.4	37.4	0.0
LnGrp LOS	D	E	D	E	D	C	F	D		F	D	
Approach Vol, veh/h		492			1442			1963	A		2109	A
Approach Delay, s/veh		59.1			45.4			64.9			44.1	
Approach LOS		E			D			E			D	

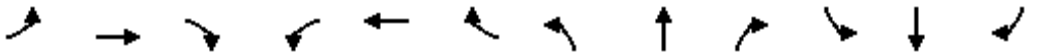
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	55.3	11.8	40.8	15.0	52.3	31.9	20.8
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	* 6	4.0	5.7
Max Green Setting (Gmax), s	8.0	42.0	9.0	41.3	11.0	* 39	33.0	17.3
Max Q Clear Time (g_c+I1), s	10.0	41.0	6.0	22.5	12.1	37.7	27.5	14.0
Green Ext Time (p_c), s	0.0	0.9	0.1	6.0	0.0	1.4	0.4	0.6

Intersection Summary	
HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D

Notes

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

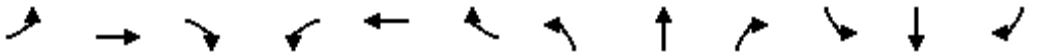
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1	25	28	1	19	29	2018	41	33	2127	11
Future Volume (veh/h)	25	1	25	28	1	19	29	2018	41	33	2127	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	1	26	29	1	20	31	2124	43	35	2239	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	1	33	138	1	27	36	2485	1108	41	3680	20
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.02	0.70	0.70	0.02	0.70	0.70
Sat Flow, veh/h	843	32	843	1000	34	689	1781	3554	1585	1781	5241	28
Grp Volume(v), veh/h	53	0	0	50	0	0	31	2124	43	35	1454	797
Grp Sat Flow(s),veh/h/ln	1719	0	0	1723	0	0	1781	1777	1585	1781	1702	1865
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	1.0	25.7	0.5	1.1	12.8	12.8
Cycle Q Clear(g_c), s	1.7	0.0	0.0	1.6	0.0	0.0	1.0	25.7	0.5	1.1	12.8	12.8
Prop In Lane	0.49		0.49	0.58		0.40	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	161	0	0	167	0	0	36	2485	1108	41	2390	1310
V/C Ratio(X)	0.33	0.00	0.00	0.30	0.00	0.00	0.85	0.85	0.04	0.84	0.61	0.61
Avail Cap(c_a), veh/h	490	0	0	491	0	0	124	2671	1191	93	2500	1370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	0.0	27.3	0.0	0.0	28.1	6.5	2.7	28.0	4.5	4.5
Incr Delay (d2), s/veh	1.2	0.0	0.0	1.0	0.0	0.0	18.2	2.9	0.0	15.4	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.7	0.0	0.0	0.6	3.9	0.1	0.6	1.5	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	0.0	28.3	0.0	0.0	46.4	9.4	2.7	43.5	4.9	5.3
LnGrp LOS	C	A	A	C	A	A	D	A	A	D	A	A
Approach Vol, veh/h		53			50			2198			2286	
Approach Delay, s/veh		28.5			28.3			9.8			5.7	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	46.0		6.3	5.2	46.1		6.3				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	3.0	43.3		15.0	4.0	42.3		15.0				
Max Q Clear Time (g_c+I1), s	3.1	27.7		3.7	3.0	14.8		3.6				
Green Ext Time (p_c), s	0.0	12.5		0.1	0.0	18.5		0.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	71	153	137	331	115	305	2298	85	96	2096	40
Future Volume (veh/h)	88	71	153	137	331	115	305	2298	85	96	2096	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	75	161	144	348	0	321	2419	0	101	2206	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	435	191	199	407		384	3125		152	2812	53
Arrive On Green	0.07	0.12	0.12	0.06	0.11	0.00	0.11	0.61	0.00	0.04	0.55	0.55
Sat Flow, veh/h	1781	3554	1566	3456	3554	1585	3456	5106	1585	3456	5158	98
Grp Volume(v), veh/h	93	75	161	144	348	0	321	2419	0	101	1454	794
Grp Sat Flow(s),veh/h/ln	1781	1777	1566	1728	1777	1585	1728	1702	1585	1728	1702	1852
Q Serve(g_s), s	6.2	2.3	12.1	4.9	11.5	0.0	10.9	41.9	0.0	3.5	40.7	40.9
Cycle Q Clear(g_c), s	6.2	2.3	12.1	4.9	11.5	0.0	10.9	41.9	0.0	3.5	40.7	40.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	116	435	191	199	407		384	3125		152	1855	1010
V/C Ratio(X)	0.80	0.17	0.84	0.73	0.85		0.84	0.77		0.66	0.78	0.79
Avail Cap(c_a), veh/h	134	453	200	230	423		518	3125		173	1855	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	47.2	51.5	55.6	52.1	0.0	52.3	17.2	0.0	56.5	21.7	21.7
Incr Delay (d2), s/veh	22.1	0.2	26.3	7.0	15.6	0.0	6.6	1.9	0.0	5.4	2.3	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	1.0	6.0	2.3	6.0	0.0	5.0	15.3	0.0	1.6	15.6	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	47.5	77.8	62.6	67.8	0.0	58.9	19.1	0.0	61.8	24.0	26.0
LnGrp LOS	E	D	E	E	E		E	B		E	C	C
Approach Vol, veh/h		329			492	A		2740	A		2349	
Approach Delay, s/veh		70.8			66.3			23.8			26.3	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	19.4	9.3	79.5	10.9	20.4	17.3	71.4
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	9.0	14.3	6.0	71.0	8.0	15.3	18.0	59.0
Max Q Clear Time (g_c+I1), s	8.2	13.5	5.5	43.9	6.9	14.1	12.9	42.9
Green Ext Time (p_c), s	0.0	0.2	0.0	19.2	0.0	0.2	0.4	11.6

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

Notes

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	33	247	2475	203	254	2073
Future Volume (veh/h)	33	247	2475	203	254	2073
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	0	2605	214	267	2182
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	48		3096	961	306	4221
Arrive On Green	0.03	0.00	0.61	0.61	0.17	0.83
Sat Flow, veh/h	1781	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	35	0	2605	214	267	2182
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1781	1702
Q Serve(g_s), s	1.6	0.0	33.6	5.0	12.0	10.6
Cycle Q Clear(g_c), s	1.6	0.0	33.6	5.0	12.0	10.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	48		3096	961	306	4221
V/C Ratio(X)	0.73		0.84	0.22	0.87	0.52
Avail Cap(c_a), veh/h	565		3241	1006	348	4612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	0.0	13.0	7.3	33.1	2.1
Incr Delay (d2), s/veh	19.3	0.0	2.1	0.1	17.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	10.2	1.4	6.3	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	58.8	0.0	15.1	7.5	50.8	2.3
LnGrp LOS	E		B	A	D	A
Approach Vol, veh/h	35	A	2819			2449
Approach Delay, s/veh	58.8		14.5			7.6
Approach LOS	E		B			A

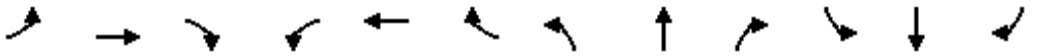
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.1	55.7			73.7	8.2
Change Period (Y+Rc), s	4.0	6.0			* 6	6.0
Max Green Setting (Gmax), s	16.0	52.0			* 74	26.0
Max Q Clear Time (g_c+I1), s	14.0	35.6			12.6	3.6
Green Ext Time (p_c), s	0.1	14.1			24.8	0.1

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	23	53	437	138	512	110	1040	231	282	1129	0
Future Volume (veh/h)	0	23	53	437	138	512	110	1040	231	282	1129	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	24	0	460	211	189	116	1095	85	297	1188	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	38	32	577	303	257	139	1959	874	307	1999	892
Arrive On Green	0.00	0.02	0.00	0.16	0.16	0.16	0.08	0.55	0.55	0.09	0.56	0.00
Sat Flow, veh/h	3456	1870	1585	3563	1870	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	0	24	0	460	211	189	116	1095	85	297	1188	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.0	1.1	0.0	11.2	9.6	10.2	5.8	18.0	2.3	7.7	19.8	0.0
Cycle Q Clear(g_c), s	0.0	1.1	0.0	11.2	9.6	10.2	5.8	18.0	2.3	7.7	19.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	38	32	577	303	257	139	1959	874	307	1999	892
V/C Ratio(X)	0.00	0.64	0.00	0.80	0.70	0.74	0.84	0.56	0.10	0.97	0.59	0.00
Avail Cap(c_a), veh/h	614	333	282	673	353	299	139	1959	874	307	1999	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	43.8	0.0	36.3	35.6	35.9	40.9	13.1	9.6	40.9	12.9	0.0
Incr Delay (d2), s/veh	0.0	16.7	0.0	5.8	4.9	7.8	34.0	1.2	0.2	42.3	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	5.1	4.6	4.3	3.7	6.4	0.7	4.9	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	60.5	0.0	42.1	40.5	43.7	74.9	14.2	9.8	83.1	14.2	0.0
LnGrp LOS	A	E	A	D	D	D	E	B	A	F	B	A
Approach Vol, veh/h		24			860			1296			1485	
Approach Delay, s/veh		60.5			42.1			19.4			28.0	
Approach LOS		E			D			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	53.6		5.8	11.0	54.6		18.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	33.0		16.0	7.0	34.0		17.0				
Max Q Clear Time (g_c+I1), s	9.7	20.0		3.1	7.8	21.8		13.2				
Green Ext Time (p_c), s	0.0	6.0		0.0	0.0	6.1		1.4				

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

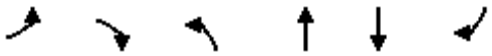
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	121	31	586	130	84	1014
Future Volume (veh/h)	121	31	586	130	84	1014
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	33	617	137	88	1067
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	346	308	1196	534	171	1916
Arrive On Green	0.19	0.19	0.34	0.34	0.10	0.54
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	127	33	617	137	88	1067
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	2.3	0.6	5.2	2.4	1.8	7.4
Cycle Q Clear(g_c), s	2.3	0.6	5.2	2.4	1.8	7.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	346	308	1196	534	171	1916
V/C Ratio(X)	0.37	0.11	0.52	0.26	0.51	0.56
Avail Cap(c_a), veh/h	1139	1013	1987	886	285	2934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	12.4	10.0	9.0	16.1	5.7
Incr Delay (d2), s/veh	0.6	0.2	0.7	0.5	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.2	1.6	0.7	0.6	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	12.6	10.7	9.5	17.0	6.2
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	160		754			1155
Approach Delay, s/veh	13.5		10.5			7.0
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.6	18.6			26.2	11.3
Change Period (Y+Rc), s	4.0	6.0			6.0	4.0
Max Green Setting (Gmax), s	6.0	21.0			31.0	24.0
Max Q Clear Time (g_c+I1), s	3.8	7.2			9.4	4.3
Green Ext Time (p_c), s	0.0	5.4			10.4	0.5

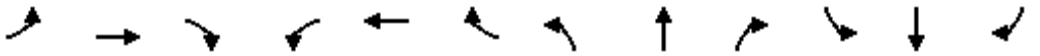
Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	498	272	759	1336	11
Future Volume (veh/h)	18	498	272	759	1336	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	252	286	799	1406	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	324	288	323	2481	1622	723
Arrive On Green	0.18	0.18	0.18	0.70	0.46	0.46
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	19	252	286	799	1406	6
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	0.7	12.9	13.0	7.3	29.6	0.2
Cycle Q Clear(g_c), s	0.7	12.9	13.0	7.3	29.6	0.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	324	288	323	2481	1622	723
V/C Ratio(X)	0.06	0.87	0.88	0.32	0.87	0.01
Avail Cap(c_a), veh/h	385	343	343	2649	1752	781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	33.1	33.2	4.9	20.3	12.3
Incr Delay (d2), s/veh	0.1	19.1	22.2	0.1	4.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	12.1	7.4	2.1	12.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.2	52.2	55.4	5.0	25.0	12.3
LnGrp LOS	C	D	E	A	C	B
Approach Vol, veh/h	271			1085	1412	
Approach Delay, s/veh	50.5			18.2	24.9	
Approach LOS	D			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.1		20.1	20.1	43.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		62.0		18.0	16.0	41.0
Max Q Clear Time (g_c+I1), s		9.3		14.9	15.0	31.6
Green Ext Time (p_c), s		6.9		0.3	0.1	6.4

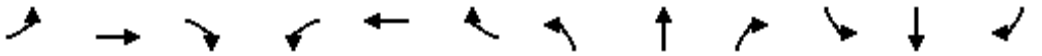
Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	8	237	7	336	8	994	69	231	1593	34
Future Volume (veh/h)	5	1	8	237	7	336	8	994	69	231	1593	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	1	8	249	7	354	8	1046	73	243	1677	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	33	44	277	5	404	25	1378	96	282	1968	42
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.01	0.41	0.41	0.16	0.55	0.55
Sat Flow, veh/h	0	129	172	723	20	1576	1781	3368	235	1781	3557	76
Grp Volume(v), veh/h	14	0	0	256	0	354	8	552	567	243	836	877
Grp Sat Flow(s),veh/h/ln	302	0	0	743	0	1576	1781	1777	1826	1781	1777	1856
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	16.8	0.3	20.7	20.7	10.4	30.9	31.2
Cycle Q Clear(g_c), s	20.0	0.0	0.0	20.0	0.0	16.8	0.3	20.7	20.7	10.4	30.9	31.2
Prop In Lane	0.36		0.57	0.97		1.00	1.00		0.13	1.00		0.04
Lane Grp Cap(c), veh/h	140	0	0	282	0	404	25	727	747	282	983	1027
V/C Ratio(X)	0.10	0.00	0.00	0.91	0.00	0.88	0.31	0.76	0.76	0.86	0.85	0.85
Avail Cap(c_a), veh/h	140	0	0	282	0	404	160	759	780	297	983	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	31.5	0.0	27.8	38.0	19.7	19.7	32.0	14.7	14.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	30.3	0.0	18.2	2.6	4.9	4.8	20.0	7.6	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	7.2	0.0	8.2	0.2	8.2	8.4	5.6	11.4	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	0.0	0.0	61.8	0.0	45.9	40.6	24.6	24.5	52.0	22.3	22.3
LnGrp LOS	C	A	A	E	A	D	D	C	C	D	C	C
Approach Vol, veh/h		14			610			1127			1956	
Approach Delay, s/veh		23.6			52.6			24.7			26.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.3	37.6		24.0	5.1	48.8		24.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	13.0	33.3		20.0	7.0	39.3		20.0				
Max Q Clear Time (g_c+I1), s	12.4	22.7		22.0	2.3	33.2		22.0				
Green Ext Time (p_c), s	0.0	9.1		0.0	0.0	6.0		0.0				

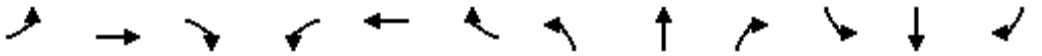
Intersection Summary			
HCM 6th Ctrl Delay		29.9	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	0	31	58	4	25	41	1018	8	20	1697	36
Future Volume (veh/h)	54	0	31	58	4	25	41	1018	8	20	1697	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	0	33	61	4	26	43	1072	8	21	1786	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	0	78	75	5	69	54	2472	1101	25	2416	51
Arrive On Green	0.05	0.00	0.05	0.04	0.04	0.04	0.03	0.70	0.70	0.01	0.68	0.68
Sat Flow, veh/h	1781	0	1585	1677	110	1542	1781	3554	1583	1781	3558	75
Grp Volume(v), veh/h	57	0	33	65	0	26	43	1072	8	21	889	935
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1787	0	1542	1781	1777	1583	1781	1777	1857
Q Serve(g_s), s	2.8	0.0	1.8	3.2	0.0	1.5	2.2	11.8	0.1	1.1	29.0	29.3
Cycle Q Clear(g_c), s	2.8	0.0	1.8	3.2	0.0	1.5	2.2	11.8	0.1	1.1	29.0	29.3
Prop In Lane	1.00		1.00	0.94		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	88	0	78	79	0	69	54	2472	1101	25	1206	1261
V/C Ratio(X)	0.65	0.00	0.42	0.82	0.00	0.38	0.79	0.43	0.01	0.85	0.74	0.74
Avail Cap(c_a), veh/h	317	0	282	79	0	69	59	2472	1101	79	1206	1261
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	0.0	41.5	42.6	0.0	41.8	43.3	6.0	4.2	44.3	9.3	9.3
Incr Delay (d2), s/veh	2.9	0.0	1.3	44.2	0.0	1.3	42.9	0.3	0.0	24.2	4.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.7	2.4	0.0	0.6	1.5	2.9	0.0	0.6	8.5	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	0.0	42.8	86.9	0.0	43.1	86.3	6.3	4.2	68.5	13.3	13.3
LnGrp LOS	D	A	D	F	A	D	F	A	A	E	B	B
Approach Vol, veh/h		90			91			1123			1845	
Approach Delay, s/veh		44.2			74.4			9.3			13.9	
Approach LOS		D			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	66.8		8.0	5.3	68.3		8.5				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	3.0	49.3		4.0	4.0	48.3		16.0				
Max Q Clear Time (g_c+I1), s	4.2	31.3		5.2	3.1	13.8		4.8				
Green Ext Time (p_c), s	0.0	17.8		0.0	0.0	27.8		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			14.9									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	0	407	12	4	2	827	777	0	4	1085	676
Future Volume (veh/h)	256	0	407	12	4	2	827	777	0	4	1085	676
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	269	0	0	13	4	0	871	818	0	4	1142	319
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	0		62	65	0	883	2311	0	13	1469	655
Arrive On Green	0.11	0.00	0.00	0.03	0.03	0.00	0.26	0.65	0.00	0.01	0.41	0.41
Sat Flow, veh/h	3563	0	1585	1781	1870	0	3456	3647	0	1781	3554	1585
Grp Volume(v), veh/h	269	0	0	13	4	0	871	818	0	4	1142	319
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1728	1777	0	1781	1777	1585
Q Serve(g_s), s	6.5	0.0	0.0	0.6	0.2	0.0	22.6	9.4	0.0	0.2	25.0	13.3
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.6	0.2	0.0	22.6	9.4	0.0	0.2	25.0	13.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	0		62	65	0	883	2311	0	13	1469	655
V/C Ratio(X)	0.68	0.00		0.21	0.06	0.00	0.99	0.35	0.00	0.30	0.78	0.49
Avail Cap(c_a), veh/h	396	0		238	249	0	883	2311	0	139	1469	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	0.0	0.0	42.2	42.0	0.0	33.3	7.1	0.0	44.4	22.8	19.4
Incr Delay (d2), s/veh	4.7	0.0	0.0	1.7	0.4	0.0	26.8	0.4	0.0	12.4	2.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	0.3	0.1	0.0	12.4	3.2	0.0	0.1	9.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	0.0	0.0	43.9	42.4	0.0	60.2	7.6	0.0	56.8	25.5	20.0
LnGrp LOS	D	A		D	D	A	E	A	A	E	C	B
Approach Vol, veh/h		269	A		17			1689			1465	
Approach Delay, s/veh		43.1			43.6			34.7			24.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	64.2		7.1	26.0	42.9		14.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	3.0	* 5.7		4.0				
Max Green Setting (Gmax), s	7.0	43.3		12.0	23.0	* 29		10.0				
Max Q Clear Time (g_c+I1), s	2.2	11.4		2.6	24.6	27.0		8.5				
Green Ext Time (p_c), s	0.0	4.4		0.0	0.0	1.5		0.2				

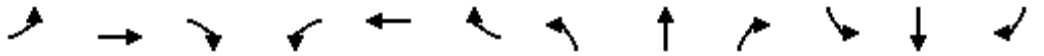
Intersection Summary		
HCM 6th Ctrl Delay		31.0
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1	31	0	2	31	37	1228	0	34	965	98
Future Volume (veh/h)	61	1	31	0	2	31	37	1228	0	34	965	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	1	33	0	2	33	39	1293	0	36	1016	103
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	3	93	0	58	49	60	1673	746	56	1527	155
Arrive On Green	0.06	0.06	0.06	0.00	0.03	0.03	0.03	0.47	0.00	0.03	0.47	0.47
Sat Flow, veh/h	1781	47	1545	0	1870	1585	1781	3554	1585	1781	3258	330
Grp Volume(v), veh/h	64	0	34	0	2	33	39	1293	0	36	554	565
Grp Sat Flow(s),veh/h/ln	1781	0	1592	0	1870	1585	1781	1777	1585	1781	1777	1811
Q Serve(g_s), s	1.7	0.0	1.0	0.0	0.1	1.0	1.1	14.9	0.0	1.0	11.8	11.8
Cycle Q Clear(g_c), s	1.7	0.0	1.0	0.0	0.1	1.0	1.1	14.9	0.0	1.0	11.8	11.8
Prop In Lane	1.00		0.97	0.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	107	0	96	0	58	49	60	1673	746	56	833	849
V/C Ratio(X)	0.60	0.00	0.36	0.00	0.03	0.67	0.65	0.77	0.00	0.64	0.67	0.67
Avail Cap(c_a), veh/h	797	0	712	0	837	709	145	1951	870	145	975	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	22.2	0.0	23.1	23.6	23.5	10.8	0.0	23.5	10.1	10.1
Incr Delay (d2), s/veh	5.3	0.0	2.2	0.0	0.2	14.9	11.3	1.7	0.0	11.5	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.4	0.0	0.0	0.5	0.6	4.8	0.0	0.6	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	0.0	24.4	0.0	23.4	38.5	34.8	12.5	0.0	35.0	11.5	11.4
LnGrp LOS	C	A	C	A	C	D	C	B	A	C	B	B
Approach Vol, veh/h		98			35			1332			1155	
Approach Delay, s/veh		26.6			37.6			13.2			12.2	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	28.2		8.0	6.7	28.1		6.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	4.0	27.0		22.0	4.0	27.0		22.0				
Max Q Clear Time (g_c+I1), s	3.0	16.9		3.7	3.1	13.8		3.0				
Green Ext Time (p_c), s	0.0	6.3		0.3	0.0	6.2		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	2	103	22	1	26	83	898	24	73	979	110
Future Volume (veh/h)	181	2	103	22	1	26	83	898	24	73	979	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	0	108	23	1	27	87	945	25	77	1031	116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	504	0	224	150	5	129	154	1532	683	125	1474	657
Arrive On Green	0.14	0.00	0.14	0.08	0.08	0.08	0.09	0.43	0.43	0.07	0.41	0.41
Sat Flow, veh/h	3563	0	1585	1781	57	1537	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	192	0	108	23	0	28	87	945	25	77	1031	116
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1594	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.1	0.0	4.0	0.8	0.0	1.0	3.0	13.1	0.6	2.7	15.2	2.9
Cycle Q Clear(g_c), s	3.1	0.0	4.0	0.8	0.0	1.0	3.0	13.1	0.6	2.7	15.2	2.9
Prop In Lane	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	504	0	224	150	0	134	154	1532	683	125	1474	657
V/C Ratio(X)	0.38	0.00	0.48	0.15	0.00	0.21	0.56	0.62	0.04	0.61	0.70	0.18
Avail Cap(c_a), veh/h	1125	0	501	338	0	302	338	1891	843	338	1891	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	0.0	25.1	26.9	0.0	27.0	27.8	14.0	10.4	28.6	15.3	11.7
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.2	0.0	0.3	1.2	0.6	0.0	1.8	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.5	0.3	0.0	0.4	1.3	4.7	0.2	1.1	5.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	0.0	25.7	27.1	0.0	27.3	29.0	14.5	10.4	30.4	16.3	11.9
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		300			51			1057			1224	
Approach Delay, s/veh		25.1			27.2			15.6			16.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	32.6		9.3	9.5	31.6		13.0				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	12.0	33.7		12.0	12.0	33.7		20.0				
Max Q Clear Time (g_c+I1), s	4.7	15.1		3.0	5.0	17.2		6.0				
Green Ext Time (p_c), s	0.0	8.6		0.0	0.0	9.1		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		17.5	
HCM 6th LOS		B	

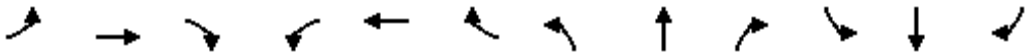
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	8	9	1	5	29
Future Volume (veh/h)	1	8	9	1	5	29
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	8	9	1	5	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	31	27	155	131	15	726
Arrive On Green	0.02	0.02	0.08	0.08	0.01	0.39
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	1	8	9	1	5	31
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	0.0	0.1	0.1	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.0	0.1	0.1	0.0	0.0	0.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	31	27	155	131	15	726
V/C Ratio(X)	0.03	0.29	0.06	0.01	0.34	0.04
Avail Cap(c_a), veh/h	2224	1979	2557	2167	635	3780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.1	8.2	7.1	7.1	8.3	3.2
Incr Delay (d2), s/veh	0.4	5.9	0.2	0.0	13.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.6	14.0	7.3	7.1	21.4	3.2
LnGrp LOS	A	B	A	A	C	A
Approach Vol, veh/h	9		10			36
Approach Delay, s/veh	13.4		7.2			5.8
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.1	6.4			11.5	5.3
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	6.0	23.0			34.0	21.0
Max Q Clear Time (g_c+I1), s	2.0	2.1			2.2	2.1
Green Ext Time (p_c), s	0.0	0.0			0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A



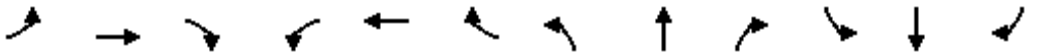
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	1057	63	97	937	29	138	32	15	3	34	13
Future Volume (veh/h)	54	1057	63	97	937	29	138	32	15	3	34	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	1113	66	102	986	31	90	112	16	3	36	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	1510	674	130	1631	727	178	187	158	4	51	20
Arrive On Green	0.04	0.42	0.42	0.07	0.46	0.46	0.10	0.10	0.10	0.04	0.04	0.04
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	101	1210	470
Grp Volume(v), veh/h	57	1113	66	102	986	31	90	112	16	53	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	0	0
Q Serve(g_s), s	1.6	12.9	1.2	2.8	10.2	0.5	2.4	2.8	0.5	1.4	0.0	0.0
Cycle Q Clear(g_c), s	1.6	12.9	1.2	2.8	10.2	0.5	2.4	2.8	0.5	1.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.06		0.26
Lane Grp Cap(c), veh/h	70	1510	674	130	1631	727	178	187	158	75	0	0
V/C Ratio(X)	0.82	0.74	0.10	0.78	0.60	0.04	0.51	0.60	0.10	0.71	0.00	0.00
Avail Cap(c_a), veh/h	145	1901	848	217	2046	913	580	609	516	145	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.4	11.8	8.5	22.4	10.0	7.3	21.0	21.2	20.1	23.3	0.0	0.0
Incr Delay (d2), s/veh	8.3	1.4	0.1	3.8	0.5	0.0	0.8	1.2	0.1	4.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.8	0.3	1.1	2.7	0.1	1.0	1.2	0.1	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	13.2	8.6	26.2	10.5	7.4	21.8	22.3	20.2	27.8	0.0	0.0
LnGrp LOS	C	B	A	C	B	A	C	C	C	C	A	A
Approach Vol, veh/h		1236			1119			218			53	
Approach Delay, s/veh		13.8			11.8			22.0			27.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.1	7.6	26.6		8.9	5.9	28.3				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		4.0	6.0	26.3		16.0	4.0	28.3				
Max Q Clear Time (g_c+I1), s		3.4	4.8	14.9		4.8	3.6	12.2				
Green Ext Time (p_c), s		0.0	0.0	6.0		0.4	0.0	6.4				

Intersection Summary		
HCM 6th Ctrl Delay		13.9
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	855	221	177	942	38	228	44	112	20	36	67
Future Volume (veh/h)	81	855	221	177	942	38	228	44	112	20	36	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	900	233	186	992	40	273	0	118	21	38	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	1292	576	211	1379	615	282	0	125	137	144	122
Arrive On Green	0.06	0.36	0.36	0.12	0.39	0.39	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	1781	1870	1585
Grp Volume(v), veh/h	85	900	233	186	992	40	273	0	118	21	38	71
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1781	1870	1585
Q Serve(g_s), s	2.4	10.9	5.5	5.2	12.0	0.8	3.9	0.0	3.7	0.6	1.0	2.2
Cycle Q Clear(g_c), s	2.4	10.9	5.5	5.2	12.0	0.8	3.9	0.0	3.7	0.6	1.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	1292	576	211	1379	615	282	0	125	137	144	122
V/C Ratio(X)	0.79	0.70	0.40	0.88	0.72	0.07	0.97	0.00	0.94	0.15	0.26	0.58
Avail Cap(c_a), veh/h	141	1335	595	211	1475	658	282	0	125	447	470	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	13.7	12.0	21.9	13.1	9.7	23.2	0.0	23.2	21.8	22.0	22.6
Incr Delay (d2), s/veh	14.8	1.7	0.7	31.0	1.8	0.1	44.8	0.0	61.7	0.7	1.4	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.6	1.6	3.7	3.8	0.2	3.2	0.0	3.3	0.2	0.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	15.5	12.7	53.0	14.9	9.8	68.0	0.0	84.9	22.5	23.4	28.6
LnGrp LOS	D	B	B	D	B	A	E	A	F	C	C	C
Approach Vol, veh/h		1218			1218			391			130	
Approach Delay, s/veh		16.5			20.6			73.1			26.1	
Approach LOS		B			C			E			C	

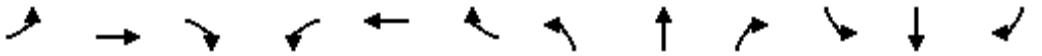
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		8.5	10.0	24.1		8.0	8.8	25.3				
Change Period (Y+Rc), s		4.6	4.0	5.7		4.0	5.7	* 5.7				
Max Green Setting (Gmax), s		12.7	6.0	19.0		4.0	4.0	* 21				
Max Q Clear Time (g_c+I1), s		4.2	7.2	12.9		5.9	4.4	14.0				
Green Ext Time (p_c), s		0.5	0.0	4.9		0.0	0.0	5.6				

Intersection Summary		
HCM 6th Ctrl Delay		26.1
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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



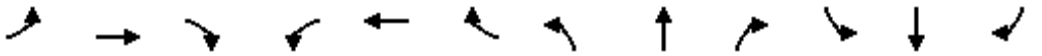
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	911	85	65	857	2	144	40	10	3	17	94
Future Volume (veh/h)	84	911	85	65	857	2	144	40	10	3	17	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	959	89	68	902	2	152	42	11	3	18	99
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	1324	591	88	1313	586	329	91	370	38	231	230
Arrive On Green	0.06	0.37	0.37	0.05	0.37	0.37	0.23	0.23	0.23	0.14	0.14	0.14
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1410	390	1585	265	1592	1585
Grp Volume(v), veh/h	88	959	89	68	902	2	194	0	11	21	0	99
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1800	0	1585	1857	0	1585
Q Serve(g_s), s	4.4	20.9	3.4	3.4	19.3	0.1	8.3	0.0	0.5	0.9	0.0	5.1
Cycle Q Clear(g_c), s	4.4	20.9	3.4	3.4	19.3	0.1	8.3	0.0	0.5	0.9	0.0	5.1
Prop In Lane	1.00		1.00	1.00		1.00	0.78		1.00	0.14		1.00
Lane Grp Cap(c), veh/h	113	1324	591	88	1313	586	420	0	370	269	0	230
V/C Ratio(X)	0.78	0.72	0.15	0.78	0.69	0.00	0.46	0.00	0.03	0.08	0.00	0.43
Avail Cap(c_a), veh/h	198	1461	652	178	1421	634	420	0	370	269	0	230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	24.3	18.8	42.3	24.0	17.9	29.6	0.0	26.6	33.3	0.0	35.1
Incr Delay (d2), s/veh	4.3	1.9	0.2	5.4	1.5	0.0	3.6	0.0	0.1	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	8.3	1.2	1.6	8.1	0.0	4.0	0.0	0.2	0.4	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	26.2	19.0	47.7	25.5	17.9	33.3	0.0	26.8	33.3	0.0	35.6
LnGrp LOS	D	C	B	D	C	B	C	A	C	C	A	D
Approach Vol, veh/h		1136			972			205			120	
Approach Delay, s/veh		27.1			27.0			32.9			35.2	
Approach LOS		C			C			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.0	9.4	38.5		25.0	9.7	38.3				
Change Period (Y+Rc), s		4.0	5.0	* 5		4.0	4.0	5.0				
Max Green Setting (Gmax), s		6.0	9.0	* 37		21.0	10.0	36.0				
Max Q Clear Time (g_c+I1), s		7.1	5.4	22.9		10.3	6.4	21.3				
Green Ext Time (p_c), s		0.0	0.0	10.7		0.6	0.0	11.1				

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	538	381	57	483	64	428	70	51	59	44	18
Future Volume (veh/h)	40	538	381	57	483	64	428	70	51	59	44	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	566	255	60	508	29	504	0	10	62	46	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	1011	730	77	1025	457	628	0	279	81	60	123
Arrive On Green	0.03	0.28	0.28	0.04	0.29	0.29	0.18	0.00	0.18	0.08	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	1044	774	1585
Grp Volume(v), veh/h	42	566	255	60	508	29	504	0	10	108	0	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1818	0	1585
Q Serve(g_s), s	2.4	14.1	10.8	3.5	12.3	1.4	14.1	0.0	0.5	6.1	0.0	0.1
Cycle Q Clear(g_c), s	2.4	14.1	10.8	3.5	12.3	1.4	14.1	0.0	0.5	6.1	0.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.57		1.00
Lane Grp Cap(c), veh/h	53	1011	730	77	1025	457	628	0	279	141	0	123
V/C Ratio(X)	0.79	0.56	0.35	0.78	0.50	0.06	0.80	0.00	0.04	0.76	0.00	0.01
Avail Cap(c_a), veh/h	86	1011	730	154	1025	457	891	0	396	455	0	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.1	31.7	18.0	49.2	30.7	26.8	41.1	0.0	35.5	47.0	0.0	44.3
Incr Delay (d2), s/veh	9.1	0.9	0.5	6.1	1.7	0.3	4.0	0.0	0.1	9.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.0	5.4	1.6	5.3	0.5	6.6	0.0	0.2	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	32.6	18.5	55.3	32.4	27.1	45.1	0.0	35.6	56.8	0.0	44.3
LnGrp LOS	E	C	B	E	C	C	D	A	D	E	A	D
Approach Vol, veh/h		863			597			514			109	
Approach Delay, s/veh		29.7			34.5			44.9			56.7	
Approach LOS		C			C			D			E	

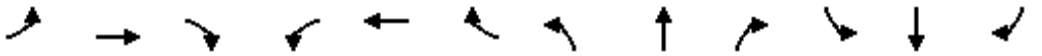
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.1	8.5	34.6		22.3	8.1	35.0				
Change Period (Y+Rc), s		4.0	4.0	5.0		4.0	5.0	* 5				
Max Green Setting (Gmax), s		26.0	9.0	26.0		26.0	5.0	* 30				
Max Q Clear Time (g_c+I1), s		8.1	5.5	16.1		16.1	4.4	14.3				
Green Ext Time (p_c), s		0.4	0.0	4.1		2.2	0.0	3.4				

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

Notes

User approved volume balancing among the lanes for turning movement.

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



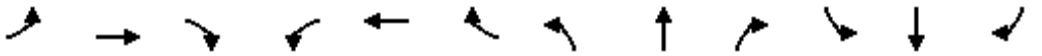
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	14	34	24	12	4	37	1334	6	7	858	191
Future Volume (veh/h)	164	14	34	24	12	4	37	1334	6	7	858	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1864	1864	1870	1870	1870	1776	1776	1776	2027	2027	2027
Adj Flow Rate, veh/h	173	15	36	25	13	4	39	1404	6	7	903	201
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	68	162	220	68	21	69	2099	650	18	2220	687
Arrive On Green	0.15	0.14	0.14	0.06	0.05	0.05	0.04	0.43	0.43	0.01	0.40	0.40
Sat Flow, veh/h	1776	485	1165	3456	1371	422	1692	4849	1502	1931	5535	1714
Grp Volume(v), veh/h	173	0	51	25	0	17	39	1404	6	7	903	201
Grp Sat Flow(s),veh/h/ln	1776	0	1650	1728	0	1793	1692	1616	1502	1931	1845	1714
Q Serve(g_s), s	5.0	0.0	1.5	0.4	0.0	0.5	1.2	12.6	0.1	0.2	6.3	1.7
Cycle Q Clear(g_c), s	5.0	0.0	1.5	0.4	0.0	0.5	1.2	12.6	0.1	0.2	6.3	1.7
Prop In Lane	1.00		0.71	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	272	0	230	220	0	89	69	2099	650	18	2220	687
V/C Ratio(X)	0.64	0.00	0.22	0.11	0.00	0.19	0.56	0.67	0.01	0.39	0.41	0.29
Avail Cap(c_a), veh/h	392	0	476	699	0	528	156	2140	663	178	2443	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	0.0	20.8	24.0	0.0	24.8	25.6	12.3	8.8	26.8	11.7	1.7
Incr Delay (d2), s/veh	0.9	0.0	0.4	0.1	0.0	0.4	2.7	1.0	0.0	5.2	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.5	0.1	0.0	0.2	0.5	3.2	0.0	0.1	1.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	0.0	21.2	24.1	0.0	25.2	28.2	13.3	8.8	31.9	11.9	2.2
LnGrp LOS	C	A	C	C	A	C	C	B	A	C	B	A
Approach Vol, veh/h		224			42			1449			1111	
Approach Delay, s/veh		22.2			24.5			13.7			10.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	29.5	7.5	12.9	6.2	27.8	13.6	6.7
Change Period (Y+Rc), s	4.0	6.0	4.0	5.3	4.0	6.0	5.3	* 4
Max Green Setting (Gmax), s	5.0	24.0	11.0	15.7	5.0	24.0	12.0	* 16
Max Q Clear Time (g_c+I1), s	2.2	14.6	2.4	3.5	3.2	8.3	7.0	2.5
Green Ext Time (p_c), s	0.0	9.0	0.0	0.2	0.0	12.6	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

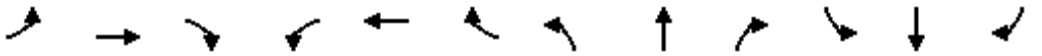
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	28	31	15	19	15	138	185	0	37	211	213
Future Volume (veh/h)	31	28	31	15	19	15	138	185	0	37	211	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	29	33	16	20	16	145	195	0	39	222	224
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	36	41	19	23	19	185	1486	0	48	291	294
Arrive On Green	0.07	0.07	0.07	0.03	0.03	0.03	0.10	0.42	0.00	0.03	0.34	0.34
Sat Flow, veh/h	602	529	602	537	672	537	1781	3647	0	1781	854	861
Grp Volume(v), veh/h	95	0	0	52	0	0	145	195	0	39	0	446
Grp Sat Flow(s),veh/h/ln	1732	0	0	1747	0	0	1781	1777	0	1781	0	1715
Q Serve(g_s), s	1.9	0.0	0.0	1.0	0.0	0.0	2.8	1.2	0.0	0.8	0.0	8.2
Cycle Q Clear(g_c), s	1.9	0.0	0.0	1.0	0.0	0.0	2.8	1.2	0.0	0.8	0.0	8.2
Prop In Lane	0.35		0.35	0.31		0.31	1.00		0.00	1.00		0.50
Lane Grp Cap(c), veh/h	117	0	0	60	0	0	185	1486	0	48	0	585
V/C Ratio(X)	0.81	0.00	0.00	0.86	0.00	0.00	0.78	0.13	0.00	0.81	0.00	0.76
Avail Cap(c_a), veh/h	245	0	0	148	0	0	353	2112	0	252	0	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	0.0	17.0	0.0	0.0	15.4	6.3	0.0	17.1	0.0	10.4
Incr Delay (d2), s/veh	5.0	0.0	0.0	12.6	0.0	0.0	2.7	0.0	0.0	11.4	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.6	0.0	0.0	1.1	0.3	0.0	0.4	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	0.0	0.0	29.6	0.0	0.0	18.2	6.4	0.0	28.5	0.0	12.4
LnGrp LOS	C	A	A	C	A	A	B	A	A	C	A	B
Approach Vol, veh/h		95			52			340			485	
Approach Delay, s/veh		21.3			29.6			11.4			13.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	18.8		5.2	7.7	16.1		6.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	21.0		3.0	7.0	19.0		5.0				
Max Q Clear Time (g_c+I1), s	2.8	3.2		3.0	4.8	10.2		3.9				
Green Ext Time (p_c), s	0.0	1.0		0.0	0.0	1.9		0.0				

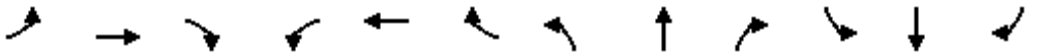
Intersection Summary												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	0	93	5	1	6	185	1600	5	54	2082	243
Future Volume (veh/h)	101	0	93	5	1	6	185	1600	5	54	2082	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	0	98	5	1	6	195	1684	5	57	2192	256
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	0	125	37	7	39	153	2572	8	73	2356	1051
Arrive On Green	0.08	0.00	0.08	0.02	0.02	0.02	0.09	0.71	0.71	0.04	0.66	0.66
Sat Flow, veh/h	1781	0	1585	1496	299	1585	1781	3634	11	1781	3554	1585
Grp Volume(v), veh/h	106	0	98	6	0	6	195	823	866	57	2192	256
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1796	0	1585	1781	1777	1868	1781	1777	1585
Q Serve(g_s), s	7.5	0.0	7.8	0.4	0.0	0.5	11.0	32.2	32.3	4.1	69.4	8.3
Cycle Q Clear(g_c), s	7.5	0.0	7.8	0.4	0.0	0.5	11.0	32.2	32.3	4.1	69.4	8.3
Prop In Lane	1.00		1.00	0.83		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	140	0	125	44	0	39	153	1257	1322	73	2356	1051
V/C Ratio(X)	0.75	0.00	0.78	0.14	0.00	0.15	1.27	0.65	0.65	0.78	0.93	0.24
Avail Cap(c_a), veh/h	279	0	248	126	0	112	153	1257	1322	125	2393	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	57.8	61.0	0.0	61.1	58.4	10.2	10.2	60.7	19.0	8.7
Incr Delay (d2), s/veh	3.1	0.0	4.0	0.5	0.0	0.7	163.6	1.4	1.4	6.4	7.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	3.3	0.2	0.0	0.2	11.9	12.0	12.6	2.0	28.5	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	0.0	61.8	61.6	0.0	61.8	222.0	11.6	11.5	67.1	26.3	8.8
LnGrp LOS	E	A	E	E	A	E	F	B	B	E	C	A
Approach Vol, veh/h		204			12			1884			2505	
Approach Delay, s/veh		61.3			61.7			33.4			25.4	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	96.5		7.1	15.0	90.7		15.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.9				
Max Green Setting (Gmax), s	9.0	88.1		9.0	11.0	86.1		20.0				
Max Q Clear Time (g_c+I1), s	6.1	34.3		2.5	13.0	71.4		9.8				
Green Ext Time (p_c), s	0.0	22.9		0.0	0.0	13.4		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		30.4	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	7	213	13	15	42	220	1468	5	5	1537	621
Future Volume (veh/h)	306	7	213	13	15	42	220	1468	5	5	1537	621
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	322	7	224	14	16	44	232	1545	5	5	1618	654
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	654	9	292	62	65	55	241	2066	7	7	1787	797
Arrive On Green	0.19	0.19	0.19	0.03	0.03	0.03	0.07	0.57	0.57	0.00	0.50	0.50
Sat Flow, veh/h	3456	48	1544	1781	1870	1585	3456	3633	12	1781	3554	1585
Grp Volume(v), veh/h	322	0	231	14	16	44	232	755	795	5	1618	654
Grp Sat Flow(s),veh/h/ln	1728	0	1592	1781	1870	1585	1728	1777	1868	1781	1777	1585
Q Serve(g_s), s	7.2	0.0	11.8	0.7	0.7	2.4	5.8	27.4	27.5	0.2	35.8	30.0
Cycle Q Clear(g_c), s	7.2	0.0	11.8	0.7	0.7	2.4	5.8	27.4	27.5	0.2	35.8	30.0
Prop In Lane	1.00		0.97	1.00		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	654	0	301	62	65	55	241	1010	1062	7	1787	797
V/C Ratio(X)	0.49	0.00	0.77	0.23	0.25	0.80	0.96	0.75	0.75	0.71	0.91	0.82
Avail Cap(c_a), veh/h	1205	0	555	62	65	55	241	1010	1062	62	1797	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	0.0	33.1	40.4	40.4	41.2	39.9	13.9	13.9	42.8	19.5	18.1
Incr Delay (d2), s/veh	0.6	0.0	4.1	0.7	0.7	51.0	47.1	3.8	3.6	39.5	7.4	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	4.9	0.3	0.3	1.7	3.9	10.2	10.7	0.2	14.5	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	0.0	37.2	41.1	41.1	92.2	87.0	17.7	17.5	82.3	26.9	25.8
LnGrp LOS	C	A	D	D	D	F	F	B	B	F	C	C
Approach Vol, veh/h		553			74			1782			2277	
Approach Delay, s/veh		34.0			71.5			26.7			26.7	
Approach LOS		C			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	54.4		7.0	10.0	48.8		20.3				
Change Period (Y+Rc), s	4.0	5.5		4.0	4.0	5.5		4.0				
Max Green Setting (Gmax), s	3.0	46.5		3.0	6.0	43.5		30.0				
Max Q Clear Time (g_c+I1), s	2.2	29.5		4.4	7.8	37.8		13.8				
Green Ext Time (p_c), s	0.0	12.7		0.0	0.0	5.5		2.4				

Intersection Summary			
HCM 6th Ctrl Delay		28.3	
HCM 6th LOS		C	

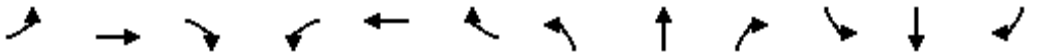
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	764	776	834	453	1028	812
Future Volume (veh/h)	764	776	834	453	1028	812
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	804	817	878	477	1082	855
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	922	881	2800	1249	998	3984
Arrive On Green	0.27	0.27	0.79	0.79	0.29	1.00
Sat Flow, veh/h	3456	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	804	817	878	477	1082	855
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1728	1777
Q Serve(g_s), s	20.0	24.0	6.3	8.2	26.0	0.0
Cycle Q Clear(g_c), s	20.0	24.0	6.3	8.2	26.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	922	881	2800	1249	998	3984
V/C Ratio(X)	0.87	0.93	0.31	0.38	1.08	0.21
Avail Cap(c_a), veh/h	922	881	2800	1249	998	3984
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	18.3	2.7	2.9	32.0	0.0
Incr Delay (d2), s/veh	8.9	15.4	0.1	0.3	54.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	33.3	1.4	1.7	17.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.4	33.8	2.8	3.2	86.0	0.1
LnGrp LOS	D	C	A	A	F	A
Approach Vol, veh/h	1621		1355			1937
Approach Delay, s/veh	37.1		2.9			48.1
Approach LOS	D		A			D

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				107.5		28.0	30.0	77.5
Change Period (Y+Rc), s				* 5.3		4.0	4.0	5.3
Max Green Setting (Gmax), s				* 58		24.0	26.0	26.7
Max Q Clear Time (g_c+I1), s				2.0		26.0	28.0	10.2
Green Ext Time (p_c), s				6.1		0.0	0.0	8.7

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	15	27	25	11	51	43	926	0	70	1328	166
Future Volume (veh/h)	295	15	27	25	11	51	43	926	0	70	1328	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	349	0	0	26	12	54	45	975	0	74	1398	175
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	409	214	0	32	15	66	58	2246	0	94	2075	258
Arrive On Green	0.11	0.00	0.00	0.07	0.07	0.07	0.03	0.63	0.00	0.05	0.65	0.65
Sat Flow, veh/h	3563	1870	0	472	218	980	1781	3647	0	1781	3181	395
Grp Volume(v), veh/h	349	0	0	92	0	0	45	975	0	74	776	797
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1670	0	0	1781	1777	0	1781	1777	1799
Q Serve(g_s), s	12.5	0.0	0.0	7.1	0.0	0.0	3.3	18.1	0.0	5.3	35.0	36.0
Cycle Q Clear(g_c), s	12.5	0.0	0.0	7.1	0.0	0.0	3.3	18.1	0.0	5.3	35.0	36.0
Prop In Lane	1.00		0.00	0.28		0.59	1.00		0.00	1.00		0.22
Lane Grp Cap(c), veh/h	409	214	0	113	0	0	58	2246	0	94	1159	1174
V/C Ratio(X)	0.85	0.00	0.00	0.82	0.00	0.00	0.78	0.43	0.00	0.79	0.67	0.68
Avail Cap(c_a), veh/h	575	302	0	128	0	0	82	2246	0	164	1159	1174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.96	0.96	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	0.0	0.0	59.8	0.0	0.0	62.4	12.1	0.0	60.9	13.9	14.1
Incr Delay (d2), s/veh	6.5	0.0	0.0	26.0	0.0	0.0	15.1	0.6	0.0	5.4	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	0.0	3.8	0.0	0.0	1.7	7.2	0.0	2.6	13.8	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	0.0	0.0	85.8	0.0	0.0	77.6	12.7	0.0	66.3	15.5	15.7
LnGrp LOS	E	A	A	F	A	A	E	B	A	E	B	B
Approach Vol, veh/h		349			92			1020			1647	
Approach Delay, s/veh		63.0			85.8			15.6			17.9	
Approach LOS		E			F			B			B	

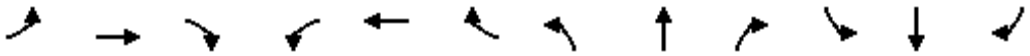
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	87.5		12.8	8.2	90.1		18.9				
Change Period (Y+Rc), s	4.0	* 5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	12.0	* 70		10.0	6.0	75.7		21.0				
Max Q Clear Time (g_c+I1), s	7.3	20.1		9.1	5.3	38.0		14.5				
Green Ext Time (p_c), s	0.0	14.3		0.0	0.0	18.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		24.2
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	20	127	135	7	48	130	793	20	25	1154	37
Future Volume (veh/h)	158	20	127	135	7	48	130	793	20	25	1154	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	21	134	142	7	51	137	835	21	26	1215	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	24	193	168	8	157	162	1910	48	184	1963	63
Arrive On Green	0.12	0.12	0.12	0.10	0.10	0.10	0.09	0.54	0.54	0.10	0.56	0.56
Sat Flow, veh/h	1590	201	1585	1701	84	1585	1781	3542	89	1781	3514	113
Grp Volume(v), veh/h	187	0	134	149	0	51	137	419	437	26	614	640
Grp Sat Flow(s),veh/h/ln	1791	0	1585	1785	0	1585	1781	1777	1854	1781	1777	1850
Q Serve(g_s), s	13.3	0.0	10.5	10.7	0.0	3.9	9.8	18.5	18.5	1.7	30.3	30.3
Cycle Q Clear(g_c), s	13.3	0.0	10.5	10.7	0.0	3.9	9.8	18.5	18.5	1.7	30.3	30.3
Prop In Lane	0.89		1.00	0.95		1.00	1.00		0.05	1.00		0.06
Lane Grp Cap(c), veh/h	218	0	193	176	0	157	162	958	1000	184	993	1034
V/C Ratio(X)	0.86	0.00	0.70	0.84	0.00	0.33	0.85	0.44	0.44	0.14	0.62	0.62
Avail Cap(c_a), veh/h	289	0	256	220	0	195	219	958	1000	184	993	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.22	0.22	0.22	0.91	0.91	0.91
Uniform Delay (d), s/veh	56.0	0.0	54.8	57.6	0.0	54.5	58.2	18.1	18.1	53.0	19.3	19.3
Incr Delay (d2), s/veh	14.4	0.0	2.6	18.0	0.0	0.4	3.9	0.3	0.3	0.1	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	4.4	5.7	0.0	1.6	4.6	7.6	7.9	0.8	12.6	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	0.0	57.4	75.6	0.0	55.0	62.1	18.4	18.4	53.1	20.6	20.6
LnGrp LOS	E	A	E	E	A	D	E	B	B	D	C	C
Approach Vol, veh/h		321			200			993			1280	
Approach Delay, s/veh		65.0			70.4			24.4			21.3	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.4	75.0		19.8	15.8	77.5		16.8				
Change Period (Y+Rc), s	4.9	* 4.9		4.0	4.0	4.9		4.0				
Max Green Setting (Gmax), s	6.0	* 70		21.0	16.0	60.1		16.0				
Max Q Clear Time (g_c+I1), s	3.7	20.5		15.3	11.8	32.3		12.7				
Green Ext Time (p_c), s	0.0	10.8		0.5	0.1	14.9		0.2				

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

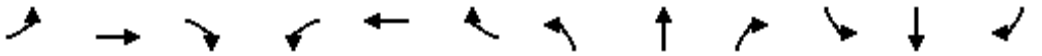
Notes

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	72	287	669	48	352	733
Future Volume (veh/h)	72	287	669	48	352	733
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	302	704	51	371	772
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	765	351	1687	524	417	3202
Arrive On Green	0.22	0.22	0.33	0.33	0.23	0.63
Sat Flow, veh/h	3456	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	76	302	704	51	371	772
Grp Sat Flow(s),veh/h/ln	1728	1585	1702	1585	1781	1702
Q Serve(g_s), s	1.1	11.7	6.9	1.4	12.9	4.2
Cycle Q Clear(g_c), s	1.1	11.7	6.9	1.4	12.9	4.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	765	351	1687	524	417	3202
V/C Ratio(X)	0.10	0.86	0.42	0.10	0.89	0.24
Avail Cap(c_a), veh/h	1080	496	2418	751	445	4015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	24.0	16.6	14.8	23.7	5.2
Incr Delay (d2), s/veh	0.0	7.9	0.3	0.1	17.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.7	2.2	0.4	6.6	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	31.9	16.9	15.0	41.4	5.3
LnGrp LOS	B	C	B	B	D	A
Approach Vol, veh/h	378		755			1143
Approach Delay, s/veh	29.5		16.8			17.0
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.0	26.8			45.8	18.2
Change Period (Y+Rc), s	4.0	5.7			5.7	4.0
Max Green Setting (Gmax), s	16.0	30.3			50.3	20.0
Max Q Clear Time (g_c+I1), s	14.9	8.9			6.2	13.7
Green Ext Time (p_c), s	0.1	12.3			20.3	0.4

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B



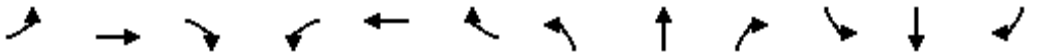
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	724	30	139	758	122	113	17	477	256	6	82
Future Volume (veh/h)	70	724	30	139	758	122	113	17	477	256	6	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	762	27	146	798	36	119	18	318	273	0	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	1320	47	183	1403	435	365	55	371	523	0	233
Arrive On Green	0.09	0.26	0.26	0.10	0.27	0.27	0.23	0.23	0.23	0.15	0.00	0.15
Sat Flow, veh/h	1781	5063	179	1781	5106	1585	1557	236	1585	3563	0	1585
Grp Volume(v), veh/h	74	512	277	146	798	36	137	0	318	273	0	9
Grp Sat Flow(s),veh/h/ln	1781	1702	1838	1781	1702	1585	1793	0	1585	1781	0	1585
Q Serve(g_s), s	2.7	8.9	8.9	5.4	9.1	1.1	4.3	0.0	13.0	4.8	0.0	0.3
Cycle Q Clear(g_c), s	2.7	8.9	8.9	5.4	9.1	1.1	4.3	0.0	13.0	4.8	0.0	0.3
Prop In Lane	1.00		0.10	1.00		1.00	0.87		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	158	887	479	183	1403	435	420	0	371	523	0	233
V/C Ratio(X)	0.47	0.58	0.58	0.80	0.57	0.08	0.33	0.00	0.86	0.52	0.00	0.04
Avail Cap(c_a), veh/h	210	1593	860	210	2389	742	609	0	538	1052	0	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.3	21.8	21.8	29.7	21.1	18.2	21.5	0.0	24.8	26.7	0.0	24.8
Incr Delay (d2), s/veh	0.8	1.2	2.3	14.6	0.7	0.2	0.2	0.0	6.5	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.3	3.7	2.9	3.3	0.4	1.8	0.0	5.3	2.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	23.0	24.1	44.3	21.9	18.4	21.7	0.0	31.3	27.0	0.0	24.8
LnGrp LOS	C	C	C	D	C	B	C	A	C	C	A	C
Approach Vol, veh/h		863			980			455			282	
Approach Delay, s/veh		24.0			25.1			28.4			26.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	23.0		14.0	10.0	23.9		19.9				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	31.7		20.0	8.0	31.7		23.0				
Max Q Clear Time (g_c+I1), s	7.4	10.9		6.8	4.7	11.1		15.0				
Green Ext Time (p_c), s	0.0	6.8		0.7	0.0	7.5		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		25.5	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.



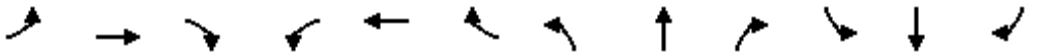
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	664	526	80	599	183	483	683	57	160	639	326
Future Volume (veh/h)	195	664	526	80	599	183	483	683	57	160	639	326
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	2145	2145	2145
Adj Flow Rate, veh/h	205	699	337	84	631	45	508	719	14	168	673	143
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	978	436	156	913	407	458	1470	456	408	1512	469
Arrive On Green	0.11	0.28	0.28	0.09	0.26	0.26	0.13	0.29	0.29	0.10	0.26	0.26
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	5106	1585	3964	5857	1818
Grp Volume(v), veh/h	205	699	337	84	631	45	508	719	14	168	673	143
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1702	1585	1982	1952	1818
Q Serve(g_s), s	8.0	13.4	14.8	3.4	12.1	1.6	10.0	8.8	0.5	3.0	7.3	4.8
Cycle Q Clear(g_c), s	8.0	13.4	14.8	3.4	12.1	1.6	10.0	8.8	0.5	3.0	7.3	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	978	436	156	913	407	458	1470	456	408	1512	469
V/C Ratio(X)	1.09	0.71	0.77	0.54	0.69	0.11	1.11	0.49	0.03	0.41	0.44	0.30
Avail Cap(c_a), veh/h	189	1026	458	189	1007	449	458	2299	714	420	2482	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	24.7	25.2	33.0	25.3	21.4	32.8	22.3	19.3	31.7	23.5	22.5
Incr Delay (d2), s/veh	90.4	2.9	9.1	1.1	2.2	0.2	75.5	0.4	0.0	0.2	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	5.8	6.2	1.5	5.1	0.6	8.7	3.3	0.2	1.4	3.1	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	124.1	27.6	34.3	34.0	27.5	21.6	108.3	22.7	19.4	32.0	23.8	23.1
LnGrp LOS	F	C	C	C	C	C	F	C	B	C	C	C
Approach Vol, veh/h		1241			760			1241			984	
Approach Delay, s/veh		45.3			27.9			57.7			25.1	
Approach LOS		D			C			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	26.1	14.0	24.8	12.0	24.7	11.8	27.0
Change Period (Y+Rc), s	4.0	* 5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	8.0	* 22	10.0	32.0	8.0	21.4	8.0	34.0
Max Q Clear Time (g_c+I1), s	5.4	16.8	12.0	9.3	10.0	14.1	5.0	10.8
Green Ext Time (p_c), s	0.0	4.0	0.0	10.2	0.0	4.3	0.1	9.9

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

Notes

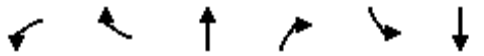
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	22	105	155	13	392	94	769	47	288	894	72
Future Volume (veh/h)	80	22	105	155	13	392	94	769	47	288	894	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1988	1988	1988	1870	1945	1870	2145	2231	2145
Adj Flow Rate, veh/h	84	23	111	163	14	413	99	809	49	303	941	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	45	184	408	35	656	127	949	57	320	2155	643
Arrive On Green	0.12	0.12	0.12	0.23	0.23	0.23	0.07	0.27	0.27	0.16	0.35	0.35
Sat Flow, veh/h	1413	387	1585	1750	150	1683	1781	3537	214	2043	6091	1818
Grp Volume(v), veh/h	107	0	111	177	0	413	99	423	435	303	941	76
Grp Sat Flow(s),veh/h/ln	1800	0	1585	1900	0	1683	1781	1848	1903	2043	2030	1818
Q Serve(g_s), s	4.3	0.0	5.1	6.0	0.0	15.2	4.2	16.6	16.6	11.3	9.0	2.2
Cycle Q Clear(g_c), s	4.3	0.0	5.1	6.0	0.0	15.2	4.2	16.6	16.6	11.3	9.0	2.2
Prop In Lane	0.79		1.00	0.92		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	209	0	184	443	0	656	127	496	511	320	2155	643
V/C Ratio(X)	0.51	0.00	0.60	0.40	0.00	0.63	0.78	0.85	0.85	0.95	0.44	0.12
Avail Cap(c_a), veh/h	211	0	186	513	0	718	232	506	521	320	2155	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	32.2	24.9	0.0	18.9	35.0	26.6	26.6	32.0	18.9	16.7
Incr Delay (d2), s/veh	0.8	0.0	3.7	0.2	0.0	1.0	3.9	14.3	13.9	36.1	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	2.0	2.6	0.0	5.5	1.9	8.7	8.9	8.4	3.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	0.0	35.9	25.1	0.0	19.9	38.9	40.9	40.5	68.1	19.2	16.9
LnGrp LOS	C	A	D	C	A	B	D	D	D	E	B	B
Approach Vol, veh/h		218			590			957			1320	
Approach Delay, s/veh		34.3			21.5			40.5			30.3	
Approach LOS		C			C			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.9	9.5	32.4		21.8	16.0	25.9				
Change Period (Y+Rc), s		4.0	4.0	5.3		4.0	4.0	5.3				
Max Green Setting (Gmax), s		9.0	10.0	23.0		20.7	12.0	21.0				
Max Q Clear Time (g_c+I1), s		7.1	6.2	11.0		17.2	13.3	18.6				
Green Ext Time (p_c), s		0.1	0.0	9.1		0.6	0.0	1.9				

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



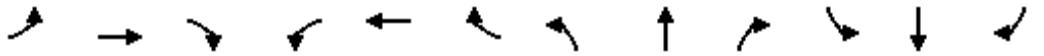
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	68	844	7	206	915
Future Volume (veh/h)	3	68	844	7	206	915
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	72	888	7	217	963
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	210	187	1257	10	310	2255
Arrive On Green	0.12	0.12	0.35	0.35	0.17	0.63
Sat Flow, veh/h	1781	1585	3707	28	1781	3647
Grp Volume(v), veh/h	3	72	437	458	217	963
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1865	1781	1777
Q Serve(g_s), s	0.1	1.5	7.5	7.5	4.1	4.8
Cycle Q Clear(g_c), s	0.1	1.5	7.5	7.5	4.1	4.8
Prop In Lane	1.00	1.00		0.02	1.00	
Lane Grp Cap(c), veh/h	210	187	618	649	310	2255
V/C Ratio(X)	0.01	0.39	0.71	0.71	0.70	0.43
Avail Cap(c_a), veh/h	1013	902	1001	1050	351	3182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	14.5	10.0	10.0	13.8	3.3
Incr Delay (d2), s/veh	0.0	1.3	1.5	1.4	5.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	2.0	2.1	1.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.9	15.8	11.5	11.4	19.0	3.4
LnGrp LOS	B	B	B	B	B	A
Approach Vol, veh/h	75		895			1180
Approach Delay, s/veh	15.7		11.5			6.3
Approach LOS	B		B			A

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				27.3		8.2	10.2	17.2
Change Period (Y+Rc), s				* 4.8		4.0	4.0	* 4.8
Max Green Setting (Gmax), s				* 32		20.2	7.0	* 20
Max Q Clear Time (g_c+I1), s				6.8		3.5	6.1	9.5
Green Ext Time (p_c), s				4.8		0.2	0.1	2.8

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

Notes

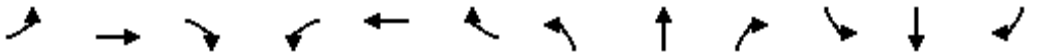
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	24	0	21	0	1383	28	32	1633	0
Future Volume (veh/h)	0	0	0	24	0	21	0	1383	28	32	1633	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	25	0	22	0	1456	29	34	1719	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	4	4	43	0	0	0	2309	46	42	2721	0
Arrive On Green	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.65	0.65	0.02	0.77	0.00
Sat Flow, veh/h	0	-74814	1585	1781	25		0	3657	71	1781	3647	0
Grp Volume(v), veh/h	0	0	0	25	25.1		0	725	760	34	1719	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	C		0	1777	1858	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	0.6			0.0	10.3	10.3	0.8	9.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.6			0.0	10.3	10.3	0.8	9.3	0.0
Prop In Lane	0.00		1.00	1.00			0.00		0.04	1.00		0.00
Lane Grp Cap(c), veh/h	0	4	4	43			0	1151	1204	42	2721	0
V/C Ratio(X)	0.00	0.00	0.00	0.58			0.00	0.63	0.63	0.82	0.63	0.00
Avail Cap(c_a), veh/h	0	1060	898	168			0	1347	1408	126	3281	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	20.5			0.0	4.4	4.4	20.6	2.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.6			0.0	1.7	1.6	13.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3			0.0	1.5	1.6	0.4	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	25.1			0.0	6.1	6.0	34.0	2.9	0.0
LnGrp LOS	A	A	A	C			A	A	A	C	A	A
Approach Vol, veh/h		0						1485			1753	
Approach Delay, s/veh		0.0						6.1			3.5	
Approach LOS								A			A	

Timer - Assigned Phs	1	2	3	4		6
Phs Duration (G+Y+Rc), s	5.0	32.3	5.0	0.0		37.3
Change Period (Y+Rc), s	4.0	4.9	4.0	4.0		4.9
Max Green Setting (Gmax), s	3.0	32.1	4.0	24.0		39.1
Max Q Clear Time (g_c+I1), s	2.8	12.3	2.6	0.0		11.3
Green Ext Time (p_c), s	0.0	14.7	0.0	0.0		21.1

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A



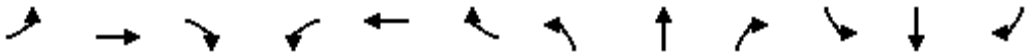
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	11	53	62	17	65	34	1641	43	30	1799	36
Future Volume (veh/h)	62	11	53	62	17	65	34	1641	43	30	1799	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	12	56	65	18	68	36	1727	45	32	1894	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	162	137	176	33	125	83	2042	53	77	2044	41
Arrive On Green	0.09	0.09	0.09	0.10	0.10	0.10	0.05	0.58	0.58	0.04	0.57	0.57
Sat Flow, veh/h	1781	1870	1585	1781	334	1262	1781	3538	92	1781	3562	71
Grp Volume(v), veh/h	65	12	56	65	0	86	36	865	907	32	941	991
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1596	1781	1777	1853	1781	1777	1857
Q Serve(g_s), s	3.1	0.5	3.0	3.0	0.0	4.6	1.7	35.6	36.1	1.6	42.7	43.4
Cycle Q Clear(g_c), s	3.1	0.5	3.0	3.0	0.0	4.6	1.7	35.6	36.1	1.6	42.7	43.4
Prop In Lane	1.00		1.00	1.00		0.79	1.00		0.05	1.00		0.04
Lane Grp Cap(c), veh/h	154	162	137	176	0	158	83	1026	1069	77	1020	1065
V/C Ratio(X)	0.42	0.07	0.41	0.37	0.00	0.55	0.44	0.84	0.85	0.42	0.92	0.93
Avail Cap(c_a), veh/h	160	168	143	320	0	287	140	1033	1077	140	1041	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	37.3	38.5	37.5	0.0	38.2	41.3	15.5	15.6	41.5	17.2	17.3
Incr Delay (d2), s/veh	1.6	0.2	1.7	1.1	0.0	2.5	1.3	6.8	6.8	1.3	13.3	13.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.2	1.2	1.4	0.0	1.9	0.8	13.6	14.4	0.7	17.9	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	37.5	40.1	38.6	0.0	40.7	42.6	22.3	22.4	42.8	30.5	31.0
LnGrp LOS	D	D	D	D	A	D	D	C	C	D	C	C
Approach Vol, veh/h		133			151			1808			1964	
Approach Delay, s/veh		39.9			39.8			22.7			30.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	56.3		12.8	7.8	56.6		11.7				
Change Period (Y+Rc), s	4.0	* 5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	7.0	* 52		16.0	7.0	51.7		8.0				
Max Q Clear Time (g_c+I1), s	3.7	45.4		6.6	3.6	38.1		5.1				
Green Ext Time (p_c), s	0.0	5.7		0.3	0.0	10.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		27.9
HCM 6th LOS		C

Notes

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



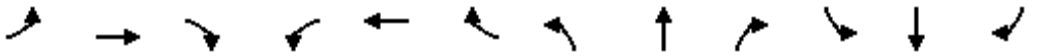
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	26	10	105	31	58	5	2163	9	39	2494	73
Future Volume (veh/h)	55	26	10	105	31	58	5	2163	9	39	2494	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1945	1870	1870	1841	1841	1870	1841	1841
Adj Flow Rate, veh/h	58	27	11	111	33	61	5	2277	9	41	2625	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	4	4
Cap, veh/h	71	33	13	126	38	69	7	2725	11	53	2720	79
Arrive On Green	0.06	0.06	0.06	0.13	0.13	0.13	0.01	1.00	1.00	0.03	0.54	0.54
Sat Flow, veh/h	1117	520	212	973	289	535	1781	5167	20	1781	5018	146
Grp Volume(v), veh/h	96	0	0	205	0	0	5	1476	810	41	1746	956
Grp Sat Flow(s),veh/h/ln	1849	0	0	1797	0	0	1781	1675	1837	1781	1675	1814
Q Serve(g_s), s	7.7	0.0	0.0	16.8	0.0	0.0	0.4	0.0	0.0	3.4	74.8	76.5
Cycle Q Clear(g_c), s	7.7	0.0	0.0	16.8	0.0	0.0	0.4	0.0	0.0	3.4	74.8	76.5
Prop In Lane	0.60		0.11	0.54		0.30	1.00		0.01	1.00		0.08
Lane Grp Cap(c), veh/h	118	0	0	233	0	0	7	1767	969	53	1816	983
V/C Ratio(X)	0.82	0.00	0.00	0.88	0.00	0.00	0.75	0.84	0.84	0.77	0.96	0.97
Avail Cap(c_a), veh/h	148	0	0	324	0	0	143	1816	996	143	1816	983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.68	0.68	0.68	0.34	0.34	0.34
Uniform Delay (d), s/veh	69.4	0.0	0.0	64.1	0.0	0.0	74.4	0.0	0.0	72.3	32.9	33.2
Incr Delay (d2), s/veh	19.4	0.0	0.0	14.5	0.0	0.0	33.4	2.5	4.5	3.1	6.2	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	8.7	0.0	0.0	0.3	0.6	1.2	1.6	30.3	34.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.8	0.0	0.0	78.6	0.0	0.0	107.7	2.5	4.5	75.3	39.1	44.6
LnGrp LOS	F	A	A	E	A	A	F	A	A	E	D	D
Approach Vol, veh/h		96			205			2291			2743	
Approach Delay, s/veh		88.8			78.6			3.4			41.6	
Approach LOS		F			E			A			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	13.5	8.5	84.8	23.5	6.3	87.0
Change Period (Y+Rc), s	4.0	4.0	5.7	4.0	5.7	* 5.7
Max Green Setting (Gmax), s	12.0	12.0	81.3	27.0	12.0	* 81
Max Q Clear Time (g_c+I1), s	9.7	5.4	2.0	18.8	2.4	78.5
Green Ext Time (p_c), s	0.0	0.0	74.0	0.3	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

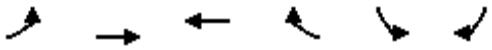
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	0	211	370	0	7	60	2189	43	4	2443	180
Future Volume (vph)	25	0	211	370	0	7	60	2189	43	4	2443	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Lane Util. Factor	1.00		1.00	1.00		1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00		0.97	1.00		0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Frt	1.00		0.85	1.00		0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770		1540	1770		1554	1770	5067		1768	5019	
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770		1540	1770		1554	1770	5067		1768	5019	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	26	0	222	389	0	7	63	2304	45	4	2572	189
RTOR Reduction (vph)	0	0	74	0	0	5	0	1	0	0	5	0
Lane Group Flow (vph)	26	0	148	389	0	2	63	2348	0	4	2756	0
Confl. Peds. (#/hr)	4		4	4		4	4		4	4		4
Confl. Bikes (#/hr)			2			2			2			2
Turn Type	Prot		Perm	Prot		Perm	Prot	NA		Prot	NA	
Protected Phases	6			5			7	4		3	8	
Permitted Phases			6			5						
Actuated Green, G (s)	36.2		36.2	36.2		36.2	8.8	96.5		0.6	88.3	
Effective Green, g (s)	36.2		36.2	36.2		36.2	8.8	96.5		0.6	88.3	
Actuated g/C Ratio	0.24		0.24	0.24		0.24	0.06	0.64		0.00	0.59	
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Vehicle Extension (s)	2.0		2.0	2.0		2.0	2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)	427		371	427		375	103	3259		7	2954	
v/s Ratio Prot	0.01			c0.22			c0.04	c0.46		0.00	c0.55	
v/s Ratio Perm			0.10			0.00						
v/c Ratio	0.06		0.40	0.91		0.00	0.61	0.72		0.57	0.93	
Uniform Delay, d1	43.8		47.8	55.3		43.2	68.9	17.8		74.6	28.2	
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00		0.80	0.73	
Incremental Delay, d2	0.0		0.3	23.0		0.0	7.3	1.4		36.4	4.1	
Delay (s)	43.8		48.0	78.3		43.2	76.3	19.2		95.9	24.5	
Level of Service	D		D	E		D	E	B		F	C	
Approach Delay (s)		47.6			77.7			20.7			24.6	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	96.6%	ICU Level of Service	F
Analysis Period (min)	15		

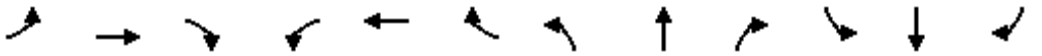
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	313	340	52	187	30
Future Volume (veh/h)	2	313	340	52	187	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	329	358	55	197	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	7	1536	985	440	287	256
Arrive On Green	0.00	0.43	0.28	0.28	0.16	0.16
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	2	329	358	55	197	32
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.0	1.5	2.1	0.7	2.7	0.5
Cycle Q Clear(g_c), s	0.0	1.5	2.1	0.7	2.7	0.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	7	1536	985	440	287	256
V/C Ratio(X)	0.29	0.21	0.36	0.13	0.69	0.13
Avail Cap(c_a), veh/h	1093	6036	3311	1477	1714	1525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	4.6	7.6	7.1	10.3	9.4
Incr Delay (d2), s/veh	8.5	0.1	0.4	0.2	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.5	0.2	0.8	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.5	4.8	8.0	7.3	11.4	9.4
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		331	413		229	
Approach Delay, s/veh		4.9	7.9		11.1	
Approach LOS		A	A		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	17.0	9.1	4.0	12.9
Change Period (Y+Rc), s	5.7	4.9	4.0	5.7
Max Green Setting (Gmax), s	44.3	25.1	16.0	24.3
Max Q Clear Time (g_c+I1), s	3.5	4.7	2.0	4.1
Green Ext Time (p_c), s	2.9	0.5	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	396	502	162	306	151	399	534	166	33	478	74
Future Volume (veh/h)	38	396	502	162	306	151	399	534	166	33	478	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	417	0	171	322	0	420	562	0	35	503	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	607		207	855		465	1375		88	895	
Arrive On Green	0.05	0.17	0.00	0.12	0.24	0.00	0.26	0.39	0.00	0.05	0.18	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	5274	0
Grp Volume(v), veh/h	40	417	0	171	322	0	420	562	0	35	503	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1702	0
Q Serve(g_s), s	1.5	7.6	0.0	6.4	5.2	0.0	15.7	7.9	0.0	1.3	6.2	0.0
Cycle Q Clear(g_c), s	1.5	7.6	0.0	6.4	5.2	0.0	15.7	7.9	0.0	1.3	6.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	83	607		207	855		465	1375		88	895	
V/C Ratio(X)	0.48	0.69		0.82	0.38		0.90	0.41		0.40	0.56	
Avail Cap(c_a), veh/h	156	1034		207	1158		518	1861		181	1709	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.0	26.8	0.0	29.7	21.8	0.0	24.5	15.3	0.0	31.7	25.9	0.0
Incr Delay (d2), s/veh	1.6	2.2	0.0	21.7	0.6	0.0	16.9	0.4	0.0	1.1	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.2	0.0	3.9	2.1	0.0	8.3	3.0	0.0	0.6	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	29.0	0.0	51.4	22.4	0.0	41.4	15.7	0.0	32.7	27.1	0.0
LnGrp LOS	C	C		D	C		D	B		C	C	
Approach Vol, veh/h		457	A		493	A		982	A		538	A
Approach Delay, s/veh		29.4			32.4			26.7			27.4	
Approach LOS		C			C			C			C	

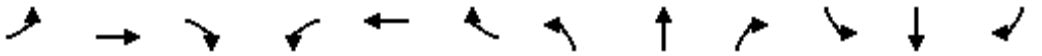
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	17.4	22.0	17.3	7.2	22.2	7.4	31.9
Change Period (Y+Rc), s	4.0	5.7	4.0	5.3	4.0	* 5.7	4.0	5.3
Max Green Setting (Gmax), s	8.0	20.0	20.0	23.0	6.0	* 22	7.0	36.0
Max Q Clear Time (g_c+I1), s	8.4	9.6	17.7	8.2	3.5	7.2	3.3	9.9
Green Ext Time (p_c), s	0.0	2.2	0.3	3.8	0.0	2.3	0.0	5.5

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	26	109	162	33	127	45	841	28	64	1370	34
Future Volume (veh/h)	7	26	109	162	33	127	45	841	28	64	1370	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	27	115	171	35	0	47	885	29	67	1442	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	321	308	307	40		81	1807	59	85	1735	
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.00	0.05	0.51	0.51	0.05	0.49	0.00
Sat Flow, veh/h	191	1652	1585	1013	207	1585	1781	3511	115	1781	3647	0
Grp Volume(v), veh/h	34	0	115	206	0	0	47	448	466	67	1442	0
Grp Sat Flow(s),veh/h/ln	1843	0	1585	1220	0	1585	1781	1777	1850	1781	1777	0
Q Serve(g_s), s	0.0	0.0	3.8	9.1	0.0	0.0	1.6	9.8	9.8	2.2	21.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	3.8	10.0	0.0	0.0	1.6	9.8	9.8	2.2	21.0	0.0
Prop In Lane	0.21		1.00	0.83		1.00	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	431	0	308	347	0		81	914	952	85	1735	
V/C Ratio(X)	0.08	0.00	0.37	0.59	0.00		0.58	0.49	0.49	0.79	0.83	
Avail Cap(c_a), veh/h	472	0	346	379	0		89	914	952	148	1735	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	21.0	23.9	0.0	0.0	28.1	9.4	9.4	28.3	13.2	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.6	1.8	0.0	0.0	3.9	0.5	0.5	6.1	4.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.3	2.8	0.0	0.0	0.7	2.8	3.0	1.0	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	21.5	25.7	0.0	0.0	32.0	10.0	10.0	34.4	18.0	0.0
LnGrp LOS	B	A	C	C	A		C	A	A	C	B	
Approach Vol, veh/h		149			206	A		961			1509	A
Approach Delay, s/veh		21.2			25.7			11.1			18.7	
Approach LOS		C			C			B			B	

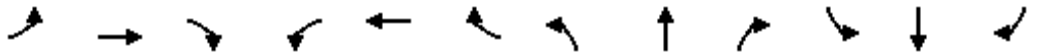
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.6	8.4	35.0		16.6	6.9	36.6				
Change Period (Y+Rc), s		4.9	5.7	* 5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		13.1	3.0	* 29		13.1	5.0	27.3				
Max Q Clear Time (g_c+I1), s		5.8	3.6	23.0		12.0	4.2	11.8				
Green Ext Time (p_c), s		0.2	0.0	4.4		0.1	0.0	4.7				

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2	1	53	5	55	1	911	27	95	1556	6
Future Volume (veh/h)	7	2	1	53	5	55	1	911	27	95	1556	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	2	1	56	5	58	1	959	28	100	1638	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	12	386	81	4	386	27	1876	55	128	2070	8
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.02	0.53	0.53	0.07	0.57	0.57
Sat Flow, veh/h	7	51	1585	18	17	1585	1781	3526	103	1781	3632	13
Grp Volume(v), veh/h	9	0	1	61	0	58	1	483	504	100	801	843
Grp Sat Flow(s),veh/h/ln	57	0	1585	35	0	1585	1781	1777	1852	1781	1777	1868
Q Serve(g_s), s	0.1	0.0	0.0	0.3	0.0	2.6	0.0	15.7	15.7	5.0	31.8	31.8
Cycle Q Clear(g_c), s	21.9	0.0	0.0	21.9	0.0	2.6	0.0	15.7	15.7	5.0	31.8	31.8
Prop In Lane	0.78		1.00	0.92		1.00	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	85	0	386	85	0	386	27	946	986	128	1013	1065
V/C Ratio(X)	0.11	0.00	0.00	0.72	0.00	0.15	0.04	0.51	0.51	0.78	0.79	0.79
Avail Cap(c_a), veh/h	86	0	387	86	0	387	59	946	986	198	1013	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	25.7	43.7	0.0	26.7	43.7	13.5	13.5	41.1	15.2	15.2
Incr Delay (d2), s/veh	0.5	0.0	0.0	24.3	0.0	0.2	0.2	0.6	0.6	10.3	6.3	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.9	0.0	1.0	0.0	5.7	5.9	2.5	12.6	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	25.7	67.9	0.0	26.9	43.9	14.1	14.1	51.3	21.5	21.2
LnGrp LOS	C	A	C	E	A	C	D	B	B	D	C	C
Approach Vol, veh/h		10			119			988			1744	
Approach Delay, s/veh		28.6			47.9			14.2			23.0	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	57.0		26.0	10.5	53.6		26.0				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	3.0	* 51		22.0	10.0	44.3		22.0				
Max Q Clear Time (g_c+I1), s	2.0	33.8		23.9	7.0	17.7		23.9				
Green Ext Time (p_c), s	0.0	11.8		0.0	0.1	7.9		0.0				

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

Notes

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

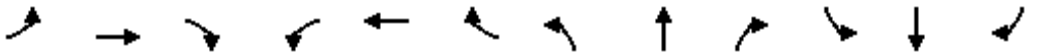
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	8	101	875	57	128	1484
Future Volume (veh/h)	8	101	875	57	128	1484
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	106	921	60	135	1562
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	151	134	1121	73	736	2869
Arrive On Green	0.08	0.08	0.33	0.33	0.83	1.00
Sat Flow, veh/h	1781	1585	3480	221	1781	3647
Grp Volume(v), veh/h	8	106	483	498	135	1562
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1831	1781	1777
Q Serve(g_s), s	0.4	5.9	22.5	22.5	1.4	0.0
Cycle Q Clear(g_c), s	0.4	5.9	22.5	22.5	1.4	0.0
Prop In Lane	1.00	1.00		0.12	1.00	
Lane Grp Cap(c), veh/h	151	134	588	606	736	2869
V/C Ratio(X)	0.05	0.79	0.82	0.82	0.18	0.54
Avail Cap(c_a), veh/h	416	370	815	840	736	2869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.76	0.76
Uniform Delay (d), s/veh	37.9	40.4	27.7	27.7	4.7	0.0
Incr Delay (d2), s/veh	0.1	3.9	5.3	5.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.2	10.1	10.3	0.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.9	44.3	33.0	32.8	4.8	0.6
LnGrp LOS	D	D	C	C	A	A
Approach Vol, veh/h	114		981			1697
Approach Delay, s/veh	43.8		32.9			0.9
Approach LOS	D		C			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		78.4		11.6	42.9	35.5
Change Period (Y+Rc), s		5.7		4.0	5.7	* 5.7
Max Green Setting (Gmax), s		59.3		21.0	14.0	* 41
Max Q Clear Time (g_c+I1), s		2.0		7.9	3.4	24.5
Green Ext Time (p_c), s		17.1		0.2	0.2	5.3

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

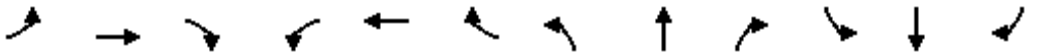
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	274	0	234	2	0	2	248	752	4	0	909	140
Future Volume (veh/h)	274	0	234	2	0	2	248	752	4	0	909	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1870	1664	1708	1723	2067	2007	2052
Adj Flow Rate, veh/h	288	0	38	2	0	0	261	792	2	0	957	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	2	6	3	2	2	6	3
Cap, veh/h	477	0	216	9	0	0	205	1920	864	3	1516	692
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.00	0.13	0.59	0.59	0.00	0.40	0.40
Sat Flow, veh/h	3428	0	1553	1781	0	0	1585	3246	1460	1968	3813	1739
Grp Volume(v), veh/h	288	0	38	2	0	0	261	792	2	0	957	47
Grp Sat Flow(s),veh/h/ln	1714	0	1553	1781	0	0	1585	1623	1460	1968	1906	1739
Q Serve(g_s), s	4.9	0.0	1.3	0.1	0.0	0.0	8.0	8.2	0.0	0.0	12.5	1.0
Cycle Q Clear(g_c), s	4.9	0.0	1.3	0.1	0.0	0.0	8.0	8.2	0.0	0.0	12.5	1.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	477	0	216	9	0	0	205	1920	864	3	1516	692
V/C Ratio(X)	0.60	0.00	0.18	0.23	0.00	0.00	1.28	0.41	0.00	0.00	0.63	0.07
Avail Cap(c_a), veh/h	1107	0	501	259	0	0	205	1920	864	254	1698	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	23.5	30.7	0.0	0.0	27.0	6.8	5.2	0.0	15.0	11.5
Incr Delay (d2), s/veh	1.8	0.0	0.6	4.8	0.0	0.0	156.4	0.2	0.0	0.0	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.5	0.0	0.0	0.0	11.5	1.6	0.0	0.0	4.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	0.0	24.1	35.5	0.0	0.0	183.4	7.1	5.2	0.0	15.9	11.6
LnGrp LOS	C	A	C	D	A	A	F	A	A	A	B	B
Approach Vol, veh/h		326			2			1055			1004	
Approach Delay, s/veh		26.6			35.5			50.7			15.7	
Approach LOS		C			D			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	43.0		4.3	12.0	31.0		14.6				
Change Period (Y+Rc), s	4.0	6.4		4.0	4.0	6.4		6.0				
Max Green Setting (Gmax), s	8.0	27.6		9.0	8.0	27.6		20.0				
Max Q Clear Time (g_c+I1), s	0.0	10.2		2.1	10.0	14.5		6.9				
Green Ext Time (p_c), s	0.0	11.1		0.0	0.0	10.1		1.8				

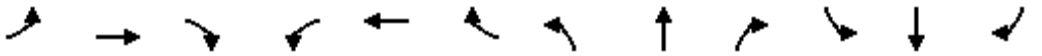
Intersection Summary			
HCM 6th Ctrl Delay		32.6	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	0	53	1	0	6	118	992	1	1	1085	60
Future Volume (veh/h)	26	0	53	1	0	6	118	992	1	1	1085	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	0	56	1	0	6	124	1044	1	1	1142	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	0	207	33	0	29	161	1831	816	3	1514	675
Arrive On Green	0.13	0.00	0.13	0.02	0.00	0.02	0.09	0.52	0.52	0.00	0.43	0.43
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	27	0	56	1	0	6	124	1044	1	1	1142	63
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.7	0.0	1.8	0.0	0.0	0.2	3.7	11.1	0.0	0.0	15.0	1.3
Cycle Q Clear(g_c), s	0.7	0.0	1.8	0.0	0.0	0.2	3.7	11.1	0.0	0.0	15.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	233	0	207	33	0	29	161	1831	816	3	1514	675
V/C Ratio(X)	0.12	0.00	0.27	0.03	0.00	0.21	0.77	0.57	0.00	0.31	0.75	0.09
Avail Cap(c_a), veh/h	389	0	346	971	0	864	389	1831	816	389	1783	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	21.6	26.5	0.0	26.6	24.5	9.2	6.5	27.4	13.4	9.4
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.1	0.0	1.3	2.9	0.6	0.0	18.8	1.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.6	0.0	0.0	0.1	1.6	3.5	0.0	0.0	5.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	0.0	21.8	26.7	0.0	27.9	27.4	9.7	6.5	46.2	15.2	9.5
LnGrp LOS	C	A	C	C	A	C	C	A	A	D	B	A
Approach Vol, veh/h		83			7			1169			1206	
Approach Delay, s/veh		21.6			27.7			11.6			15.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.2	9.0	29.8		5.0	4.1	34.7				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		12.0	12.0	27.6		30.0	12.0	27.6				
Max Q Clear Time (g_c+I1), s		3.8	5.7	17.0		2.2	2.0	13.1				
Green Ext Time (p_c), s		0.1	0.1	6.5		0.0	0.0	7.1				

Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	1	501	7	1	5	295	1005	10	4	1053	73
Future Volume (veh/h)	108	1	501	7	1	5	295	1005	10	4	1053	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	0	227	7	1	0	311	1058	5	4	1108	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	642	0	286	66	35	0	243	1770	789	11	1880	584
Arrive On Green	0.18	0.00	0.18	0.02	0.02	0.00	0.14	0.50	0.50	0.01	0.37	0.37
Sat Flow, veh/h	3563	0	1585	3563	1870	0	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	115	0	227	7	1	0	311	1058	5	4	1108	22
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	2.0	0.0	10.1	0.1	0.0	0.0	10.0	15.6	0.1	0.2	12.9	0.7
Cycle Q Clear(g_c), s	2.0	0.0	10.1	0.1	0.0	0.0	10.0	15.6	0.1	0.2	12.9	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	642	0	286	66	35	0	243	1770	789	11	1880	584
V/C Ratio(X)	0.18	0.00	0.79	0.11	0.03	0.00	1.28	0.60	0.01	0.35	0.59	0.04
Avail Cap(c_a), veh/h	971	0	432	437	229	0	243	1770	789	146	2031	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	28.8	35.4	35.4	0.0	31.7	13.2	9.3	36.3	18.7	14.9
Incr Delay (d2), s/veh	0.2	0.0	8.4	1.1	0.5	0.0	154.5	0.8	0.0	6.7	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	4.4	0.1	0.0	0.0	14.3	5.0	0.0	0.1	4.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	0.0	37.2	36.6	35.9	0.0	186.2	14.0	9.3	43.0	19.3	14.9
LnGrp LOS	C	A	D	D	D	A	F	B	A	D	B	B
Approach Vol, veh/h		342			8			1374			1134	
Approach Delay, s/veh		33.3			36.5			52.9			19.3	
Approach LOS		C			D			D			B	

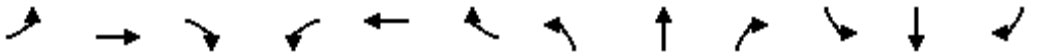
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	43.0		18.9	14.0	33.4		7.1				
Change Period (Y+Rc), s	4.0	* 6.4		5.7	4.0	6.4		5.7				
Max Green Setting (Gmax), s	6.0	* 34		20.0	10.0	29.2		9.0				
Max Q Clear Time (g_c+I1), s	2.2	17.6		12.1	12.0	14.9		2.1				
Green Ext Time (p_c), s	0.0	13.8		1.2	0.0	12.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		37.2
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	4	288	120	5	65	147	1372	45	94	1554	183
Future Volume (veh/h)	256	4	288	120	5	65	147	1372	45	94	1554	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	272	0	23	126	5	4	155	1444	45	99	1636	182
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	0	153	156	6	144	183	2302	72	364	2652	294
Arrive On Green	0.10	0.00	0.10	0.09	0.09	0.09	0.10	0.45	0.45	0.20	0.57	0.57
Sat Flow, veh/h	3563	0	1585	1716	68	1585	1781	5087	159	1781	4664	518
Grp Volume(v), veh/h	272	0	23	131	0	4	155	966	523	99	1193	625
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1785	0	1585	1781	1702	1842	1781	1702	1777
Q Serve(g_s), s	9.0	0.0	1.6	8.6	0.0	0.3	10.3	26.0	26.0	5.6	27.9	28.1
Cycle Q Clear(g_c), s	9.0	0.0	1.6	8.6	0.0	0.3	10.3	26.0	26.0	5.6	27.9	28.1
Prop In Lane	1.00		1.00	0.96		1.00	1.00		0.09	1.00		0.29
Lane Grp Cap(c), veh/h	344	0	153	162	0	144	183	1540	833	364	1936	1011
V/C Ratio(X)	0.79	0.00	0.15	0.81	0.00	0.03	0.85	0.63	0.63	0.27	0.62	0.62
Avail Cap(c_a), veh/h	623	0	277	223	0	198	252	1540	833	364	1936	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	0.0	49.7	53.5	0.0	49.7	52.9	25.1	25.1	40.2	17.2	17.2
Incr Delay (d2), s/veh	1.6	0.0	0.2	10.2	0.0	0.0	13.4	1.9	3.6	0.1	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.6	4.4	0.0	0.1	5.1	10.3	11.5	2.4	10.1	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	0.0	49.9	63.7	0.0	49.8	66.4	27.1	28.7	40.3	18.1	19.1
LnGrp LOS	D	A	D	E	A	D	E	C	C	D	B	B
Approach Vol, veh/h		295			135			1644			1917	
Approach Delay, s/veh		54.2			63.3			31.3			19.6	
Approach LOS		D			E			C			B	

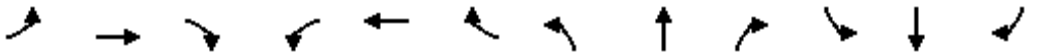
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.6	60.0		14.9	16.3	73.2		15.6				
Change Period (Y+Rc), s	5.0	* 5.7		4.0	4.0	5.0		4.0				
Max Green Setting (Gmax), s	12.0	* 54		15.0	17.0	50.0		21.0				
Max Q Clear Time (g_c+I1), s	7.6	28.0		10.6	12.3	30.1		11.0				
Green Ext Time (p_c), s	0.1	16.6		0.1	0.1	16.0		0.6				

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	333	108	74	22	87	37	256	1436	23	54	2080	390
Future Volume (veh/h)	333	108	74	22	87	37	256	1436	23	54	2080	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	351	114	78	23	92	39	269	1512	24	57	2189	411
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	255	174	0	204	82	324	2510	779	204	2702	839
Arrive On Green	0.12	0.25	0.25	0.00	0.08	0.08	0.09	0.49	0.49	0.11	0.53	0.53
Sat Flow, veh/h	3563	1035	708	0	2474	995	3456	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	351	0	192	0	65	66	269	1512	24	57	2189	411
Grp Sat Flow(s),veh/h/ln	1781	0	1743	0	1777	1691	1728	1702	1585	1781	1702	1585
Q Serve(g_s), s	11.6	0.0	11.2	0.0	4.2	4.5	9.2	25.7	0.8	3.5	42.4	10.8
Cycle Q Clear(g_c), s	11.6	0.0	11.2	0.0	4.2	4.5	9.2	25.7	0.8	3.5	42.4	10.8
Prop In Lane	1.00		0.41	0.00		0.59	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	415	0	429	0	146	139	324	2510	779	204	2702	839
V/C Ratio(X)	0.85	0.00	0.45	0.00	0.44	0.48	0.83	0.60	0.03	0.28	0.81	0.49
Avail Cap(c_a), veh/h	534	0	429	0	212	202	346	2510	779	204	2702	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	0.0	38.3	0.0	52.4	52.6	53.4	22.0	12.8	48.6	23.3	5.3
Incr Delay (d2), s/veh	7.9	0.0	1.2	0.0	3.3	4.0	13.7	1.1	0.1	0.3	2.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	4.8	0.0	1.9	2.0	4.5	9.6	0.3	1.5	15.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	0.0	39.5	0.0	55.7	56.6	67.2	23.1	12.9	48.9	25.4	6.1
LnGrp LOS	E	A	D	A	E	E	E	C	B	D	C	A
Approach Vol, veh/h		543			131			1805			2657	
Approach Delay, s/veh		52.6			56.2			29.5			22.9	
Approach LOS		D			E			C			C	

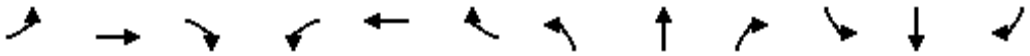
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.7	65.0	0.0	35.3	15.2	69.5	19.7	15.6
Change Period (Y+Rc), s	6.0	* 6	4.0	5.7	4.0	6.0	5.7	* 5.7
Max Green Setting (Gmax), s	9.0	* 59	10.0	22.3	12.0	56.0	18.0	* 14
Max Q Clear Time (g_c+I1), s	5.5	27.7	0.0	13.2	11.2	44.4	13.6	6.5
Green Ext Time (p_c), s	0.0	16.5	0.0	0.7	0.1	10.8	0.4	0.4

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

Notes

User approved volume balancing among the lanes for turning movement.

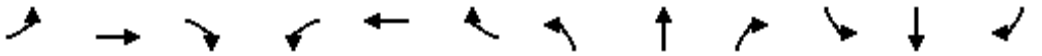
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	557	17	14	258	8	14	2	15	7	0	5
Future Volume (veh/h)	6	557	17	14	258	8	14	2	15	7	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	586	18	15	272	8	15	2	16	7	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	1409	43	41	1448	42	48	6	51	28	0	20
Arrive On Green	0.01	0.40	0.40	0.02	0.41	0.41	0.06	0.06	0.06	0.03	0.00	0.03
Sat Flow, veh/h	1781	3520	108	1781	3525	103	766	102	817	988	0	706
Grp Volume(v), veh/h	6	296	308	15	137	143	33	0	0	12	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1851	1781	1777	1852	1685	0	0	1694	0	0
Q Serve(g_s), s	0.1	4.4	4.4	0.3	1.8	1.8	0.7	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.1	4.4	4.4	0.3	1.8	1.8	0.7	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.06	0.45		0.48	0.58		0.42
Lane Grp Cap(c), veh/h	23	711	741	41	730	760	105	0	0	48	0	0
V/C Ratio(X)	0.26	0.42	0.42	0.36	0.19	0.19	0.31	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	391	1039	1082	293	941	981	1202	0	0	418	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	7.9	7.9	17.5	6.9	6.9	16.3	0.0	0.0	17.3	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.7	0.6	2.0	0.2	0.2	0.6	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	1.1	0.1	0.4	0.4	0.2	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	8.5	8.5	19.5	7.1	7.1	17.0	0.0	0.0	18.3	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		610			295			33			12	
Approach Delay, s/veh		8.6			7.7			17.0			18.3	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.3	4.8	20.3		5.0	4.5	20.7				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		26.0	6.0	21.3		9.0	8.0	19.3				
Max Q Clear Time (g_c+I1), s		2.7	2.3	6.4		2.3	2.1	3.8				
Green Ext Time (p_c), s		0.0	0.0	8.2		0.0	0.0	3.9				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	539	12	39	323	34	4	0	13	12	0	123
Future Volume (veh/h)	158	539	12	39	323	34	4	0	13	12	0	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	567	13	41	340	36	4	0	14	13	0	129
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	906	404	82	617	275	15	0	52	285	0	253
Arrive On Green	0.13	0.26	0.26	0.05	0.17	0.17	0.04	0.00	0.04	0.16	0.00	0.16
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	361	0	1264	1781	0	1585
Grp Volume(v), veh/h	166	567	13	41	340	36	18	0	0	13	0	129
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1625	0	0	1781	0	1585
Q Serve(g_s), s	3.5	5.6	0.2	0.9	3.5	0.8	0.4	0.0	0.0	0.2	0.0	2.9
Cycle Q Clear(g_c), s	3.5	5.6	0.2	0.9	3.5	0.8	0.4	0.0	0.0	0.2	0.0	2.9
Prop In Lane	1.00		1.00	1.00		1.00	0.22		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	227	906	404	82	617	275	66	0	0	285	0	253
V/C Ratio(X)	0.73	0.63	0.03	0.50	0.55	0.13	0.27	0.00	0.00	0.05	0.00	0.51
Avail Cap(c_a), veh/h	631	1708	762	541	1529	682	493	0	0	1230	0	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.6	13.0	11.1	18.4	14.9	13.8	18.4	0.0	0.0	14.1	0.0	15.2
Incr Delay (d2), s/veh	1.7	0.8	0.0	1.8	0.9	0.2	0.8	0.0	0.0	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.7	0.1	0.3	1.1	0.2	0.2	0.0	0.0	0.1	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	13.9	11.1	20.2	15.8	14.1	19.2	0.0	0.0	14.1	0.0	15.8
LnGrp LOS	B	B	B	C	B	B	B	A	A	B	A	B
Approach Vol, veh/h		746			417			18			142	
Approach Delay, s/veh		14.8			16.1			19.2			15.6	
Approach LOS		B			B			B			B	

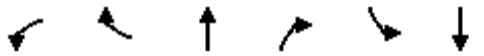
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.6	5.8	16.1		12.0	9.0	12.9				
Change Period (Y+Rc), s		4.0	4.0	6.0		5.7	4.0	6.0				
Max Green Setting (Gmax), s		12.0	12.0	19.0		27.3	14.0	17.0				
Max Q Clear Time (g_c+I1), s		2.4	2.9	7.6		4.9	5.5	5.5				
Green Ext Time (p_c), s		0.0	0.0	2.3		0.3	0.2	1.4				

Intersection Summary												
HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			B									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	348	2	50	239	6	54
Future Volume (veh/h)	348	2	50	239	6	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	366	2	53	252	6	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	779	348	87	1637	274	244
Arrive On Green	0.22	0.22	0.05	0.46	0.15	0.15
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	366	2	53	252	6	57
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	2.3	0.0	0.8	1.1	0.1	0.8
Cycle Q Clear(g_c), s	2.3	0.0	0.8	1.1	0.1	0.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	779	348	87	1637	274	244
V/C Ratio(X)	0.47	0.01	0.61	0.15	0.02	0.23
Avail Cap(c_a), veh/h	2190	977	755	4380	1235	1099
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	7.9	12.1	4.1	9.3	9.6
Incr Delay (d2), s/veh	0.4	0.0	6.7	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.4	0.1	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.3	7.9	18.8	4.1	9.4	10.1
LnGrp LOS	A	A	B	A	A	B
Approach Vol, veh/h	368			305	63	
Approach Delay, s/veh	9.3			6.7	10.0	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		9.0	6.3	10.7		17.0
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		18.0	11.0	16.0		32.0
Max Q Clear Time (g_c+I1), s		2.8	2.8	4.3		3.1
Green Ext Time (p_c), s		0.1	0.0	1.8		1.7

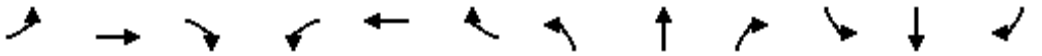
Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1183	492	243	609	102	326
Future Volume (veh/h)	1183	492	243	609	102	326
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1245	225	256	113	107	343
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1630	747	517	231	139	1156
Arrive On Green	0.47	0.47	0.15	0.15	0.08	0.33
Sat Flow, veh/h	3456	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	1245	225	256	113	107	343
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1781	1777
Q Serve(g_s), s	14.7	4.3	3.3	3.2	2.9	3.5
Cycle Q Clear(g_c), s	14.7	4.3	3.3	3.2	2.9	3.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1630	747	517	231	139	1156
V/C Ratio(X)	0.76	0.30	0.49	0.49	0.77	0.30
Avail Cap(c_a), veh/h	2737	1255	1804	805	398	2959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	8.0	19.4	19.4	22.3	12.4
Incr Delay (d2), s/veh	0.8	0.2	0.7	1.6	8.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	1.2	1.3	1.2	1.4	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.5	8.2	20.1	21.0	30.8	12.5
LnGrp LOS	B	A	C	C	C	B
Approach Vol, veh/h	1470		369			450
Approach Delay, s/veh	11.0		20.4			16.9
Approach LOS	B		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.9	12.2			21.0	28.2
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	25.0			41.0	39.0
Max Q Clear Time (g_c+I1), s	4.9	5.3			5.5	16.7
Green Ext Time (p_c), s	0.1	1.9			2.4	6.6

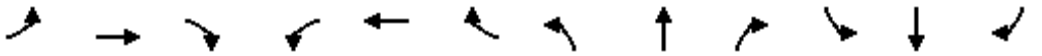
Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	352	6	1	648	566	2	13	5	198	10	58
Future Volume (veh/h)	49	352	6	1	648	566	2	13	5	198	10	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	371	6	1	682	596	2	14	5	208	11	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	1564	697	3	1426	636	12	81	79	305	16	285
Arrive On Green	0.04	0.44	0.44	0.00	0.40	0.40	0.05	0.05	0.05	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	232	1626	1585	1696	90	1585
Grp Volume(v), veh/h	52	371	6	1	682	596	16	0	5	219	0	61
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1859	0	1585	1786	0	1585
Q Serve(g_s), s	1.6	3.6	0.1	0.0	7.8	19.8	0.5	0.0	0.2	6.3	0.0	1.8
Cycle Q Clear(g_c), s	1.6	3.6	0.1	0.0	7.8	19.8	0.5	0.0	0.2	6.3	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	0.12		1.00	0.95		1.00
Lane Grp Cap(c), veh/h	71	1564	697	3	1426	636	93	0	79	322	0	285
V/C Ratio(X)	0.73	0.24	0.01	0.31	0.48	0.94	0.17	0.00	0.06	0.68	0.00	0.21
Avail Cap(c_a), veh/h	163	1564	697	130	1428	637	340	0	290	652	0	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.0	9.6	8.6	27.3	12.1	15.7	24.9	0.0	24.8	21.0	0.0	19.1
Incr Delay (d2), s/veh	5.3	0.1	0.0	18.6	0.3	21.6	0.3	0.0	0.1	1.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.0	0.0	0.0	2.4	9.1	0.2	0.0	0.1	2.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	9.7	8.6	45.9	12.4	37.4	25.2	0.0	24.9	21.9	0.0	19.3
LnGrp LOS	C	A	A	D	B	D	C	A	C	C	A	B
Approach Vol, veh/h		429			1279			21			280	
Approach Delay, s/veh		12.3			24.1			25.2			21.3	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	30.1		6.7	6.2	28.0		13.9				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	4.0	23.0		10.0	5.0	22.0		20.0				
Max Q Clear Time (g_c+I1), s	2.0	5.6		2.5	3.6	21.8		8.3				
Green Ext Time (p_c), s	0.0	4.3		0.0	0.0	0.2		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		21.2	
HCM 6th LOS		C	



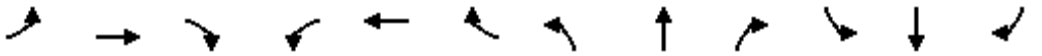
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	524	10	86	1204	61	7	5	43	43	4	21
Future Volume (veh/h)	31	524	10	86	1204	61	7	5	43	43	4	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	552	11	91	1267	64	7	5	45	45	4	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	1576	703	118	1708	762	13	141	120	65	196	166
Arrive On Green	0.03	0.44	0.44	0.07	0.48	0.48	0.01	0.08	0.08	0.04	0.10	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	33	552	11	91	1267	64	7	5	45	45	4	22
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.0	5.4	0.2	2.7	15.2	1.2	0.2	0.1	1.4	1.3	0.1	0.7
Cycle Q Clear(g_c), s	1.0	5.4	0.2	2.7	15.2	1.2	0.2	0.1	1.4	1.3	0.1	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	1576	703	118	1708	762	13	141	120	65	196	166
V/C Ratio(X)	0.64	0.35	0.02	0.77	0.74	0.08	0.53	0.04	0.38	0.69	0.02	0.13
Avail Cap(c_a), veh/h	370	2149	959	370	2149	959	370	601	509	370	566	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	9.7	8.2	24.3	11.1	7.4	26.2	22.7	23.3	25.2	21.2	21.5
Incr Delay (d2), s/veh	12.3	0.1	0.0	10.1	1.1	0.0	29.4	0.1	1.9	12.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.8	0.1	1.4	4.9	0.3	0.2	0.1	0.6	0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	9.8	8.3	34.5	12.2	7.5	55.6	22.8	25.2	37.4	21.3	21.9
LnGrp LOS	D	A	A	C	B	A	E	C	C	D	C	C
Approach Vol, veh/h		596			1422			57			71	
Approach Delay, s/veh		11.3			13.4			28.7			31.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	9.0	8.5	28.5	5.4	10.5	6.5	30.4
Change Period (Y+Rc), s	5.0	* 5	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	* 17	11.0	32.0	11.0	16.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	3.3	3.4	4.7	7.4	2.2	2.7	3.0	17.2
Green Ext Time (p_c), s	0.0	0.1	0.1	3.9	0.0	0.0	0.0	8.2

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	297	25	144	925	152	35	578	134	270	606	548
Future Volume (veh/h)	372	297	25	144	925	152	35	578	134	270	606	548
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	392	313	0	152	974	0	37	608	0	284	638	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	1231		334	1130		194	746		346	903	
Arrive On Green	0.13	0.35	0.00	0.10	0.32	0.00	0.06	0.21	0.00	0.10	0.25	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	392	313	0	152	974	0	37	608	0	284	638	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	8.9	5.0	0.0	3.3	20.6	0.0	0.8	13.0	0.0	6.4	13.0	0.0
Cycle Q Clear(g_c), s	8.9	5.0	0.0	3.3	20.6	0.0	0.8	13.0	0.0	6.4	13.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	433	1231		334	1130		194	746		346	903	
V/C Ratio(X)	0.91	0.25		0.45	0.86		0.19	0.81		0.82	0.71	
Avail Cap(c_a), veh/h	433	1304		346	1215		346	890		346	903	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.5	18.7	0.0	34.1	25.6	0.0	36.0	30.1	0.0	35.2	27.1	0.0
Incr Delay (d2), s/veh	21.8	0.2	0.0	0.4	6.7	0.0	0.2	5.6	0.0	13.6	3.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	1.8	0.0	1.3	8.6	0.0	0.3	5.7	0.0	3.2	5.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	18.9	0.0	34.4	32.3	0.0	36.1	35.7	0.0	48.8	30.0	0.0
LnGrp LOS	E	B		C	C		D	D		D	C	
Approach Vol, veh/h		705	A		1126	A		645	A		922	A
Approach Delay, s/veh		39.7			32.6			35.7			35.8	
Approach LOS		D			C			D			D	

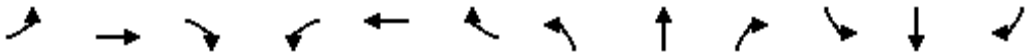
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	33.4	8.5	26.3	14.0	31.1	12.0	22.8
Change Period (Y+Rc), s	4.0	5.7	4.0	* 6	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	8.0	29.3	8.0	* 20	10.0	27.3	8.0	20.0
Max Q Clear Time (g_c+I1), s	5.3	7.0	2.8	15.0	10.9	22.6	8.4	15.0
Green Ext Time (p_c), s	0.1	2.2	0.0	2.1	0.0	2.8	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

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

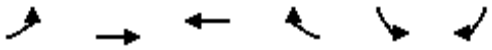
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	486	180	145	1041	50	164	243	13	60	138	48
Future Volume (veh/h)	40	486	180	145	1041	50	164	243	13	60	138	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	512	189	153	1096	53	173	256	14	63	145	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	858	315	195	1371	66	216	328	18	148	196	69
Arrive On Green	0.05	0.34	0.34	0.11	0.40	0.40	0.12	0.19	0.19	0.08	0.15	0.15
Sat Flow, veh/h	1781	2544	935	1781	3450	167	1781	1757	96	1781	1322	465
Grp Volume(v), veh/h	42	357	344	153	564	585	173	0	270	63	0	196
Grp Sat Flow(s),veh/h/ln	1781	1777	1702	1781	1777	1840	1781	0	1853	1781	0	1787
Q Serve(g_s), s	1.5	10.9	11.0	5.5	18.4	18.4	6.2	0.0	9.1	2.2	0.0	6.9
Cycle Q Clear(g_c), s	1.5	10.9	11.0	5.5	18.4	18.4	6.2	0.0	9.1	2.2	0.0	6.9
Prop In Lane	1.00		0.55	1.00		0.09	1.00		0.05	1.00		0.26
Lane Grp Cap(c), veh/h	87	599	574	195	706	731	216	0	346	148	0	265
V/C Ratio(X)	0.48	0.60	0.60	0.79	0.80	0.80	0.80	0.00	0.78	0.42	0.00	0.74
Avail Cap(c_a), veh/h	163	678	650	381	895	927	326	0	690	218	0	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	18.0	18.0	28.4	17.4	17.4	28.0	0.0	25.4	28.5	0.0	26.7
Incr Delay (d2), s/veh	1.5	1.4	1.5	2.7	4.6	4.4	4.3	0.0	5.3	0.7	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.1	4.0	2.3	7.2	7.4	2.8	0.0	4.3	0.9	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	19.4	19.6	31.1	22.0	21.9	32.3	0.0	30.6	29.2	0.0	32.2
LnGrp LOS	C	B	B	C	C	C	C	A	C	C	A	C
Approach Vol, veh/h		743			1302			443			259	
Approach Delay, s/veh		20.2			23.0			31.3			31.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	17.1	11.2	27.8	12.0	14.6	7.2	31.7
Change Period (Y+Rc), s	4.0	4.9	4.0	5.7	4.0	4.9	4.0	5.7
Max Green Setting (Gmax), s	8.0	24.4	14.0	25.0	12.0	20.4	6.0	33.0
Max Q Clear Time (g_c+I1), s	4.2	11.1	7.5	13.0	8.2	8.9	3.5	20.4
Green Ext Time (p_c), s	0.0	1.2	0.1	3.2	0.1	0.7	0.0	5.6

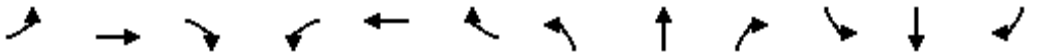
Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	515	1351	27	30	6
Future Volume (veh/h)	11	515	1351	27	30	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	542	1422	28	32	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	33	2461	2050	40	122	109
Arrive On Green	0.02	0.69	0.58	0.58	0.07	0.07
Sat Flow, veh/h	1781	3647	3658	70	1781	1585
Grp Volume(v), veh/h	12	542	708	742	32	6
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1858	1781	1585
Q Serve(g_s), s	0.3	2.2	11.4	11.5	0.7	0.1
Cycle Q Clear(g_c), s	0.3	2.2	11.4	11.5	0.7	0.1
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	33	2461	1022	1069	122	109
V/C Ratio(X)	0.36	0.22	0.69	0.69	0.26	0.06
Avail Cap(c_a), veh/h	263	3965	1545	1615	877	781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	2.3	6.1	6.1	17.9	17.7
Incr Delay (d2), s/veh	2.4	0.1	1.1	1.1	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.8	1.8	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.1	2.3	7.2	7.2	18.3	17.8
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		554	1450		38	
Approach Delay, s/veh		2.8	7.2		18.3	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		33.8		6.8	4.8	29.1
Change Period (Y+Rc), s		5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s		45.3		20.0	6.0	35.3
Max Q Clear Time (g_c+I1), s		4.2		2.7	2.3	13.5
Green Ext Time (p_c), s		3.6		0.0	0.0	9.9

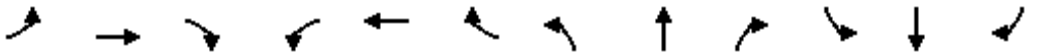
Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	472	58	115	1379	0	68	0	59	0	0	0
Future Volume (veh/h)	0	472	58	115	1379	0	68	0	59	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	497	61	121	1452	0	72	0	62	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1325	591	168	2028	0	317	0	282	0	5	0
Arrive On Green	0.00	0.37	0.37	0.09	0.57	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1781	0	1585	0	1870	0
Grp Volume(v), veh/h	0	497	61	121	1452	0	72	0	62	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1781	0	1585	0	1870	0
Q Serve(g_s), s	0.0	3.9	1.0	2.5	11.4	0.0	1.3	0.0	1.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.9	1.0	2.5	11.4	0.0	1.3	0.0	1.3	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	5	1325	591	168	2028	0	317	0	282	0	5	0
V/C Ratio(X)	0.00	0.38	0.10	0.72	0.72	0.00	0.23	0.00	0.22	0.00	0.00	0.00
Avail Cap(c_a), veh/h	231	2884	1286	600	3621	0	924	0	822	0	388	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	8.8	7.9	17.0	6.0	0.0	13.6	0.0	13.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.1	5.7	0.5	0.0	0.4	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.2	1.1	1.7	0.0	0.5	0.0	0.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.0	8.0	22.7	6.5	0.0	13.9	0.0	14.0	0.0	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	B	A	B	A	A	A
Approach Vol, veh/h		558			1573			134			0	
Approach Delay, s/veh		8.9			7.7			14.0			0.0	
Approach LOS		A			A			B				

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	20.1		10.9	0.0	27.7		0.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	13.0	31.3		20.0	5.0	39.3		8.0				
Max Q Clear Time (g_c+I1), s	4.5	5.9		3.3	0.0	13.4		0.0				
Green Ext Time (p_c), s	0.2	1.9		0.4	0.0	8.6		0.0				

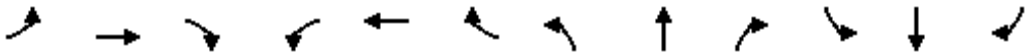
Intersection Summary			
HCM 6th Ctrl Delay		8.4	
HCM 6th LOS		A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	604	38	104	1423	5	46	17	115	24	15	25
Future Volume (veh/h)	37	604	38	104	1423	5	46	17	115	24	15	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	636	40	109	1498	5	48	18	121	25	16	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	1556	98	136	1775	6	119	30	396	102	45	396
Arrive On Green	0.05	0.46	0.46	0.08	0.49	0.49	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	3395	213	1781	3633	12	85	120	1585	44	179	1585
Grp Volume(v), veh/h	39	333	343	109	733	770	66	0	121	41	0	26
Grp Sat Flow(s),veh/h/ln	1781	1777	1832	1781	1777	1868	205	0	1585	222	0	1585
Q Serve(g_s), s	1.4	7.9	7.9	3.8	22.8	22.8	1.3	0.0	3.9	0.4	0.0	0.8
Cycle Q Clear(g_c), s	1.4	7.9	7.9	3.8	22.8	22.8	15.9	0.0	3.9	15.5	0.0	0.8
Prop In Lane	1.00		0.12	1.00		0.01	0.73		1.00	0.61		1.00
Lane Grp Cap(c), veh/h	82	814	839	136	868	913	149	0	396	147	0	396
V/C Ratio(X)	0.48	0.41	0.41	0.80	0.84	0.84	0.44	0.00	0.31	0.28	0.00	0.07
Avail Cap(c_a), veh/h	168	933	961	253	1017	1069	338	0	600	331	0	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.5	11.5	11.5	28.8	14.1	14.1	26.3	0.0	19.3	19.8	0.0	18.2
Incr Delay (d2), s/veh	1.6	0.4	0.4	4.2	6.2	5.9	0.8	0.0	0.2	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.5	2.6	1.6	8.1	8.4	1.0	0.0	1.4	0.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	11.9	11.9	33.0	20.3	20.1	27.0	0.0	19.5	20.2	0.0	18.2
LnGrp LOS	C	B	B	C	C	C	C	A	B	C	A	B
Approach Vol, veh/h		715			1612			187			67	
Approach Delay, s/veh		12.9			21.1			22.2			19.4	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	35.1		20.6	6.9	37.0		20.6				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	9.0	33.3		24.0	6.0	36.3		24.0				
Max Q Clear Time (g_c+I1), s	5.8	9.9		17.9	3.4	24.8		17.5				
Green Ext Time (p_c), s	0.0	3.7		0.2	0.0	6.9		0.1				

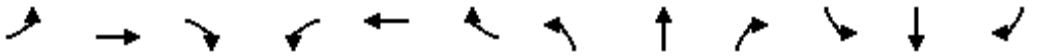
Intersection Summary												
HCM 6th Ctrl Delay			18.8									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	404	6	2	645	78	2	0	2	138	0	212
Future Volume (veh/h)	100	404	6	2	645	78	2	0	2	138	0	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	425	6	2	679	82	2	0	2	145	0	223
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	1531	22	7	972	117	7	0	7	337	0	300
Arrive On Green	0.13	0.43	0.43	0.00	0.30	0.30	0.01	0.00	0.01	0.19	0.00	0.19
Sat Flow, veh/h	1781	3587	51	1781	3193	385	839	0	839	1781	0	1585
Grp Volume(v), veh/h	105	210	221	2	378	383	4	0	0	145	0	223
Grp Sat Flow(s),veh/h/ln	1781	1777	1861	1781	1777	1801	1677	0	0	1781	0	1585
Q Serve(g_s), s	2.6	3.7	3.7	0.1	8.9	9.0	0.1	0.0	0.0	3.4	0.0	6.3
Cycle Q Clear(g_c), s	2.6	3.7	3.7	0.1	8.9	9.0	0.1	0.0	0.0	3.4	0.0	6.3
Prop In Lane	1.00		0.03	1.00		0.21	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	225	758	794	7	541	548	15	0	0	337	0	300
V/C Ratio(X)	0.47	0.28	0.28	0.29	0.70	0.70	0.28	0.00	0.00	0.43	0.00	0.74
Avail Cap(c_a), veh/h	449	907	950	449	907	919	423	0	0	711	0	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.3	8.9	8.9	23.6	14.6	14.6	23.4	0.0	0.0	17.0	0.0	18.2
Incr Delay (d2), s/veh	0.6	0.3	0.3	8.5	2.2	2.2	7.4	0.0	0.0	0.3	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.0	1.0	0.0	3.0	3.0	0.1	0.0	0.0	1.3	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	9.1	9.1	32.2	16.8	16.8	30.8	0.0	0.0	17.4	0.0	19.6
LnGrp LOS	B	A	A	C	B	B	C	A	A	B	A	B
Approach Vol, veh/h		536			763			4			368	
Approach Delay, s/veh		11.2			16.8			30.8			18.7	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	26.0		4.4	10.0	20.2		13.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	24.3		12.0	12.0	24.3		19.0				
Max Q Clear Time (g_c+I1), s	2.1	5.7		2.1	4.6	11.0		8.3				
Green Ext Time (p_c), s	0.0	2.1		0.0	0.1	3.5		0.7				

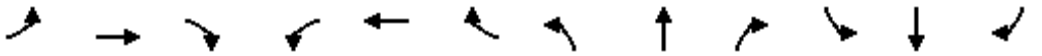
Intersection Summary			
HCM 6th Ctrl Delay		15.5	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	6	33	150	4	72	21	1149	142	15	1230	17
Future Volume (veh/h)	26	6	33	150	4	72	21	1149	142	15	1230	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	6	35	158	4	76	22	1209	149	16	1295	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	67	57	209	238	202	38	1923	597	29	1896	588
Arrive On Green	0.03	0.04	0.04	0.12	0.13	0.13	0.02	0.38	0.38	0.02	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	27	6	35	158	4	76	22	1209	149	16	1295	18
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.7	0.1	1.0	3.8	0.1	1.9	0.5	8.5	2.8	0.4	9.4	0.3
Cycle Q Clear(g_c), s	0.7	0.1	1.0	3.8	0.1	1.9	0.5	8.5	2.8	0.4	9.4	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	67	57	209	238	202	38	1923	597	29	1896	588
V/C Ratio(X)	0.59	0.09	0.62	0.76	0.02	0.38	0.58	0.63	0.25	0.56	0.68	0.03
Avail Cap(c_a), veh/h	202	1360	1152	567	1742	1477	202	2320	720	162	2204	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	20.5	20.9	18.8	16.8	17.6	21.3	11.2	9.4	21.5	11.7	8.8
Incr Delay (d2), s/veh	11.7	0.6	10.4	5.5	0.0	1.2	13.0	0.4	0.2	15.7	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.5	1.7	0.0	0.7	0.3	2.6	0.8	0.3	2.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	21.1	31.3	24.4	16.8	18.8	34.3	11.6	9.7	37.2	12.4	8.8
LnGrp LOS	C	C	C	C	B	B	C	B	A	D	B	A
Approach Vol, veh/h		68			238			1380			1329	
Approach Delay, s/veh		31.0			22.5			11.8			12.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	21.6	10.2	6.6	5.9	21.3	6.1	10.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	20.0	14.0	32.0	5.0	19.0	5.0	41.0
Max Q Clear Time (g_c+I1), s	2.4	10.5	5.8	3.0	2.5	11.4	2.7	3.9
Green Ext Time (p_c), s	0.0	5.8	0.2	0.1	0.0	4.9	0.0	0.2

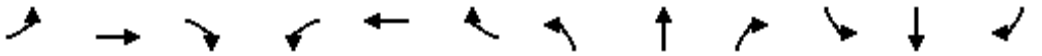
Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	14	25	184	36	18	60	1285	287	35	1357	20
Future Volume (veh/h)	9	14	25	184	36	18	60	1285	287	35	1357	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	15	26	194	38	19	63	1353	302	37	1428	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	66	56	254	316	267	85	1852	575	58	1775	551
Arrive On Green	0.01	0.04	0.04	0.14	0.17	0.17	0.05	0.36	0.36	0.03	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	9	15	26	194	38	19	63	1353	302	37	1428	21
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.2	0.4	0.8	4.9	0.8	0.5	1.6	10.8	7.0	1.0	11.9	0.4
Cycle Q Clear(g_c), s	0.2	0.4	0.8	4.9	0.8	0.5	1.6	10.8	7.0	1.0	11.9	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	66	56	254	316	267	85	1852	575	58	1775	551
V/C Ratio(X)	0.54	0.23	0.46	0.76	0.12	0.07	0.74	0.73	0.53	0.64	0.80	0.04
Avail Cap(c_a), veh/h	152	1276	1082	646	1795	1521	152	1852	575	152	1851	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	22.0	22.2	19.3	16.5	16.4	22.0	13.0	11.8	22.4	13.9	10.1
Incr Delay (d2), s/veh	23.9	1.7	5.9	4.7	0.2	0.1	11.8	1.5	0.9	11.0	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.3	2.1	0.3	0.2	0.9	3.6	2.1	0.5	4.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	23.7	28.1	24.0	16.7	16.5	33.9	14.5	12.6	33.4	16.5	10.1
LnGrp LOS	D	C	C	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		50			251			1718			1486	
Approach Delay, s/veh		30.2			22.4			14.9			16.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	22.0	11.7	6.7	7.2	21.3	5.4	12.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	17.0	17.0	32.0	4.0	17.0	4.0	45.0
Max Q Clear Time (g_c+I1), s	3.0	12.8	6.9	2.8	3.6	13.9	2.2	2.8
Green Ext Time (p_c), s	0.0	3.3	0.4	0.1	0.0	2.4	0.0	0.2

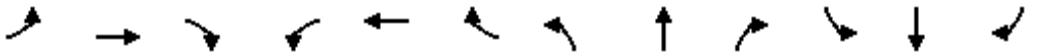
Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	7	39	44	15	91	96	1526	101	42	1461	56
Future Volume (veh/h)	24	7	39	44	15	91	96	1526	101	42	1461	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	7	41	46	16	96	101	1606	106	44	1538	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	130	110	66	156	133	131	2427	753	64	2237	694
Arrive On Green	0.02	0.07	0.07	0.04	0.08	0.08	0.07	0.48	0.48	0.04	0.44	0.44
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	25	7	41	46	16	96	101	1606	106	44	1538	59
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.7	0.2	1.3	1.3	0.4	3.1	2.9	12.6	2.0	1.3	12.7	1.1
Cycle Q Clear(g_c), s	0.7	0.2	1.3	1.3	0.4	3.1	2.9	12.6	2.0	1.3	12.7	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	41	130	110	66	156	133	131	2427	753	64	2237	694
V/C Ratio(X)	0.60	0.05	0.37	0.69	0.10	0.72	0.77	0.66	0.14	0.68	0.69	0.08
Avail Cap(c_a), veh/h	136	1142	968	136	1142	968	306	2923	907	136	2436	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	22.8	23.3	24.9	22.2	23.4	23.9	10.5	7.7	25.0	11.8	8.6
Incr Delay (d2), s/veh	13.2	0.2	2.1	12.2	0.3	7.3	9.3	0.4	0.1	12.1	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.5	0.7	0.2	1.3	1.5	3.8	0.6	0.7	4.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	22.9	25.3	37.1	22.5	30.7	33.1	10.9	7.8	37.0	12.6	8.6
LnGrp LOS	D	C	C	D	C	C	C	B	A	D	B	A
Approach Vol, veh/h		73			158			1813			1641	
Approach Delay, s/veh		29.7			31.7			12.0			13.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	29.9	7.0	8.6	8.8	28.0	6.2	9.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	4.0	30.0	4.0	32.0	9.0	25.0	4.0	32.0
Max Q Clear Time (g_c+I1), s	3.3	14.6	3.3	3.3	4.9	14.7	2.7	5.1
Green Ext Time (p_c), s	0.0	10.3	0.0	0.1	0.1	7.2	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	61	50	43	53	2	50	101	13	2	39	43
Future Volume (veh/h)	85	61	50	43	53	2	50	101	13	2	39	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	64	53	45	56	2	53	106	14	2	41	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	288	243	75	225	8	86	273	36	6	100	109
Arrive On Green	0.07	0.15	0.15	0.04	0.13	0.13	0.05	0.17	0.17	0.00	0.12	0.12
Sat Flow, veh/h	1781	1870	1575	1781	1794	64	1781	1617	214	1781	812	891
Grp Volume(v), veh/h	89	64	53	45	0	58	53	0	120	2	0	86
Grp Sat Flow(s),veh/h/ln	1781	1870	1575	1781	0	1858	1781	0	1830	1781	0	1702
Q Serve(g_s), s	1.4	0.9	0.8	0.7	0.0	0.8	0.8	0.0	1.7	0.0	0.0	1.3
Cycle Q Clear(g_c), s	1.4	0.9	0.8	0.7	0.0	0.8	0.8	0.0	1.7	0.0	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.12	1.00		0.52
Lane Grp Cap(c), veh/h	126	288	243	75	0	233	86	0	309	6	0	209
V/C Ratio(X)	0.70	0.22	0.22	0.60	0.00	0.25	0.62	0.00	0.39	0.32	0.00	0.41
Avail Cap(c_a), veh/h	908	1742	1467	595	0	1404	657	0	1962	344	0	1526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	10.5	10.5	13.4	0.0	11.2	13.3	0.0	10.5	14.2	0.0	11.5
Incr Delay (d2), s/veh	6.9	0.4	0.4	7.5	0.0	0.6	7.1	0.0	0.8	26.8	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.2	0.4	0.0	0.3	0.4	0.0	0.5	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	10.9	11.0	20.9	0.0	11.8	20.3	0.0	11.3	41.0	0.0	12.8
LnGrp LOS	B	B	B	C	A	B	C	A	B	D	A	B
Approach Vol, veh/h		206			103			173			88	
Approach Delay, s/veh		14.8			15.8			14.1			13.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	9.3	5.7	8.9	5.9	8.0	6.5	8.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	30.5	9.5	26.5	10.5	25.5	14.5	21.5
Max Q Clear Time (g_c+I1), s	2.0	3.7	2.7	2.9	2.8	3.3	3.4	2.8
Green Ext Time (p_c), s	0.0	0.6	0.0	0.4	0.0	0.4	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	141	293	418	66	337	848
Future Volume (veh/h)	141	293	418	66	337	848
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	308	440	69	355	893
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	406	361	539	457	415	1131
Arrive On Green	0.23	0.23	0.29	0.29	0.23	0.60
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	148	308	440	69	355	893
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	4.2	11.1	13.1	1.9	11.4	21.6
Cycle Q Clear(g_c), s	4.2	11.1	13.1	1.9	11.4	21.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	406	361	539	457	415	1131
V/C Ratio(X)	0.36	0.85	0.82	0.15	0.85	0.79
Avail Cap(c_a), veh/h	477	424	782	663	566	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	22.1	19.8	15.8	21.9	8.9
Incr Delay (d2), s/veh	0.5	13.7	4.4	0.2	9.3	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.2	5.8	0.7	5.4	6.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.0	35.8	24.2	16.0	31.2	10.9
LnGrp LOS	B	D	C	B	C	B
Approach Vol, veh/h	456		509			1248
Approach Delay, s/veh	30.7		23.1			16.7
Approach LOS	C		C			B

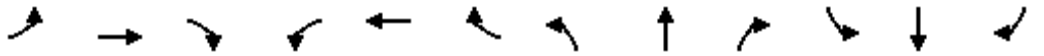
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.9	22.2			41.2	18.6
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	19.0	25.0			49.0	16.0
Max Q Clear Time (g_c+I1), s	13.4	15.1			23.6	13.1
Green Ext Time (p_c), s	0.6	2.1			7.8	0.5

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	29	552	13	27	701
Future Volume (veh/h)	18	29	552	13	27	701
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	31	581	14	28	738
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	84	75	1071	907	617	1071
Arrive On Green	0.05	0.05	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1781	1585	1870	1585	823	1870
Grp Volume(v), veh/h	19	31	581	14	28	738
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	823	1870
Q Serve(g_s), s	0.2	0.4	4.6	0.1	0.5	6.6
Cycle Q Clear(g_c), s	0.2	0.4	4.6	0.1	5.1	6.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	84	75	1071	907	617	1071
V/C Ratio(X)	0.23	0.41	0.54	0.02	0.05	0.69
Avail Cap(c_a), veh/h	1204	1071	2370	2008	1188	2370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	11.0	3.1	2.2	4.7	3.6
Incr Delay (d2), s/veh	1.3	3.6	0.4	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.1	0.0	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.2	14.6	3.6	2.2	4.7	4.4
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	50		595			766
Approach Delay, s/veh	13.7		3.5			4.4
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		18.6			18.6	5.1
Change Period (Y+Rc), s		5.0			5.0	4.0
Max Green Setting (Gmax), s		30.0			30.0	16.0
Max Q Clear Time (g_c+I1), s		6.6			8.6	2.4
Green Ext Time (p_c), s		3.6			5.0	0.1

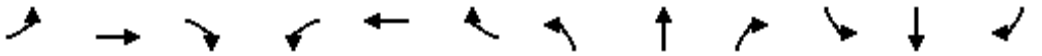
Intersection Summary	
HCM 6th Ctrl Delay	4.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	368	11	53	449	0	8	4	8	15	2	11
Future Volume (veh/h)	5	368	11	53	449	0	8	4	8	15	2	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	387	12	56	473	0	8	4	8	16	2	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	930	413	91	1093	488	15	28	56	30	14	81
Arrive On Green	0.01	0.26	0.26	0.05	0.31	0.00	0.01	0.05	0.05	0.02	0.06	0.06
Sat Flow, veh/h	1781	3554	1579	1781	3554	1585	1781	555	1110	1781	231	1384
Grp Volume(v), veh/h	5	387	12	56	473	0	8	0	12	16	0	14
Grp Sat Flow(s),veh/h/ln	1781	1777	1579	1781	1777	1585	1781	0	1665	1781	0	1615
Q Serve(g_s), s	0.1	2.3	0.1	0.8	2.7	0.0	0.1	0.0	0.2	0.2	0.0	0.2
Cycle Q Clear(g_c), s	0.1	2.3	0.1	0.8	2.7	0.0	0.1	0.0	0.2	0.2	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		0.86
Lane Grp Cap(c), veh/h	10	930	413	91	1093	488	15	0	84	30	0	95
V/C Ratio(X)	0.51	0.42	0.03	0.61	0.43	0.00	0.52	0.00	0.14	0.53	0.00	0.15
Avail Cap(c_a), veh/h	414	3578	1590	690	4129	1842	414	0	2064	414	0	2001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	7.9	7.1	12.0	7.1	0.0	12.7	0.0	11.7	12.6	0.0	11.5
Incr Delay (d2), s/veh	36.3	0.3	0.0	6.5	0.3	0.0	24.6	0.0	0.8	14.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.0	0.4	0.4	0.0	0.1	0.0	0.1	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	8.2	7.1	18.5	7.4	0.0	37.3	0.0	12.5	26.6	0.0	12.3
LnGrp LOS	D	A	A	B	A	A	D	A	B	C	A	B
Approach Vol, veh/h		404			529			20			30	
Approach Delay, s/veh		8.7			8.6			22.4			19.9	
Approach LOS		A			A			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.4	5.3	5.3	10.8	4.2	5.5	4.1	11.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	32.0	10.0	26.0	6.0	32.0	6.0	30.0
Max Q Clear Time (g_c+I1), s	2.2	2.2	2.8	4.3	2.1	2.2	2.1	4.7
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	0.0	0.0	2.9

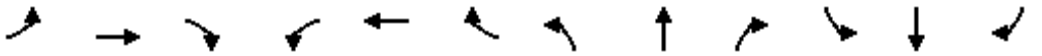
Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	2	3	396	7	129	9	522	193	52	530	1
Future Volume (veh/h)	4	2	3	396	7	129	9	522	193	52	530	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	2	3	417	7	136	9	549	203	55	558	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	147	124	609	468	397	33	1180	366	155	1361	422
Arrive On Green	0.00	0.08	0.08	0.18	0.25	0.25	0.01	0.23	0.23	0.04	0.27	0.27
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	4	2	3	417	7	136	9	549	203	55	558	1
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.0	0.0	0.1	4.8	0.1	3.0	0.1	3.9	4.8	0.7	3.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	4.8	0.1	3.0	0.1	3.9	4.8	0.7	3.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	15	147	124	609	468	397	33	1180	366	155	1361	422
V/C Ratio(X)	0.27	0.01	0.02	0.68	0.01	0.34	0.27	0.47	0.55	0.35	0.41	0.00
Avail Cap(c_a), veh/h	892	702	595	973	746	633	892	1918	595	892	1918	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	18.1	18.1	16.4	12.0	13.1	21.0	14.1	14.4	19.7	12.9	11.5
Incr Delay (d2), s/veh	9.2	0.0	0.1	1.4	0.0	0.5	4.4	0.3	1.3	1.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.7	0.0	0.9	0.1	1.3	1.6	0.3	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	18.1	18.2	17.8	12.0	13.6	25.4	14.4	15.8	21.1	13.1	11.5
LnGrp LOS	C	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		9			560			761			614	
Approach Delay, s/veh		23.6			16.7			14.9			13.8	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	14.8	12.5	8.3	5.4	16.4	5.2	15.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	12.0	16.0	11.0	16.0	11.0	17.0
Max Q Clear Time (g_c+I1), s	2.7	6.8	6.8	2.1	2.1	5.8	2.0	5.0
Green Ext Time (p_c), s	0.1	3.0	0.7	0.0	0.0	2.7	0.0	0.3

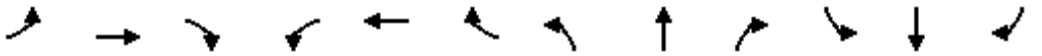
Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	183	21	32	507	69	10	22	8	31	24	73
Future Volume (veh/h)	52	183	21	32	507	69	10	22	8	31	24	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	193	22	34	534	73	11	23	8	33	25	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1034	461	57	982	438	67	71	60	191	200	170
Arrive On Green	0.05	0.29	0.29	0.03	0.28	0.28	0.04	0.04	0.04	0.11	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	55	193	22	34	534	73	11	23	8	33	25	77
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.1	1.5	0.4	0.7	4.8	1.3	0.2	0.4	0.2	0.6	0.5	1.7
Cycle Q Clear(g_c), s	1.1	1.5	0.4	0.7	4.8	1.3	0.2	0.4	0.2	0.6	0.5	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	1034	461	57	982	438	67	71	60	191	200	170
V/C Ratio(X)	0.66	0.19	0.05	0.60	0.54	0.17	0.16	0.33	0.13	0.17	0.12	0.45
Avail Cap(c_a), veh/h	522	2271	1013	522	2271	1013	1138	1195	1013	759	797	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	10.0	9.6	17.9	11.6	10.3	17.5	17.6	17.5	15.3	15.2	15.7
Incr Delay (d2), s/veh	8.8	0.1	0.0	9.8	0.5	0.2	1.1	2.6	1.0	0.4	0.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.5	0.1	0.4	1.5	0.4	0.1	0.2	0.1	0.2	0.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	10.1	9.6	27.7	12.0	10.5	18.6	20.2	18.5	15.7	15.5	17.6
LnGrp LOS	C	B	A	C	B	B	B	C	B	B	B	B
Approach Vol, veh/h		270			641			42			135	
Approach Delay, s/veh		13.4			12.7			19.5			16.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.4	6.2	15.9		9.0	6.7	15.4				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		24.0	11.0	24.0		16.0	11.0	24.0				
Max Q Clear Time (g_c+I1), s		2.4	2.7	3.5		3.7	3.1	6.8				
Green Ext Time (p_c), s		0.1	0.0	1.2		0.3	0.0	3.6				

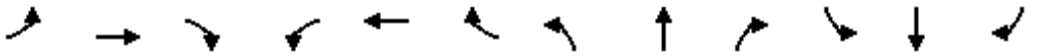
Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	20	110	29	30	109	120	695	25	71	753	90
Future Volume (veh/h)	100	20	110	29	30	109	120	695	25	71	753	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	21	116	31	32	115	126	732	26	75	793	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	312	264	51	222	188	165	1548	481	97	1353	420
Arrive On Green	0.08	0.17	0.17	0.03	0.12	0.12	0.09	0.30	0.30	0.05	0.26	0.26
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	105	21	116	31	32	115	126	732	26	75	793	95
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.6	0.4	2.9	0.8	0.7	3.1	3.1	5.2	0.5	1.9	6.0	2.1
Cycle Q Clear(g_c), s	2.6	0.4	2.9	0.8	0.7	3.1	3.1	5.2	0.5	1.9	6.0	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	312	264	51	222	188	165	1548	481	97	1353	420
V/C Ratio(X)	0.77	0.07	0.44	0.61	0.14	0.61	0.77	0.47	0.05	0.78	0.59	0.23
Avail Cap(c_a), veh/h	438	669	567	438	669	567	438	1941	603	438	1941	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	15.7	16.7	21.5	17.7	18.7	19.8	12.7	11.0	20.9	14.3	12.8
Incr Delay (d2), s/veh	8.8	0.1	1.1	11.2	0.3	3.2	7.2	0.2	0.0	12.5	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.2	1.0	0.4	0.3	1.2	1.5	1.7	0.2	1.0	2.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	15.8	17.9	32.6	18.0	21.9	27.0	12.9	11.1	33.3	14.7	13.1
LnGrp LOS	C	B	B	C	B	C	C	B	B	C	B	B
Approach Vol, veh/h		242			178			884			963	
Approach Delay, s/veh		22.6			23.1			14.9			16.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	18.6	6.3	12.5	9.1	16.8	8.4	10.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	3.9	7.2	2.8	4.9	5.1	8.0	4.6	5.1
Green Ext Time (p_c), s	0.1	3.6	0.0	0.3	0.1	3.8	0.1	0.3

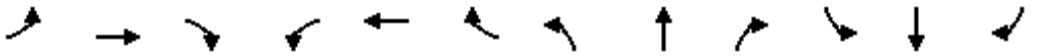
Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	66	11	438	160	8	17	5	180	21	9	14
Future Volume (veh/h)	10	66	11	438	160	8	17	5	180	21	9	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	69	12	461	168	8	18	5	189	22	9	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	294	131	551	1352	603	32	299	253	38	305	259
Arrive On Green	0.01	0.08	0.08	0.31	0.38	0.38	0.02	0.16	0.16	0.02	0.16	0.16
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	11	69	12	461	168	8	18	5	189	22	9	15
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.3	0.9	0.3	11.3	1.4	0.1	0.5	0.1	5.3	0.6	0.2	0.4
Cycle Q Clear(g_c), s	0.3	0.9	0.3	11.3	1.4	0.1	0.5	0.1	5.3	0.6	0.2	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	20	294	131	551	1352	603	32	299	253	38	305	259
V/C Ratio(X)	0.54	0.23	0.09	0.84	0.12	0.01	0.57	0.02	0.75	0.58	0.03	0.06
Avail Cap(c_a), veh/h	418	1670	745	951	2732	1219	418	879	745	418	879	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	20.1	19.8	15.1	9.4	9.0	22.8	16.6	18.8	22.7	16.5	16.6
Incr Delay (d2), s/veh	20.6	0.4	0.3	3.5	0.0	0.0	14.9	0.0	4.4	13.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.1	4.3	0.5	0.0	0.3	0.0	2.0	0.4	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	20.5	20.1	18.5	9.5	9.0	37.7	16.6	23.1	36.0	16.5	16.6
LnGrp LOS	D	C	C	B	A	A	D	B	C	D	B	B
Approach Vol, veh/h		92			637			212			46	
Approach Delay, s/veh		23.2			16.0			24.2			25.9	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	12.5	19.5	8.9	5.8	12.6	5.5	22.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	22.0	25.0	22.0	11.0	22.0	11.0	36.0
Max Q Clear Time (g_c+I1), s	2.6	7.3	13.3	2.9	2.5	2.4	2.3	3.4
Green Ext Time (p_c), s	0.0	0.5	1.2	0.3	0.0	0.0	0.0	1.1

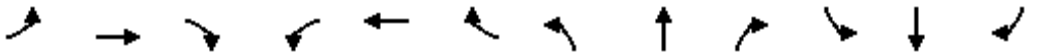
Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	9	72	364	46	0	169	715	200	0	869	0
Future Volume (veh/h)	0	9	72	364	46	0	169	715	200	0	869	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	9	76	383	48	0	178	753	211	0	915	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	142	120	539	625	529	303	2357	732	7	1388	431
Arrive On Green	0.00	0.08	0.08	0.16	0.33	0.00	0.09	0.46	0.46	0.00	0.27	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	0	9	76	383	48	0	178	753	211	0	915	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.0	0.2	2.3	5.1	0.9	0.0	2.4	4.6	4.0	0.0	7.8	0.0
Cycle Q Clear(g_c), s	0.0	0.2	2.3	5.1	0.9	0.0	2.4	4.6	4.0	0.0	7.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	7	142	120	539	625	529	303	2357	732	7	1388	431
V/C Ratio(X)	0.00	0.06	0.63	0.71	0.08	0.00	0.59	0.32	0.29	0.00	0.66	0.00
Avail Cap(c_a), veh/h	777	611	518	777	625	529	777	2357	732	777	1774	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	21.0	22.0	19.6	11.1	0.0	21.5	8.3	8.2	0.0	15.8	0.0
Incr Delay (d2), s/veh	0.0	0.2	5.4	1.7	0.1	0.0	1.8	0.1	0.2	0.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.9	2.0	0.3	0.0	1.0	1.3	1.1	0.0	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.2	27.4	21.3	11.2	0.0	23.3	8.4	8.4	0.0	16.4	0.0
LnGrp LOS	A	C	C	C	B	A	C	A	A	A	B	A
Approach Vol, veh/h		85			431			1142			915	
Approach Delay, s/veh		26.7			20.2			10.7			16.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	27.6	12.6	8.7	9.3	18.3	0.0	21.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	0.0	6.6	7.1	4.3	4.4	9.8	0.0	2.9
Green Ext Time (p_c), s	0.0	4.3	0.5	0.2	0.3	3.5	0.0	0.1

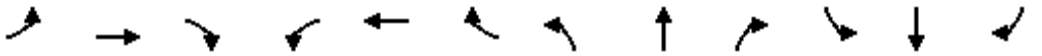
Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	848	0	9	344	7	0	1	17	21	1	24
Future Volume (veh/h)	23	848	0	9	344	7	0	1	17	21	1	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	893	0	9	362	7	0	1	18	22	1	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	1413	0	17	1366	26	0	2	38	88	3	75
Arrive On Green	0.02	0.40	0.00	0.01	0.38	0.38	0.00	0.03	0.03	0.05	0.05	0.05
Sat Flow, veh/h	1781	3647	0	1781	3566	69	0	84	1507	1781	61	1526
Grp Volume(v), veh/h	24	893	0	9	180	189	0	0	19	22	0	26
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1858	0	0	1591	1781	0	1587
Q Serve(g_s), s	0.4	6.2	0.0	0.2	2.1	2.2	0.0	0.0	0.4	0.4	0.0	0.5
Cycle Q Clear(g_c), s	0.4	6.2	0.0	0.2	2.1	2.2	0.0	0.0	0.4	0.4	0.0	0.5
Prop In Lane	1.00		0.00	1.00		0.04	0.00		0.95	1.00		0.96
Lane Grp Cap(c), veh/h	43	1413	0	17	681	712	0	0	40	88	0	78
V/C Ratio(X)	0.56	0.63	0.00	0.52	0.26	0.27	0.00	0.00	0.47	0.25	0.00	0.33
Avail Cap(c_a), veh/h	231	2072	0	231	1036	1083	0	0	1082	1212	0	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	7.5	0.0	15.2	6.5	6.5	0.0	0.0	14.8	14.1	0.0	14.2
Incr Delay (d2), s/veh	10.9	0.5	0.0	22.7	0.2	0.2	0.0	0.0	8.4	1.5	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.0	0.0	0.2	0.4	0.4	0.0	0.0	0.2	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	8.0	0.0	37.9	6.7	6.7	0.0	0.0	23.3	15.6	0.0	16.6
LnGrp LOS	C	A	A	D	A	A	A	A	C	B	A	B
Approach Vol, veh/h		917			378			19			48	
Approach Delay, s/veh		8.4			7.5			23.3			16.2	
Approach LOS		A			A			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.8	4.3	16.3		5.5	4.7	15.8				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		21.0	4.0	18.0		21.0	4.0	18.0				
Max Q Clear Time (g_c+I1), s		2.4	2.2	8.2		2.5	2.4	4.2				
Green Ext Time (p_c), s		0.0	0.0	3.9		0.1	0.0	1.6				

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1	17	19	0	29	8	131	42	74	135	11
Future Volume (veh/h)	17	1	17	19	0	29	8	131	42	74	135	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	1	18	20	0	31	8	138	44	78	142	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	135	114	37	139	117	15	322	271	120	432	365
Arrive On Green	0.02	0.07	0.07	0.02	0.00	0.07	0.01	0.17	0.17	0.07	0.23	0.23
Sat Flow, veh/h	1781	1870	1576	1781	1870	1576	1781	1870	1576	1781	1870	1578
Grp Volume(v), veh/h	18	1	18	20	0	31	8	138	44	78	142	12
Grp Sat Flow(s),veh/h/ln	1781	1870	1576	1781	1870	1576	1781	1870	1576	1781	1870	1578
Q Serve(g_s), s	0.2	0.0	0.3	0.3	0.0	0.4	0.1	1.6	0.6	1.0	1.5	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.3	0.3	0.0	0.4	0.1	1.6	0.6	1.0	1.5	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	34	135	114	37	139	117	15	322	271	120	432	365
V/C Ratio(X)	0.54	0.01	0.16	0.54	0.00	0.26	0.52	0.43	0.16	0.65	0.33	0.03
Avail Cap(c_a), veh/h	297	1716	1445	297	1716	1445	297	1716	1445	446	1872	1579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	10.3	10.4	11.6	0.0	10.5	11.8	8.9	8.5	10.9	7.7	7.1
Incr Delay (d2), s/veh	12.6	0.0	0.6	11.6	0.0	1.2	24.4	0.9	0.3	5.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.2	0.0	0.1	0.1	0.4	0.1	0.4	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	10.3	11.1	23.3	0.0	11.7	36.3	9.8	8.7	16.6	8.1	7.2
LnGrp LOS	C	B	B	C	A	B	D	A	A	B	A	A
Approach Vol, veh/h		37			51			190			232	
Approach Delay, s/veh		17.5			16.2			10.6			10.9	
Approach LOS		B			B			B			B	

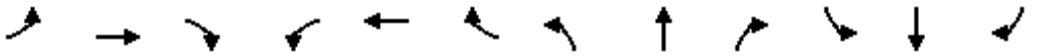
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	8.1	4.5	5.7	4.2	9.5	4.5	5.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	22.0	4.0	22.0	4.0	24.0	4.0	22.0
Max Q Clear Time (g_c+I1), s	3.0	3.6	2.3	2.3	2.1	3.5	2.2	2.4
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	0.7	0.0	0.0

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

SimTraffic Post-Processor **Kaiser Roseville Campus Expansion TIS**
Average Results from 10 Runs **Cumulative Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 5 **Cirby Way/Cirby Hills Dr-Kaiser North Driveway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	180	155	85.9%	121.3	48.0	F
	Through						
	Right Turn	330	334	101.3%	16.0	1.6	B
	Subtotal	510	489	95.9%	49.7	17.0	D
SB	Left Turn	30	28	93.7%	68.1	20.5	E
	Through						
	Right Turn	70	68	97.7%	33.3	11.9	C
	Subtotal	100	97	96.5%	41.9	10.6	D
EB	Left Turn	60	51	85.5%	66.7	20.5	E
	Through	1,440	1,162	80.7%	16.4	1.1	B
	Right Turn	80	66	82.2%	13.1	2.2	B
	Subtotal	1,580	1,279	81.0%	18.2	1.1	B
WB	Left Turn	50	31	62.3%	90.8	13.6	F
	Through	1,700	1,194	70.3%	44.2	20.0	D
	Right Turn	20	14	68.4%	40.2	32.6	D
	Subtotal	1,770	1,239	70.0%	45.3	19.6	D
Total		3,960	3,104	78.4%	34.6	9.2	C



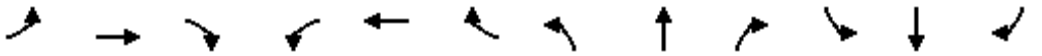
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	36	71	185	46	18	57	637	226	7	768	8
Future Volume (veh/h)	26	36	71	185	46	18	57	637	226	7	768	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	38	75	195	48	19	60	671	238	7	808	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	129	190	240	59	23	94	750	636	20	1296	13
Arrive On Green	0.12	0.12	0.12	0.18	0.18	0.18	0.05	0.40	0.40	0.01	0.36	0.36
Sat Flow, veh/h	761	1071	1585	1325	326	129	1781	1870	1585	1781	3605	36
Grp Volume(v), veh/h	65	0	75	262	0	0	60	671	238	7	398	418
Grp Sat Flow(s),veh/h/ln	1832	0	1585	1781	0	0	1781	1870	1585	1781	1777	1864
Q Serve(g_s), s	1.9	0.0	2.6	8.5	0.0	0.0	2.0	20.2	6.4	0.2	11.1	11.1
Cycle Q Clear(g_c), s	1.9	0.0	2.6	8.5	0.0	0.0	2.0	20.2	6.4	0.2	11.1	11.1
Prop In Lane	0.42		1.00	0.74		0.07	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	220	0	190	322	0	0	94	750	636	20	639	670
V/C Ratio(X)	0.30	0.00	0.39	0.81	0.00	0.00	0.64	0.89	0.37	0.36	0.62	0.62
Avail Cap(c_a), veh/h	243	0	210	769	0	0	207	1015	860	177	967	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	24.5	23.7	0.0	0.0	28.0	16.9	12.7	29.6	15.9	15.9
Incr Delay (d2), s/veh	0.3	0.0	0.5	1.9	0.0	0.0	2.7	6.7	0.1	4.0	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.0	3.5	0.0	0.0	0.9	8.9	2.0	0.1	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	0.0	25.0	25.6	0.0	0.0	30.7	23.6	12.9	33.6	16.9	16.8
LnGrp LOS	C	A	C	C	A	A	C	C	B	C	B	B
Approach Vol, veh/h		140			262			969			823	
Approach Delay, s/veh		24.7			25.6			21.4			17.0	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	29.5		11.2	7.2	27.0		14.9				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	* 5.3		4.0				
Max Green Setting (Gmax), s	6.0	32.7		8.0	7.0	* 33		26.0				
Max Q Clear Time (g_c+I1), s	2.2	22.2		4.6	4.0	13.1		10.5				
Green Ext Time (p_c), s	0.0	2.0		0.1	0.0	3.2		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		20.5	
HCM 6th LOS		C	

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	179	0	402	392	5	0	395	372	0	359	383
Future Volume (veh/h)	231	179	0	402	392	5	0	395	372	0	359	383
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	216	226	0	423	413	5	0	416	392	0	378	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	288	302	0	555	1120	14	0	545	462	0	545	
Arrive On Green	0.16	0.16	0.00	0.31	0.31	0.31	0.00	0.29	0.29	0.00	0.29	0.00
Sat Flow, veh/h	1781	1870	0	1781	3596	44	0	1870	1585	0	1870	1585
Grp Volume(v), veh/h	216	226	0	423	204	214	0	416	392	0	378	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	1777	1863	0	1870	1585	0	1870	1585
Q Serve(g_s), s	7.6	7.6	0.0	14.1	5.9	5.9	0.0	13.4	15.3	0.0	11.8	0.0
Cycle Q Clear(g_c), s	7.6	7.6	0.0	14.1	5.9	5.9	0.0	13.4	15.3	0.0	11.8	0.0
Prop In Lane	1.00		0.00	1.00		0.02	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	288	302	0	555	553	580	0	545	462	0	545	
V/C Ratio(X)	0.75	0.75	0.00	0.76	0.37	0.37	0.00	0.76	0.85	0.00	0.69	
Avail Cap(c_a), veh/h	541	568	0	679	677	710	0	647	548	0	568	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.3	26.3	0.0	20.5	17.6	17.7	0.0	21.3	22.0	0.0	20.7	0.0
Incr Delay (d2), s/veh	2.9	2.8	0.0	5.9	0.9	0.8	0.0	4.5	10.4	0.0	3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.4	0.0	6.1	2.3	2.4	0.0	6.1	6.6	0.0	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	29.1	0.0	26.4	18.5	18.5	0.0	25.7	32.4	0.0	23.9	0.0
LnGrp LOS	C	C	A	C	B	B	A	C	C	A	C	
Approach Vol, veh/h		442			841			808			378	A
Approach Delay, s/veh		29.2			22.5			29.0			23.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.4		24.5		16.0		24.5				
Change Period (Y+Rc), s		4.9		5.3		5.3		* 5.3				
Max Green Setting (Gmax), s		25.1		20.0		20.0		* 23				
Max Q Clear Time (g_c+I1), s		16.1		13.8		9.6		17.3				
Green Ext Time (p_c), s		4.4		0.7		1.0		1.9				

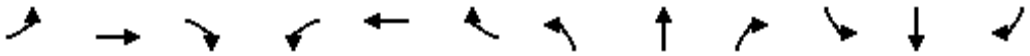
Intersection Summary		
HCM 6th Ctrl Delay		26.0
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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

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



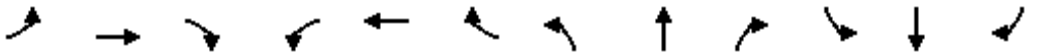
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	555	217	37	483	21	130	54	64	8	40	17
Future Volume (veh/h)	21	555	217	37	483	21	130	54	64	8	40	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	584	228	39	508	22	137	57	67	8	42	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	1151	1003	113	1032	43	282	85	322	89	205	77
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	25	1818	1585	57	1630	68	786	420	1585	40	1008	377
Grp Volume(v), veh/h	606	0	228	569	0	0	194	0	67	68	0	0
Grp Sat Flow(s),veh/h/ln	1842	0	1585	1756	0	0	1206	0	1585	1424	0	0
Q Serve(g_s), s	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	1.8	0.1	0.0	0.0
Cycle Q Clear(g_c), s	8.8	0.0	3.1	8.1	0.0	0.0	8.1	0.0	1.8	8.2	0.0	0.0
Prop In Lane	0.04		1.00	0.07		0.04	0.71		1.00	0.12		0.26
Lane Grp Cap(c), veh/h	1241	0	1003	1188	0	0	368	0	322	370	0	0
V/C Ratio(X)	0.49	0.00	0.23	0.48	0.00	0.00	0.53	0.00	0.21	0.18	0.00	0.00
Avail Cap(c_a), veh/h	1241	0	1003	1188	0	0	539	0	507	568	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.91	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.0	0.0	3.9	4.9	0.0	0.0	19.0	0.0	16.6	16.6	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.5	1.3	0.0	0.0	0.4	0.0	0.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.7	2.2	0.0	0.0	1.9	0.0	0.6	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.4	0.0	4.5	6.1	0.0	0.0	19.4	0.0	16.7	16.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	A
Approach Vol, veh/h		834			569			261			68	
Approach Delay, s/veh		5.8			6.1			18.7			16.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.9		14.1		35.9		14.1				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 26		16.0		* 26		16.0				
Max Q Clear Time (g_c+I1), s		10.8		10.1		10.1		10.2				
Green Ext Time (p_c), s		2.9		0.3		2.1		0.0				

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

Notes

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



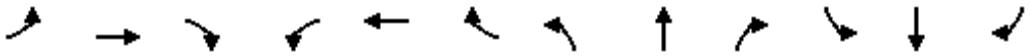
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	613	20	42	642	61	12	43	17	118	72	95
Future Volume (veh/h)	46	613	20	42	642	61	12	43	17	118	72	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	645	21	44	676	64	13	45	18	124	76	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	1172	38	495	1095	104	193	235	94	261	108	294
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	719	1801	59	770	1682	159	1209	1271	508	780	583	1585
Grp Volume(v), veh/h	48	0	666	44	0	740	13	0	63	200	0	100
Grp Sat Flow(s),veh/h/ln	719	0	1860	770	0	1842	1209	0	1779	1363	0	1585
Q Serve(g_s), s	2.1	0.0	9.7	1.6	0.0	11.7	0.5	0.0	1.5	5.7	0.0	2.7
Cycle Q Clear(g_c), s	13.8	0.0	9.7	11.4	0.0	11.7	7.8	0.0	1.5	7.2	0.0	2.7
Prop In Lane	1.00		0.03	1.00		0.09	1.00		0.29	0.62		1.00
Lane Grp Cap(c), veh/h	443	0	1210	495	0	1199	193	0	329	369	0	294
V/C Ratio(X)	0.11	0.00	0.55	0.09	0.00	0.62	0.07	0.00	0.19	0.54	0.00	0.34
Avail Cap(c_a), veh/h	443	0	1210	495	0	1199	356	0	569	571	0	507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	4.7	7.8	0.0	5.1	23.3	0.0	17.2	19.9	0.0	17.7
Incr Delay (d2), s/veh	0.5	0.0	1.8	0.4	0.0	2.4	0.1	0.0	0.1	0.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.6	0.3	0.0	3.2	0.1	0.0	0.6	2.0	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	0.0	6.6	8.2	0.0	7.5	23.3	0.0	17.3	20.3	0.0	18.0
LnGrp LOS	A	A	A	A	A	A	C	A	B	C	A	B
Approach Vol, veh/h		714			784			76			300	
Approach Delay, s/veh		6.8			7.5			18.3			19.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.7		13.3		36.7		13.3				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 26		16.0		* 26		16.0				
Max Q Clear Time (g_c+I1), s		15.8		9.8		13.7		9.2				
Green Ext Time (p_c), s		2.1		0.1		2.6		0.2				

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	541	33	427	495	16	42	40	328	73	104	46
Future Volume (veh/h)	42	541	33	427	495	16	42	40	328	73	104	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	569	33	449	521	16	44	42	43	77	109	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	606	35	484	1059	33	138	116	269	110	121	38
Arrive On Green	0.03	0.35	0.35	0.27	0.59	0.59	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	1751	102	1781	1805	55	493	680	1585	363	712	225
Grp Volume(v), veh/h	44	0	602	449	0	537	86	0	43	225	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1852	1781	0	1860	1172	0	1585	1301	0	0
Q Serve(g_s), s	2.5	0.0	31.5	24.5	0.0	16.8	0.0	0.0	2.3	11.3	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	31.5	24.5	0.0	16.8	5.7	0.0	2.3	17.0	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.03	0.51		1.00	0.34		0.17
Lane Grp Cap(c), veh/h	56	0	641	484	0	1091	254	0	269	269	0	0
V/C Ratio(X)	0.79	0.00	0.94	0.93	0.00	0.49	0.34	0.00	0.16	0.84	0.00	0.00
Avail Cap(c_a), veh/h	89	0	719	570	0	1224	254	0	269	269	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.00	0.88	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.1	0.0	31.6	35.5	0.0	12.0	36.5	0.0	35.4	42.6	0.0	0.0
Incr Delay (d2), s/veh	7.7	0.0	17.0	18.6	0.0	1.6	0.3	0.0	0.1	18.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	16.6	12.9	0.0	7.0	1.8	0.0	0.9	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	0.0	48.7	54.1	0.0	13.6	36.8	0.0	35.5	61.4	0.0	0.0
LnGrp LOS	E	A	D	D	A	B	D	A	D	E	A	A
Approach Vol, veh/h		646			986			129			225	
Approach Delay, s/veh		49.2			32.0			36.3			61.4	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.2	38.8		21.0	7.1	62.9		21.0				
Change Period (Y+Rc), s	4.0	* 4.2		4.0	4.0	* 4.2		4.0				
Max Green Setting (Gmax), s	32.0	* 39		17.0	5.0	* 66		17.0				
Max Q Clear Time (g_c+I1), s	26.5	33.5		7.7	4.5	18.8		19.0				
Green Ext Time (p_c), s	0.6	1.2		0.1	0.0	2.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	127	249	144	75	13	599	1059	43	30	1206	3
Future Volume (veh/h)	71	127	249	144	75	13	599	1059	43	30	1206	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	134	28	152	79	1	631	1115	19	32	1269	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	290	246	276	290	246	653	1275	569	255	1188	
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.19	0.36	0.36	0.14	0.33	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	75	134	28	152	79	1	631	1115	19	32	1269	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.3	5.9	1.4	7.1	3.4	0.0	16.3	26.4	0.7	1.4	30.1	0.0
Cycle Q Clear(g_c), s	3.3	5.9	1.4	7.1	3.4	0.0	16.3	26.4	0.7	1.4	30.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	290	246	276	290	246	653	1275	569	255	1188	
V/C Ratio(X)	0.27	0.46	0.11	0.55	0.27	0.00	0.97	0.87	0.03	0.13	1.07	
Avail Cap(c_a), veh/h	277	291	247	277	291	247	653	1386	618	255	1188	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.5	34.6	32.7	35.1	33.6	32.2	36.2	27.0	18.7	33.6	30.0	0.0
Incr Delay (d2), s/veh	0.2	0.4	0.1	1.3	0.2	0.0	26.9	6.4	0.0	0.1	46.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.7	0.5	3.2	1.5	0.0	9.0	11.4	0.2	0.6	19.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	35.0	32.8	36.5	33.7	32.2	63.2	33.4	18.8	33.7	76.3	0.0
LnGrp LOS	C	D	C	D	C	C	E	C	B	C	F	
Approach Vol, veh/h		237			232			1765			1301	A
Approach Delay, s/veh		34.4			35.5			43.9			75.2	
Approach LOS		C			D			D			E	

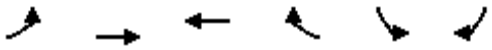
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.9	37.2		18.0	20.0	34.1		18.0				
Change Period (Y+Rc), s	4.0	4.9		4.0	3.0	* 4		4.0				
Max Green Setting (Gmax), s	10.0	35.1		14.0	17.0	* 30		14.0				
Max Q Clear Time (g_c+I1), s	3.4	28.4		7.9	18.3	32.1		9.1				
Green Ext Time (p_c), s	0.0	3.9		0.3	0.0	0.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		54.2	
HCM 6th LOS		D	

Notes

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

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



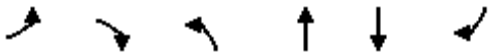
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	504	504	209	328	10
Future Volume (veh/h)	40	504	504	209	328	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1900
Adj Flow Rate, veh/h	42	531	531	220	355	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0
Cap, veh/h	69	2032	765	645	643	291
Arrive On Green	0.04	0.57	0.41	0.41	0.18	0.00
Sat Flow, veh/h	1781	3647	1870	1577	3563	1610
Grp Volume(v), veh/h	42	531	531	220	355	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1577	1781	1610
Q Serve(g_s), s	0.7	2.4	7.6	3.1	2.9	0.0
Cycle Q Clear(g_c), s	0.7	2.4	7.6	3.1	2.9	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	69	2032	765	645	643	291
V/C Ratio(X)	0.61	0.26	0.69	0.34	0.55	0.00
Avail Cap(c_a), veh/h	221	3304	1275	1075	2429	1098
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.3	3.5	7.9	6.6	12.0	0.0
Incr Delay (d2), s/veh	8.3	0.1	1.1	0.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	2.0	0.7	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.5	3.5	9.0	6.9	12.8	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		573	751		355	
Approach Delay, s/veh		5.0	8.4		12.8	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			22.4		9.8	5.3	17.2
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			30.0		22.0	4.0	22.0
Max Q Clear Time (g_c+I1), s			4.4		4.9	2.7	9.6
Green Ext Time (p_c), s			3.8		1.1	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	298	592	785	12	7	489
Future Volume (veh/h)	298	592	785	12	7	489
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	314	127	835	0	7	123
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	430	383	1137	1001	196	164
Arrive On Green	0.24	0.24	0.32	0.00	0.10	0.10
Sat Flow, veh/h	1781	1585	3563	1870	1870	1571
Grp Volume(v), veh/h	314	127	835	0	7	123
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1571
Q Serve(g_s), s	5.8	2.4	7.5	0.0	0.1	2.7
Cycle Q Clear(g_c), s	5.8	2.4	7.5	0.0	0.1	2.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	430	383	1137	1001	196	164
V/C Ratio(X)	0.73	0.33	0.73	0.00	0.04	0.75
Avail Cap(c_a), veh/h	795	707	1590	1878	835	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	11.2	10.9	0.0	14.4	15.6
Incr Delay (d2), s/veh	2.4	0.5	1.1	0.0	0.1	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.3	2.3	0.0	0.0	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	11.7	12.0	0.0	14.5	22.2
LnGrp LOS	B	B	B	A	B	C
Approach Vol, veh/h	441			835	130	
Approach Delay, s/veh	14.0			12.0	21.8	
Approach LOS	B			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		23.2		12.7	15.4	7.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	16.0	16.0
Max Q Clear Time (g_c+I1), s		0.0		7.8	9.5	4.7
Green Ext Time (p_c), s		0.0		0.9	2.0	0.3

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

Notes

User approved volume balancing among the lanes for turning movement.

Intersection 13 **New Meadow Dr/Blue Oaks Blvd** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	24	25	102.9%	59.1	7.0	E
	Through						
	Right Turn	6	6	101.7%	18.5	12.3	B
	Subtotal	**30**	**31**	**102.7%**	**50.9**	**5.4**	**D**
EB	Left Turn	9	9	100.0%	47.9	7.1	D
	Through	651	612	94.0%	10.6	1.4	B
	Right Turn						
	Subtotal	**660**	**621**	**94.1%**	**11.1**	**1.3**	**B**
WB	Left Turn						
	Through	804	664	82.6%	15.2	1.3	B
	Right Turn	138	109	78.7%	18.8	1.4	B
	Subtotal	**942**	**773**	**82.0%**	**15.7**	**1.3**	**B**
Total		**1,632**	**1,424**	**87.3%**	**14.5**	**0.8**	**B**

Intersection 10 **Diamond Creek Blvd/Blue Oaks Blvd-Wal-Mart** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	21	19	92.4%	54.0	8.9	D
	Through	7	6	91.4%	60.2	24.0	E
	Right Turn	8	10	120.0%	15.5	4.5	B
	Subtotal	**36**	**35**	**98.3%**	**44.8**	**9.9**	**D**
SB	Left Turn	75	73	96.9%	50.4	4.5	D
	Through	8	9	108.8%	56.6	14.6	E
	Right Turn	47	46	97.2%	49.6	7.3	D
	Subtotal	**130**	**127**	**97.8%**	**50.5**	**4.6**	**D**
EB	Left Turn	19	19	101.1%	75.3	19.2	E
	Through	353	344	97.4%	23.9	2.3	C
	Right Turn	9	10	107.8%	5.8	0.9	A
	Subtotal	**381**	**373**	**97.8%**	**26.2**	**2.7**	**C**
WB	Left Turn	7	6	85.7%	73.8	16.3	E
	Through	697	557	79.9%	41.1	10.6	D
	Right Turn	57	48	83.5%	20.8	9.9	C
	Subtotal	**761**	**611**	**80.2%**	**39.8**	**10.5**	**D**
Total		**1,308**	**1,146**	**87.6%**	**36.6**	**6.2**	**D**

Intersection 15 **Foothills Blvd/Blue Oaks Blvd-Hwy 65 NB Ramp** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	151	119	78.6%	203.4	39.0	F
	Through	239	186	77.9%	205.9	37.9	F
	Right Turn	63	59	93.5%	4.2	2.7	A
	Subtotal	**453**	**364**	**80.3%**	**172.2**	**31.1**	**F**
SB	Left Turn	206	126	61.1%	354.1	34.6	F
	Through	198	193	97.5%	54.9	4.0	D
	Right Turn	75	67	88.8%	35.6	8.3	D
	Subtotal	**479**	**386**	**80.5%**	**149.6**	**14.1**	**F**
EB	Left Turn	33	34	104.2%	81.9	10.9	F
	Through	551	474	86.0%	83.0	8.2	F
	Right Turn	91	76	83.1%	102.3	17.0	F
	Subtotal	**675**	**584**	**86.5%**	**85.4**	**8.2**	**F**
WB	Left Turn	78	68	87.7%	64.8	8.9	E
	Through	716	589	82.2%	53.1	1.5	D
	Right Turn	110	82	74.7%	29.0	3.5	C
	Subtotal	**904**	**740**	**81.8%**	**51.5**	**1.4**	**D**
Total		**2,511**	**2,072**	**82.5%**	**100.3**	**4.9**	**F**

Intersection 11 **Woodcreek Oaks Blvd-Pleasant Grove Blvd/Blue Oaks Blvd** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	30	29	98.0%	66.1	12.5	E
	Through	85	75	88.0%	144.0	46.4	F
	Right Turn	57	56	98.8%	45.1	27.5	D
	Subtotal	**172**	**161**	**93.3%**	**96.4**	**36.2**	**F**
SB	Left Turn	152	131	86.4%	141.7	34.5	F
	Through	156	145	92.7%	139.3	25.5	F
	Right Turn	13	10	77.7%	83.6	26.5	F
	Subtotal	**321**	**286**	**89.1%**	**138.7**	**24.7**	**F**
EB	Left Turn	34	30	89.1%	56.4	5.5	E
	Through	389	384	98.8%	57.7	4.3	E
	Right Turn	40	36	89.5%	31.5	5.4	C
	Subtotal	**463**	**450**	**97.3%**	**55.5**	**3.5**	**E**
WB	Left Turn	176	143	81.5%	48.6	9.3	D
	Through	780	657	84.2%	33.0	6.8	C
	Right Turn						
	Subtotal	**956**	**800**	**83.7%**	**35.9**	**7.1**	**D**
Total		**1,912**	**1,697**	**88.8%**	**64.0**	**5.0**	**E**

Intersection 17 **Washington Blvd/Blue Oaks Blvd** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	178	154	86.2%	164.5	33.8	F
	Through						
	Right Turn	292	291	99.8%	55.7	12.2	E
	Subtotal	**470**	**445**	**94.7%**	**93.4**	**15.9**	**F**
SB	Left Turn	18	17	96.7%	79.9	32.1	E
	Through	128	127	99.1%	80.7	30.0	F
	Right Turn	50	48	95.2%	33.8	29.7	C
	Subtotal	**196**	**192**	**97.9%**	**69.0**	**30.5**	**E**
EB	Left Turn						
	Through	382	312	81.8%	74.0	10.8	E
	Right Turn	151	123	81.2%	14.1	2.4	B
	Subtotal	**533**	**435**	**81.6%**	**57.2**	**8.2**	**E**
WB	Left Turn	92	91	98.4%	58.8	4.7	E
	Through	303	307	101.5%	25.1	2.0	C
	Right Turn	99	105	105.6%	5.1	0.7	A
	Subtotal	**494**	**502**	**101.7%**	**27.1**	**1.7**	**C**
Total		**1,693**	**1,574**	**93.0%**	**59.3**	**8.3**	**E**

Intersection 12 **Wood Meadow Dwy/Blue Oaks Blvd** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	172	163	94.7%	95.4	34.1	F
	Through	1	2	160.0%	88.4	56.2	F
	Right Turn	30	32	105.7%	69.6	34.8	E
	Subtotal	**203**	**196**	**96.7%**	**91.3**	**34.4**	**F**
SB	Left Turn	46	30	64.3%	288.7	60.0	F
	Through	1	1	60.0%	63.8	82.1	E
	Right Turn	8	6	70.0%	189.9	94.1	F
	Subtotal	**55**	**36**	**65.1%**	**274.1**	**67.9**	**F**
EB	Left Turn						
	Through	584	561	96.1%	12.4	2.2	B
	Right Turn	14	11	75.7%	7.7	1.8	A
	Subtotal	**598**	**572**	**95.6%**	**12.3**	**2.1**	**B**
WB	Left Turn	26	21	79.6%	76.8	5.7	E
	Through	776	643	82.9%	17.9	3.6	B
	Right Turn	7	6	78.6%	2.1	1.9	A
	Subtotal	**809**	**669**	**82.7%**	**19.6**	**3.5**	**B**
Total		**1,665**	**1,473**	**88.5%**	**32.5**	**5.5**	**C**

Intersection 14 **Collector C/Blue Oaks Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	32	33	103.8%	74.8	21.0	E
	Through						
	Right Turn	72	72	99.4%	49.6	11.0	D
	Subtotal	**104**	**105**	**100.8%**	**58.2**	**12.3**	**E**
SB	Left Turn	44	40	90.9%	106.9	36.7	F
	Through						
	Right Turn	20	23	116.0%	56.4	31.5	E
	Subtotal	**64**	**63**	**98.8%**	**88.6**	**35.2**	**F**
EB	Left Turn	52	45	86.9%	80.8	14.5	F
	Through	2,584	1,831	70.9%	112.9	20.5	F
	Right Turn	64	35	54.4%	171.1	38.6	F
	Subtotal	**2,700**	**1,911**	**70.8%**	**113.1**	**20.0**	**F**
WB	Left Turn	32	26	82.5%	66.7	13.0	E
	Through	3,712	2,784	75.0%	14.6	1.1	B
	Right Turn	20	16	82.0%	12.1	3.4	B
	Subtotal	**3,764**	**2,827**	**75.1%**	**15.0**	**1.0**	**B**
Total		**6,632**	**4,906**	**74.0%**	**54.9**	**6.8**	**D**

Intersection 16 **Fidelity Way/Blue Oaks Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through						
	Right Turn	408	382	93.5%	11.8	2.6	B
	Subtotal	**408**	**382**	**93.5%**	**11.8**	**2.6**	**B**
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,720	1,276	74.2%	6.2	0.9	A
	Right Turn	16	11	67.5%	1.5	0.8	A
	Subtotal	**1,736**	**1,287**	**74.1%**	**6.1**	**0.9**	**A**
WB	Left Turn	36	29	81.1%	14.1	4.6	B
	Through	2,088	1,883	90.2%	13.7	28.4	B
	Right Turn						
	Subtotal	**2,124**	**1,912**	**90.0%**	**13.6**	**27.8**	**B**
Total		**4,268**	**3,580**	**83.9%**	**9.6**	**11.3**	**A**

Intersection 90 **Eureka Rd/Douglas Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	576	580	100.6%	72.5	14.1	E
	Through	660	663	100.5%	51.1	4.0	D
	Right Turn	20	20	102.0%	37.4	14.0	D
	Subtotal	**1,256**	**1,263**	**100.6%**	**60.8**	**7.1**	**E**
SB	Left Turn	980	824	84.1%	180.1	24.7	F
	Through	844	797	94.4%	52.9	4.4	D
	Right Turn						
	Subtotal	**1,824**	**1,621**	**88.9%**	**117.7**	**11.9**	**F**
EB	Left Turn	168	154	91.4%	79.3	20.1	E
	Through	1,360	1,340	98.5%	43.6	2.7	D
	Right Turn	452	407	90.0%	42.2	2.5	D
	Subtotal	**1,980**	**1,900**	**96.0%**	**46.4**	**3.3**	**D**
WB	Left Turn	68	61	90.0%	87.0	13.8	F
	Through	1,704	1,639	96.2%	48.4	7.8	D
	Right Turn	572	497	86.9%	29.5	6.1	C
	Subtotal	**2,344**	**2,197**	**93.7%**	**45.2**	**7.5**	**D**
Total		**7,404**	**6,981**	**94.3%**	**65.1**	**5.1**	**E**

Intersection 105 **Rocky Ridge Dr/Douglas Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	308	302	98.1%	99.7	24.3	F
	Through	524	502	95.9%	41.6	4.8	D
	Right Turn	268	270	100.6%	29.4	3.9	C
	Subtotal	**1,100**	**1,074**	**97.6%**	**55.1**	**9.3**	**E**
SB	Left Turn	264	263	99.5%	93.6	9.0	F
	Through	1,196	1,204	100.7%	47.8	3.3	D
	Right Turn	512	478	93.3%	59.6	19.3	E
	Subtotal	**1,972**	**1,944**	**98.6%**	**57.1**	**5.5**	**E**
EB	Left Turn	132	128	97.0%	129.8	44.7	F
	Through	1,504	1,450	96.4%	31.2	2.9	C
	Right Turn	160	141	88.0%	15.1	2.6	B
	Subtotal	**1,796**	**1,719**	**95.7%**	**37.4**	**4.3**	**D**
WB	Left Turn	172	152	88.4%	65.6	11.6	E
	Through	1,904	1,766	92.8%	48.7	8.2	D
	Right Turn	184	165	89.6%	25.5	7.4	C
	Subtotal	**2,260**	**2,083**	**92.2%**	**48.1**	**7.7**	**D**
Total		**7,128**	**6,820**	**95.7%**	**49.1**	**4.0**	**D**

Intersection 102 **Santa Clara Dr/Douglas Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	88	90	102.7%	70.4	15.0	E
	Through	36	36	100.0%	60.9	11.6	E
	Right Turn	120	122	101.7%	21.5	6.9	C
	Subtotal	**244**	**248**	**101.8%**	**45.8**	**5.8**	**D**
SB	Left Turn	176	164	93.2%	61.0	6.4	E
	Through	92	84	90.9%	55.2	10.5	E
	Right Turn	136	148	109.1%	36.4	8.4	D
	Subtotal	**404**	**396**	**98.0%**	**50.7**	**6.3**	**D**
EB	Left Turn	148	130	87.8%	63.9	19.8	E
	Through	1,744	1,683	96.5%	25.8	3.4	C
	Right Turn	44	46	104.5%	30.9	6.8	C
	Subtotal	**1,936**	**1,859**	**96.0%**	**28.7**	**4.0**	**C**
WB	Left Turn	176	150	85.2%	44.4	7.4	D
	Through	2,472	2,236	90.5%	21.7	2.1	C
	Right Turn	44	40	91.8%	11.9	3.6	B
	Subtotal	**2,692**	**2,427**	**90.1%**	**23.0**	**2.5**	**C**
Total		**5,276**	**4,930**	**93.4%**	**28.6**	**1.8**	**C**

Intersection 103 **Sierra Gardens Dr/Douglas Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	176	164	93.4%	88.7	27.8	F
	Through	40	45	112.0%	90.7	29.3	F
	Right Turn	32	32	98.8%	79.4	21.8	E
	Subtotal	**248**	**241**	**97.1%**	**87.7**	**25.0**	**F**
SB	Left Turn	244	236	96.7%	61.3	14.0	E
	Through	52	51	97.7%	69.3	27.0	E
	Right Turn	40	51	128.0%	56.5	18.1	E
	Subtotal	**336**	**338**	**100.6%**	**61.7**	**14.7**	**E**
EB	Left Turn	48	41	85.0%	79.5	24.8	E
	Through	1,792	1,728	96.4%	14.7	1.2	B
	Right Turn	40	44	111.0%	8.8	1.3	A
	Subtotal	**1,880**	**1,813**	**96.4%**	**16.0**	**1.3**	**B**
WB	Left Turn	28	24	85.7%	101.6	14.0	F
	Through	2,660	2,415	90.8%	26.7	4.4	C
	Right Turn						
	Subtotal	**2,688**	**2,439**	**90.7%**	**27.5**	**4.5**	**C**
Total		**5,152**	**4,830**	**93.8%**	**28.7**	**3.2**	**C**

Intersection 101 **N. Sunrise Ave/Douglas Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	420	393	93.5%	131.9	48.6	F
	Through	508	498	98.1%	47.0	6.0	D
	Right Turn	172	190	110.5%	25.0	3.1	C
	Subtotal	**1,100**	**1,081**	**98.3%**	**74.5**	**21.1**	**E**
SB	Left Turn	184	183	99.6%	66.9	8.0	E
	Through	812	831	102.4%	49.4	3.9	D
	Right Turn	492	482	98.0%	23.7	6.9	C
	Subtotal	**1,488**	**1,496**	**100.6%**	**43.3**	**3.7**	**D**
EB	Left Turn	448	332	74.0%	252.3	29.5	F
	Through	1,692	1,599	94.5%	65.1	6.8	E
	Right Turn	208	220	105.8%	12.9	2.2	B
	Subtotal	**2,348**	**2,151**	**91.6%**	**88.7**	**9.6**	**F**
WB	Left Turn	216	205	94.8%	59.8	5.4	E
	Through	2,332	2,057	88.2%	45.0	2.8	D
	Right Turn	152	130	85.8%	52.3	8.6	D
	Subtotal	**2,700**	**2,392**	**88.6%**	**46.7**	**2.6**	**D**
Total		**7,636**	**7,121**	**93.3%**	**62.9**	**4.0**	**E**

Intersection 104 **Target Dwy/Douglas Blvd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	144	150	104.2%	88.0	26.9	F
	Through	24	24	101.7%	78.3	31.6	E
	Right Turn	56	54	95.7%	58.1	25.5	E
	Subtotal	**224**	**228**	**101.8%**	**79.9**	**23.6**	**E**
SB	Left Turn	116	106	91.0%	57.5	19.1	E
	Through	12	16	130.0%	65.3	32.7	E
	Right Turn	132	127	96.1%	47.3	20.6	D
	Subtotal	**260**	**248**	**95.4%**	**53.4**	**18.8**	**D**
EB	Left Turn	168	141	84.0%	72.0	14.8	E
	Through	1,668	1,589	95.3%	18.1	2.5	B
	Right Turn	64	66	102.5%	18.0	4.9	B
	Subtotal	**1,900**	**1,796**	**94.5%**	**22.4**	**3.5**	**C**
WB	Left Turn	72	70	96.7%	111.5	15.7	F
	Through	2,488	2,243	90.1%	41.3	1.9	D
	Right Turn	16	15	92.5%	41.2	8.2	D
	Subtotal	**2,576**	**2,327**	**90.3%**	**43.4**	**2.0**	**D**
Total		**4,960**	**4,599**	**92.7%**	**37.6**	**3.1**	**D**

Intersection 77 **Douglas Blvd/E. Roseville Pkwy** **Signal**

SimTraffic Post-Processor **Amoruso Ranch Specific Plan EIR - Eureka Douglas**
Average Results from 10 Runs **2035 Cumulative Plus Project**
Volume and Delay by Movement **PM Peak Hour**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	264	258	97.6%	65.7	3.6	E
	Through	736	734	99.7%	52.0	4.2	D
	Right Turn	56	57	101.4%	21.5	4.6	C
	Subtotal	**1,056**	**1,048**	**99.2%**	**53.8**	**3.4**	**D**
SB	Left Turn	820	746	91.0%	135.4	32.6	F
	Through	1,144	1,133	99.1%	51.8	4.2	D
	Right Turn	148	142	95.7%	6.6	1.3	A
	Subtotal	**2,112**	**2,021**	**95.7%**	**79.5**	**12.3**	**E**
EB	Left Turn	224	203	90.7%	56.8	4.7	E
	Through	1,872	1,724	92.1%	31.7	1.9	C
	Right Turn	412	381	92.5%	24.4	1.9	C
	Subtotal	**2,508**	**2,308**	**92.0%**	**32.7**	**1.8**	**C**
WB	Left Turn	124	113	91.3%	74.2	9.8	E
	Through	1,664	1,602	96.3%	64.8	7.6	E
	Right Turn	1,000	951	95.1%	60.1	19.6	E
	Subtotal	**2,788**	**2,666**	**95.6%**	**63.5**	**11.7**	**E**
Total		**8,464**	**8,043**	**95.0%**	**57.5**	**4.8**	**E**

Intersection 87 **N. Sunrise Ave/Eureka Rd** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	556	561	100.9%	70.5	11.6	E
	Through	548	558	101.9%	43.8	4.1	D
	Right Turn	216	211	97.6%	4.0	0.5	A
	Subtotal	**1,320**	**1,330**	**100.8%**	**48.7**	**5.1**	**D**
SB	Left Turn	172	178	103.5%	69.3	11.5	E
	Through	496	496	99.9%	50.6	6.2	D
	Right Turn	256	258	100.8%	28.0	4.4	C
	Subtotal	**924**	**932**	**100.8%**	**47.8**	**3.3**	**D**
EB	Left Turn	236	226	95.9%	124.7	51.3	F
	Through	1,688	1,645	97.5%	30.6	3.6	C
	Right Turn	392	370	94.4%	14.3	1.5	B
	Subtotal	**2,316**	**2,242**	**96.8%**	**37.6**	**7.1**	**D**
WB	Left Turn	192	181	94.4%	114.4	22.2	F
	Through	2,612	2,416	92.5%	79.1	21.9	E
	Right Turn	64	57	89.4%	34.3	20.6	C
	Subtotal	**2,868**	**2,655**	**92.6%**	**80.6**	**21.6**	**F**
Total		**7,428**	**7,158**	**96.4%**	**56.9**	**7.5**	**E**

Intersection 85 **I-80 WB Ramps/Atlantic** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**

NB	Left Turn						
	Through						
	Right Turn	1,160	1,184	102.1%	1.8	0.4	A
	Subtotal	**1,160**	**1,184**	**102.1%**	**1.8**	**0.4**	**A**
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	860	797	92.7%	18.2	0.9	B
	Right Turn	736	675	91.7%	30.5	3.0	C
	Subtotal	**1,596**	**1,472**	**92.2%**	**23.9**	**1.9**	**C**
WB	Left Turn	1,000	817	81.7%	111.5	27.0	F
	Through	1,284	1,141	88.9%	7.7	1.4	A
	Right Turn						
	Subtotal	**2,284**	**1,958**	**85.7%**	**51.0**	**11.6**	**D**
Total		**5,040**	**4,614**	**91.5%**	**29.7**	**4.9**	**C**

Intersection 86 **I-80 EB Ramps/Eureka Rd-Atlantic St** **Signal**

		Volume (veh/hr)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	164	144	87.8%	46.5	13.5	D
	Through	456	460	100.8%	51.6	6.0	D
	Right Turn	588	607	103.3%	7.4	1.1	A
	Subtotal	**1,208**	**1,211**	**100.2%**	**28.8**	**4.2**	**C**
SB	Left Turn	392	332	84.8%	173.0	53.3	F
	Through						
	Right Turn	356	316	88.7%	177.9	86.8	F
	Subtotal	**748**	**648**	**86.6%**	**174.2**	**61.4**	**F**
EB	Left Turn	224	161	71.8%	246.1	41.7	F
	Through	1,480	1,481	100.1%	34.6	2.3	C
	Right Turn	316	282	89.1%	14.1	1.0	B
	Subtotal	**2,020**	**1,924**	**95.2%**	**49.3**	**4.2**	**D**
WB	Left Turn						
	Through	1,812	1,654	91.3%	41.9	13.5	D
	Right Turn	1,632	1,497	91.7%	46.1	13.6	D
	Subtotal	**3,444**	**3,150**	**91.5%**	**43.9**	**13.4**	**D**
Total		**7,420**	**6,933**	**93.4%**	**54.5**	**5.8**	**D**

Intersection 38 **Pleasant Grove Blvd/Fairway Dr** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	156	135	86.7%	98.5	19.4	F
	Through	341	306	89.6%	44.7	5.5	D
	Right Turn	162	141	86.9%	22.9	2.2	C
	Subtotal	**659**	**582**	**88.2%**	**52.0**	**7.6**	**D**
SB	Left Turn	32	25	77.8%	118.6	24.3	F
	Through	244	212	87.0%	145.4	31.4	F
	Right Turn	44	35	78.4%	133.8	42.0	F
	Subtotal	**320**	**272**	**84.9%**	**141.4**	**31.5**	**F**
EB	Left Turn	69	68	98.3%	57.5	4.3	E
	Through	129	129	99.6%	51.4	4.4	D
	Right Turn	143	119	83.1%	124.4	35.5	F
	Subtotal	**341**	**315**	**92.4%**	**80.6**	**14.9**	**F**
WB	Left Turn	173	141	81.3%	159.1	44.6	F
	Through	146	144	98.3%	37.6	3.0	D
	Right Turn	47	45	94.7%	17.3	2.1	B
	Subtotal	**366**	**329**	**89.8%**	**87.0**	**18.5**	**F**
Total		**1,686**	**1,497**	**88.8%**	**81.8**	**6.3**	**F**

Intersection 35 **Pleasant Grove Blvd/Highland Pointe Dr-Wal-Mart** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	104	91	87.0%	143.2	26.4	F
	Through	697	588	84.3%	129.0	24.3	F
	Right Turn	11	8	71.8%	124.5	24.7	F
	Subtotal	**812**	**686**	**84.5%**	**131.0**	**22.7**	**F**
SB	Left Turn	46	42	90.7%	91.4	23.6	F
	Through	531	481	90.5%	52.2	15.3	D
	Right Turn	78	66	84.4%	7.0	1.4	A
	Subtotal	**655**	**588**	**89.8%**	**50.1**	**12.9**	**D**
EB	Left Turn	167	108	64.7%	281.2	40.4	F
	Through	2	2	85.0%	67.2	53.9	E
	Right Turn	119	104	87.3%	88.6	21.4	F
	Subtotal	**288**	**214**	**74.2%**	**187.0**	**30.1**	**F**
WB	Left Turn	65	68	104.0%	52.2	3.1	D
	Through	6	7	113.3%	52.3	11.9	D
	Right Turn	77	77	100.3%	51.1	19.3	D
	Subtotal	**148**	**152**	**102.4%**	**51.7**	**11.0**	**D**
Total		**1,903**	**1,640**	**86.2%**	**101.9**	**8.6**	**F**

SimTraffic Post-Processor **Amoruso EIR - Pleasant Grove**
Average Results from 10 Runs **2035 Cumulative Plus Project**
Volume and Delay by Movement **PM Peak Hour**

Intersection 37 **Pleasant Grove Blvd/Hwy 65 NB Ramp** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	201	199	99.0%	57.2	6.0	E
	Through						
	Right Turn	166	163	98.4%	39.5	8.0	D
	Subtotal	**367**	**362**	**98.7%**	**49.3**	**5.6**	**D**
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	567	493	86.9%	14.2	1.5	B
	Right Turn	170	133	78.0%	11.8	0.6	B
	Subtotal	**737**	**625**	**84.8%**	**13.7**	**1.3**	**B**
WB	Left Turn						
	Through	535	457	85.5%	8.3	2.0	A
	Right Turn	57	47	82.6%	1.6	0.3	A
	Subtotal	**592**	**504**	**85.2%**	**7.7**	**1.9**	**A**
Total		**1,696**	**1,492**	**88.0%**	**20.3**	**2.1**	**C**

Intersection 36 **Pleasant Grove Blvd/Hwy 65 SB Ramp** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	41	43	103.9%	25.2	7.3	C
	Through						
	Right Turn	116	121	104.5%	26.0	13.8	C
	Subtotal	**157**	**164**	**104.3%**	**25.7**	**11.7**	**C**
EB	Left Turn						
	Through	696	587	84.3%	15.5	2.2	B
	Right Turn	3	2	50.0%	6.1	6.8	A
	Subtotal	**699**	**588**	**84.2%**	**15.4**	**2.2**	**B**
WB	Left Turn						
	Through	737	667	90.5%	15.7	7.1	B
	Right Turn						
	Subtotal	**737**	**667**	**90.5%**	**15.7**	**7.2**	**B**
Total		**1,593**	**1,419**	**89.1%**	**16.7**	**5.3**	**B**

Intersection 64 **Chase Dr/Roseville Pkwy** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	20	18	92.0%	59.0	6.8	E
	Through						
	Right Turn	19	20	106.8%	1.2	0.2	A
	Subtotal	**39**	**39**	**99.2%**	**28.7**	**4.7**	**C**
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	616	430	69.7%	26.9	5.3	C
	Right Turn	34	25	74.7%	15.1	5.7	B
	Subtotal	**650**	**455**	**70.0%**	**26.3**	**5.2**	**C**
WB	Left Turn	122	88	71.8%	76.0	17.2	E
	Through	605	470	77.7%	11.0	2.0	B
	Right Turn						
	Subtotal	**727**	**558**	**76.7%**	**21.3**	**4.5**	**C**
Total		**1,416**	**1,052**	**74.3%**	**23.7**	**2.2**	**C**

Intersection 69 **Creekside Ridge Dr/Roseville Pkwy-North Drwy** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	15	14	95.3%	82.0	10.0	F
	Through						
	Right Turn	18	17	92.8%	21.5	8.4	C
	Subtotal	**33**	**31**	**93.9%**	**50.1**	**11.2**	**D**
SB	Left Turn	72	74	103.2%	57.9	6.3	E
	Through	1	0	40.0%	11.1	18.1	B
	Right Turn	76	72	95.3%	53.3	10.5	D
	Subtotal	**149**	**147**	**98.7%**	**55.9**	**5.8**	**E**
EB	Left Turn	26	19	74.2%	56.8	15.9	E
	Through	686	480	69.9%	16.1	1.4	B
	Right Turn	3	2	70.0%	0.3	0.5	A
	Subtotal	**715**	**501**	**70.1%**	**17.6**	**1.5**	**B**
WB	Left Turn	10	7	70.0%	69.0	21.9	E
	Through	703	571	81.3%	24.4	2.7	C
	Right Turn	57	47	81.8%	20.3	3.3	C
	Subtotal	**770**	**625**	**81.2%**	**24.6**	**2.4**	**C**
Total		**1,667**	**1,304**	**78.2%**	**26.1**	**2.1**	**C**

Intersection 65 **Gibson Dr-Castaic Ct/Roseville Pkwy** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	1	0	40.0%	7.3	14.0	A
	Through	1	2	160.0%	51.7	44.4	D
	Right Turn	11	14	123.6%	24.8	12.8	C
	Subtotal	**13**	**16**	**120.0%**	**30.3**	**9.9**	**C**
SB	Left Turn	299	242	80.8%	156.7	22.5	F
	Through	2	1	40.0%	105.4	88.2	F
	Right Turn	92	65	70.5%	177.6	32.2	F
	Subtotal	**393**	**307**	**78.2%**	**161.1**	**22.7**	**F**
EB	Left Turn	54	39	71.5%	80.0	7.9	E
	Through	580	408	70.3%	11.8	1.4	B
	Right Turn						
	Subtotal	**634**	**447**	**70.4%**	**17.8**	**1.7**	**B**
WB	Left Turn	16	11	67.5%	64.4	12.3	E
	Through	635	499	78.6%	33.7	4.0	C
	Right Turn	165	129	78.4%	5.5	1.0	A
	Subtotal	**816**	**640**	**78.4%**	**28.5**	**3.1**	**C**
Total		**1,856**	**1,409**	**75.9%**	**53.9**	**4.4**	**D**

Intersection 71 **N. Sunrise/Roseville Pkwy** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	168	159	94.6%	109.2	13.3	F
	Through	17	17	100.0%	43.6	16.4	D
	Right Turn	72	71	98.5%	10.3	2.3	B
	Subtotal	**257**	**247**	**96.0%**	**76.4**	**10.0**	**E**
SB	Left Turn	4	4	87.5%	99.4	63.0	F
	Through	49	47	95.9%	91.8	26.8	F
	Right Turn	94	86	91.8%	45.7	8.0	D
	Subtotal	**147**	**137**	**93.1%**	**64.5**	**10.2**	**E**
EB	Left Turn	24	15	64.2%	58.7	10.4	E
	Through	646	448	69.4%	32.3	2.5	C
	Right Turn	174	122	69.8%	14.9	1.9	B
	Subtotal	**844**	**585**	**69.3%**	**29.4**	**2.3**	**C**
WB	Left Turn	69	40	58.4%	270.0	25.0	F
	Through	694	486	70.0%	63.7	12.6	E
	Right Turn						
	Subtotal	**763**	**526**	**69.0%**	**79.6**	**12.6**	**E**
Total		**2,011**	**1,495**	**74.3%**	**57.9**	**5.2**	**E**

Intersection 67 **Reserve Dr/Roseville Pkwy-Burger King Drwy** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	96	73	75.6%	236.1	26.8	F
	Through	24	20	81.3%	251.8	31.0	F
	Right Turn	118	86	72.6%	186.4	40.7	F
	Subtotal	**238**	**178**	**74.7%**	**213.8**	**28.4**	**F**
SB	Left Turn	75	77	103.1%	48.2	4.2	D
	Through	49	46	94.1%	50.0	6.1	D
	Right Turn	21	21	98.1%	7.7	4.4	A
	Subtotal	**145**	**144**	**99.3%**	**43.0**	**5.2**	**D**
EB	Left Turn	8	6	75.0%	73.7	17.2	E
	Through	781	571	73.1%	48.3	6.2	D
	Right Turn	59	40	67.8%	44.9	14.6	D
	Subtotal	**848**	**617**	**72.7%**	**48.3**	**6.4**	**D**
WB	Left Turn	89	62	69.2%	83.4	22.6	F
	Through	668	516	77.2%	16.3	3.3	B
	Right Turn	65	52	79.2%	3.2	0.5	A
	Subtotal	**822**	**629**	**76.5%**	**21.9**	**4.3**	**C**
Total		**2,053**	**1,567**	**76.3%**	**56.0**	**4.0**	**E**

Intersection 72 **Secret Ravine Pkwy/Roseville Pkwy-Douglas Blvd** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	41	37	89.8%	129.6	41.7	F
	Through						
	Right Turn	132	118	89.7%	97.1	33.9	F
	Subtotal	**173**	**155**	**89.7%**	**105.3**	**29.2**	**F**
EB	Left Turn	167	121	72.2%	50.0	9.7	D
	Through	512	364	71.0%	4.2	1.8	A
	Right Turn	1	1	80.0%	2.9	7.0	A
	Subtotal	**680**	**485**	**71.3%**	**15.6**	**3.3**	**B**
WB	Left Turn	4	3	67.5%	147.7	49.0	F
	Through	592	457	77.1%	97.0	28.4	F
	Right Turn	38	32	84.2%	68.1	27.6	E
	Subtotal	**634**	**491**	**77.5%**	**95.3**	**28.0**	**F**
Total		**1,487**	**1,131**	**76.1%**	**61.9**	**11.6**	**E**

Intersection 70 **Taylor Rd/Roseville Pkwy** **Signal**

SimTraffic Post-Processor **Amoruso Ranch EIR**
Average Results from 10 Runs **2035 Cumulative Plus Project**
Volume and Delay by Movement **PM Peak Hour**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	83	88	106.5%	61.7	7.1	E
	Through	110	105	95.0%	46.6	3.7	D
	Right Turn	57	60	104.7%	29.8	4.0	C
	Subtotal	**250**	**253**	**101.0%**	**48.0**	**2.9**	**D**
SB	Left Turn	111	49	44.5%	425.6	28.1	F
	Through	71	58	82.3%	52.8	6.1	D
	Right Turn	51	43	83.9%	30.9	5.0	C
	Subtotal	**233**	**151**	**64.6%**	**169.9**	**16.3**	**F**
EB	Left Turn	73	47	64.4%	137.6	49.7	F
	Through	661	476	72.1%	25.2	2.2	C
	Right Turn	26	19	73.5%	5.8	2.8	A
	Subtotal	**760**	**542**	**71.4%**	**34.4**	**5.1**	**C**
WB	Left Turn	52	33	63.3%	71.8	16.7	E
	Through	649	503	77.5%	68.4	10.2	E
	Right Turn	253	178	70.4%	49.5	4.5	D
	Subtotal	**954**	**714**	**74.8%**	**64.0**	**8.6**	**E**
Total		**2,197**	**1,659**	**75.5%**	**61.4**	**4.2**	**E**

Intersection 66 **Roseville Pkwy/West Mall Dwy** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	8	6	78.8%	70.4	28.7	E
	Through	721	549	76.2%	18.7	3.5	B
	Right Turn	26	20	76.9%	3.2	1.4	A
	Subtotal	**755**	**576**	**76.3%**	**18.7**	**3.4**	**B**
SB	Left Turn	81	60	73.6%	75.0	12.6	E
	Through	800	593	74.1%	13.9	5.6	B
	Right Turn	9	6	67.8%	8.7	5.5	A
	Subtotal	**890**	**659**	**74.0%**	**19.4**	**4.6**	**B**
EB	Left Turn	6	6	106.7%	55.9	15.1	E
	Through	1	1	110.0%	56.5	30.6	E
	Right Turn	6	7	118.3%	24.8	9.5	C
	Subtotal	**13**	**15**	**112.3%**	**39.7**	**8.2**	**D**
WB	Left Turn	34	36	104.7%	45.6	7.4	D
	Through	1	1	80.0%	15.6	17.5	B
	Right Turn	90	89	99.3%	2.8	0.4	A
	Subtotal	**125**	**126**	**100.6%**	**15.1**	**3.0**	**B**
Total		**1,783**	**1,375**	**77.1%**	**19.0**	**3.1**	**B**

Intersection 63 **Gibson Dr/Roseville Pkwy** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**

NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	19	19	98.9%	70.0	21.2	E
	Through						
	Right Turn	254	235	92.6%	31.3	19.0	C
	Subtotal	**273**	**254**	**93.1%**	**33.9**	**17.5**	**C**
EB	Left Turn	117	83	70.5%	74.5	14.7	E
	Through	631	437	69.3%	6.5	1.8	A
	Right Turn						
	Subtotal	**748**	**520**	**69.5%**	**17.2**	**2.2**	**B**
WB	Left Turn						
	Through	599	420	70.2%	51.6	21.3	D
	Right Turn	26	19	73.8%	44.8	32.5	D
	Subtotal	**625**	**439**	**70.3%**	**51.3**	**21.8**	**D**
Total		**1,646**	**1,213**	**73.7%**	**32.9**	**9.9**	**C**

Intersection 174 **Galleria/Antelope Creek** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	28	21	75.7%	49.0	8.5	D
	Through	497	423	85.1%	17.3	2.5	B
	Right Turn	50	40	80.2%	1.8	0.1	A
	Subtotal	**575**	**484**	**84.2%**	**17.4**	**2.2**	**B**
SB	Left Turn	71	54	76.1%	180.3	38.3	F
	Through	455	348	76.4%	118.7	30.5	F
	Right Turn	43	42	96.7%	5.9	1.8	A
	Subtotal	**569**	**443**	**77.9%**	**115.6**	**27.5**	**F**
EB	Left Turn	135	128	94.9%	70.0	30.8	E
	Through	18	18	98.9%	49.2	14.9	D
	Right Turn	28	26	94.3%	1.4	1.6	A
	Subtotal	**181**	**172**	**95.2%**	**57.5**	**25.3**	**E**
WB	Left Turn	123	81	66.0%	196.8	73.1	F
	Through	24	23	95.8%	59.1	12.6	E
	Right Turn	84	84	99.6%	6.2	5.3	A
	Subtotal	**231**	**188**	**81.3%**	**92.3**	**27.8**	**F**
Total		**1,556**	**1,288**	**82.7%**	**67.0**	**13.5**	**E**

Intersection 68 **Galleria/Roseville Pkwy** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	173	101	58.2%	314.0	26.1	F
	Through	225	204	90.8%	51.4	3.5	D

NB	Right Turn	21	20	94.3%	4.6	0.5	A
	Subtotal	**419**	**325**	**77.5%**	**130.1**	**9.4**	**F**
SB	Left Turn	210	118	56.0%	248.4	21.8	F
	Through	248	208	84.0%	36.2	3.9	D
	Right Turn	123	105	85.7%	4.3	0.5	A
	Subtotal	**581**	**431**	**74.3%**	**86.2**	**4.3**	**F**
EB	Left Turn	183	122	66.6%	110.1	20.2	F
	Through	486	365	75.0%	52.6	11.0	D
	Right Turn	281	201	71.4%	7.4	1.3	A
	Subtotal	**950**	**687**	**72.3%**	**49.7**	**7.7**	**D**
WB	Left Turn	86	72	83.8%	75.0	21.5	E
	Through	504	411	81.6%	45.6	9.0	D
	Right Turn	173	140	80.6%	3.3	0.3	A
	Subtotal	**763**	**623**	**81.6%**	**39.7**	**7.5**	**D**
Total		**2,713**	**2,066**	**76.2%**	**66.9**	**4.3**	**E**

Intersection 34 **Pleasant Grove Blvd/Roseville Pkwy** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	241	148	61.4%	113.3	14.6	F
	Through	391	292	74.7%	56.2	7.2	E
	Right Turn	292	223	76.5%	7.3	1.3	A
	Subtotal	**924**	**663**	**71.8%**	**52.6**	**3.3**	**D**
SB	Left Turn	81	63	77.4%	179.1	39.8	F
	Through	323	239	73.9%	203.4	42.6	F
	Right Turn	6	5	83.3%	98.9	50.6	F
	Subtotal	**410**	**306**	**74.7%**	**197.0**	**41.6**	**F**
EB	Left Turn	17	14	82.9%	115.8	24.7	F
	Through	345	242	70.3%	248.8	33.1	F
	Right Turn	203	139	68.4%	236.6	34.0	F
	Subtotal	**565**	**395**	**70.0%**	**239.7**	**32.9**	**F**
WB	Left Turn	236	152	64.4%	276.8	34.9	F
	Through	435	432	99.3%	48.6	6.2	D
	Right Turn	63	64	102.2%	14.6	3.5	B
	Subtotal	**734**	**648**	**88.3%**	**98.7**	**11.4**	**F**
Total		**2,633**	**2,013**	**76.5%**	**125.9**	**8.9**	**F**

Intersection 107 **Foothills Blvd/Cirby Way** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through	165	112	67.9%	128.2	5.3	F
	Right Turn	139	80	57.7%	119.8	12.7	F
	Subtotal	**304**	**192**	**63.3%**	**124.6**	**7.5**	**F**
SB	Left Turn	494	377	76.3%	39.1	1.4	D
	Through	123	107	86.7%	13.6	7.8	B
	Right Turn						
	Subtotal	**617**	**483**	**78.3%**	**33.5**	**1.9**	**C**
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	214	120	55.9%	123.7	12.6	F
	Through						
	Right Turn	592	323	54.5%	77.3	10.9	E
	Subtotal	**806**	**442**	**54.9%**	**89.9**	**11.7**	**F**
Total		**1,727**	**1,118**	**64.7%**	**71.4**	**4.8**	**E**

Intersection 110 **Melody Ln/Cirby Way** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through						
	Right Turn	63	51	80.3%	84.9	142.1	F
	Subtotal	**63**	**51**	**80.3%**	**84.9**	**142.1**	**F**
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	588	416	70.8%	13.8	7.6	B
	Right Turn	4	2	60.0%	9.6	9.1	A
	Subtotal	**592**	**419**	**70.7%**	**13.7**	**7.5**	**B**
WB	Left Turn	86	60	69.4%	25.3	5.2	C
	Through	704	457	64.9%	5.0	0.6	A
	Right Turn						
	Subtotal	**790**	**517**	**65.4%**	**7.4**	**1.0**	**A**
Total		**1,445**	**986**	**68.2%**	**12.8**	**6.9**	**B**

Intersection 109 **Northridge Dr/Cirby Way** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	1	1	80.0%	24.5	32.3	C
	Through						
	Right Turn	6	7	108.3%	20.4	8.6	C
	Subtotal	**7**	**7**	**104.3%**	**24.3**	**13.0**	**C**
SB	Left Turn	9	9	94.4%	62.2	8.6	E
	Through						
	Right Turn	6	6	101.7%	22.1	10.9	C
	Subtotal	**15**	**15**	**97.3%**	**45.3**	**6.0**	**D**
EB	Left Turn	4	3	85.0%	71.4	35.5	E
	Through	581	424	72.9%	6.8	2.0	A
	Right Turn	7	5	68.6%	4.2	3.7	A
	Subtotal	**592**	**432**	**72.9%**	**7.2**	**2.0**	**A**
WB	Left Turn	3	2	53.3%	64.4	32.2	E
	Through	684	439	64.1%	10.3	3.6	B
	Right Turn						
	Subtotal	**687**	**440**	**64.1%**	**10.5**	**3.6**	**B**
Total		**1,301**	**894**	**68.7%**	**9.6**	**2.3**	**A**

Intersection 111 **Riverside Ave/Cirby Way** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	361	209	57.8%	136.9	6.0	F
	Through	169	110	65.3%	46.3	4.2	D
	Right Turn	71	46	64.6%	11.9	2.9	B
	Subtotal	**601**	**365**	**60.7%**	**93.9**	**4.9**	**F**
SB	Left Turn	76	55	72.8%	232.2	70.1	F
	Through	183	113	61.5%	359.6	82.8	F
	Right Turn	60	40	66.3%	291.5	91.6	F
	Subtotal	**319**	**208**	**65.1%**	**313.1**	**79.6**	**F**
EB	Left Turn	62	26	41.9%	421.7	120.3	F
	Through	281	206	73.5%	28.2	4.0	C
	Right Turn	307	225	73.2%	3.2	0.2	A
	Subtotal	**650**	**457**	**70.3%**	**38.0**	**7.3**	**D**
WB	Left Turn	10	7	71.0%	252.0	63.1	F
	Through	406	299	73.6%	235.5	42.5	F
	Right Turn						
	Subtotal	**416**	**306**	**73.6%**	**235.7**	**42.2**	**F**
Total		**1,986**	**1,336**	**67.3%**	**140.2**	**18.0**	**F**

Intersection 108 **Vernon St/Cirby Way** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn	4	3	65.0%	83.9	46.4	F
	Through	14	13	90.7%	60.2	11.3	E
	Right Turn	28	28	100.0%	36.4	6.9	D
	Subtotal	**46**	**43**	**94.1%**	**46.2**	**6.8**	**D**
SB	Left Turn	16	14	87.5%	116.1	32.6	F
	Through	16	12	74.4%	118.0	39.9	F
	Right Turn	176	109	61.6%	264.0	52.2	F
	Subtotal	**208**	**134**	**64.6%**	**235.2**	**47.1**	**F**
EB	Left Turn	92	62	67.5%	56.1	8.2	E
	Through	535	392	73.2%	23.0	2.6	C
	Right Turn	5	4	86.0%	19.5	6.3	B
	Subtotal	**632**	**458**	**72.5%**	**27.4**	**3.1**	**C**
WB	Left Turn	23	13	56.1%	95.7	18.2	F
	Through	626	368	58.7%	60.4	13.3	E
	Right Turn	11	9	79.1%	41.0	16.5	D
	Subtotal	**660**	**389**	**59.0%**	**61.1**	**13.2**	**E**
Total		**1,546**	**1,025**	**66.3%**	**67.9**	**5.7**	**E**

Intersection 203 **Riverside Ave/I-80 WB Ramps** **Signal**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through	466	271	58.1%	195.1	19.9	F
	Right Turn	47	36	76.4%	29.5	11.9	C
	Subtotal	**513**	**307**	**59.8%**	**175.8**	**19.3**	**F**
SB	Left Turn						
	Through	256	174	68.0%	11.1	2.0	B
	Right Turn	244	170	69.8%	0.6	0.1	A
	Subtotal	**500**	**344**	**68.9%**	**5.9**	**0.9**	**A**
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	215	181	84.0%	58.9	29.5	E
	Through						
	Right Turn	114	79	68.9%	197.8	80.4	F
	Subtotal	**329**	**259**	**78.8%**	**100.1**	**38.2**	**F**
Total		**1,342**	**910**	**67.8%**	**89.6**	**15.1**	**F**

Intersection 204 **Riverside Ave/I-80 EB Ramps** **Signal**

SimTraffic Post-Processor **Amoruso EIR**
Average Results from 10 Runs **2035 Cumulative Plus Project**
Volume and Delay by Movement **PM Peak Hour**

		Volume (vehicles)			Total Delay (sec/veh)		
Direction	**Movement**	**Demand**	**Served**	**% Served**	**Average**	**Std. Dev.**	**LOS**
NB	Left Turn						
	Through	384	301	78.3%	122.9	39.5	F
	Right Turn	18	12	65.6%	128.0	39.1	F
	Subtotal	**402**	**312**	**77.7%**	**123.1**	**39.2**	**F**
SB	Left Turn	27	20	75.2%	92.1	18.6	F
	Through	395	296	74.8%	23.2	2.9	C
	Right Turn						
	Subtotal	**422**	**316**	**74.9%**	**27.6**	**3.2**	**C**
EB	Left Turn						
	Through	108	110	102.2%	61.7	7.1	E
	Right Turn	33	35	104.8%	23.8	7.0	C
	Subtotal	**141**	**145**	**102.8%**	**52.6**	**5.7**	**D**
WB	Left Turn	32	29	89.4%	51.1	9.0	D
	Through						
	Right Turn	120	96	79.8%	71.6	20.2	E
	Subtotal	**152**	**124**	**81.8%**	**66.8**	**14.9**	**E**
Total		**1,117**	**898**	**80.4%**	**70.2**	**13.3**	**E**

Cumulative Plus General Plan Constrained Conditions

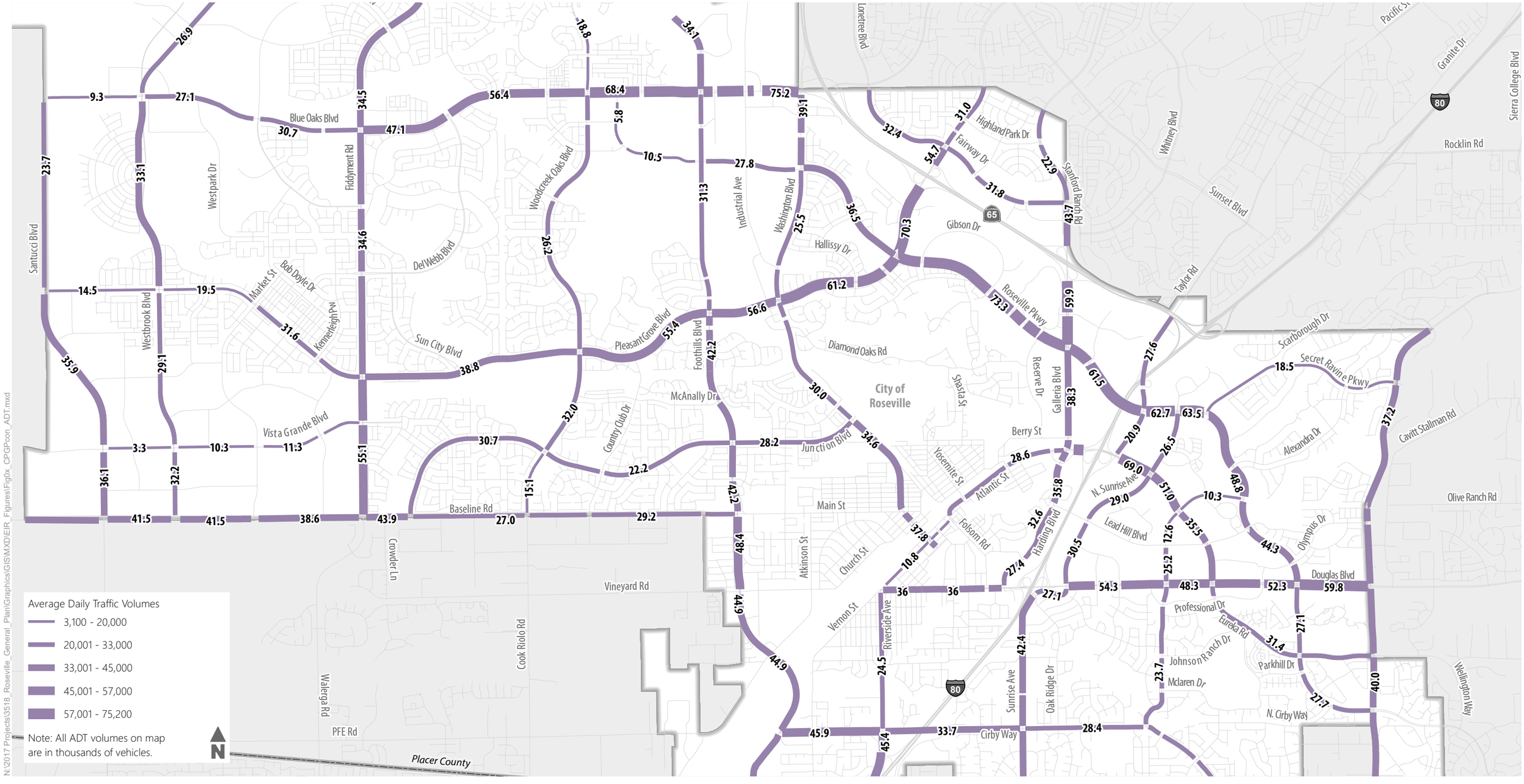


Figure 4.3-A5

Cumulative Plus General Plan Constrained Network Average Daily Traffic Volumes

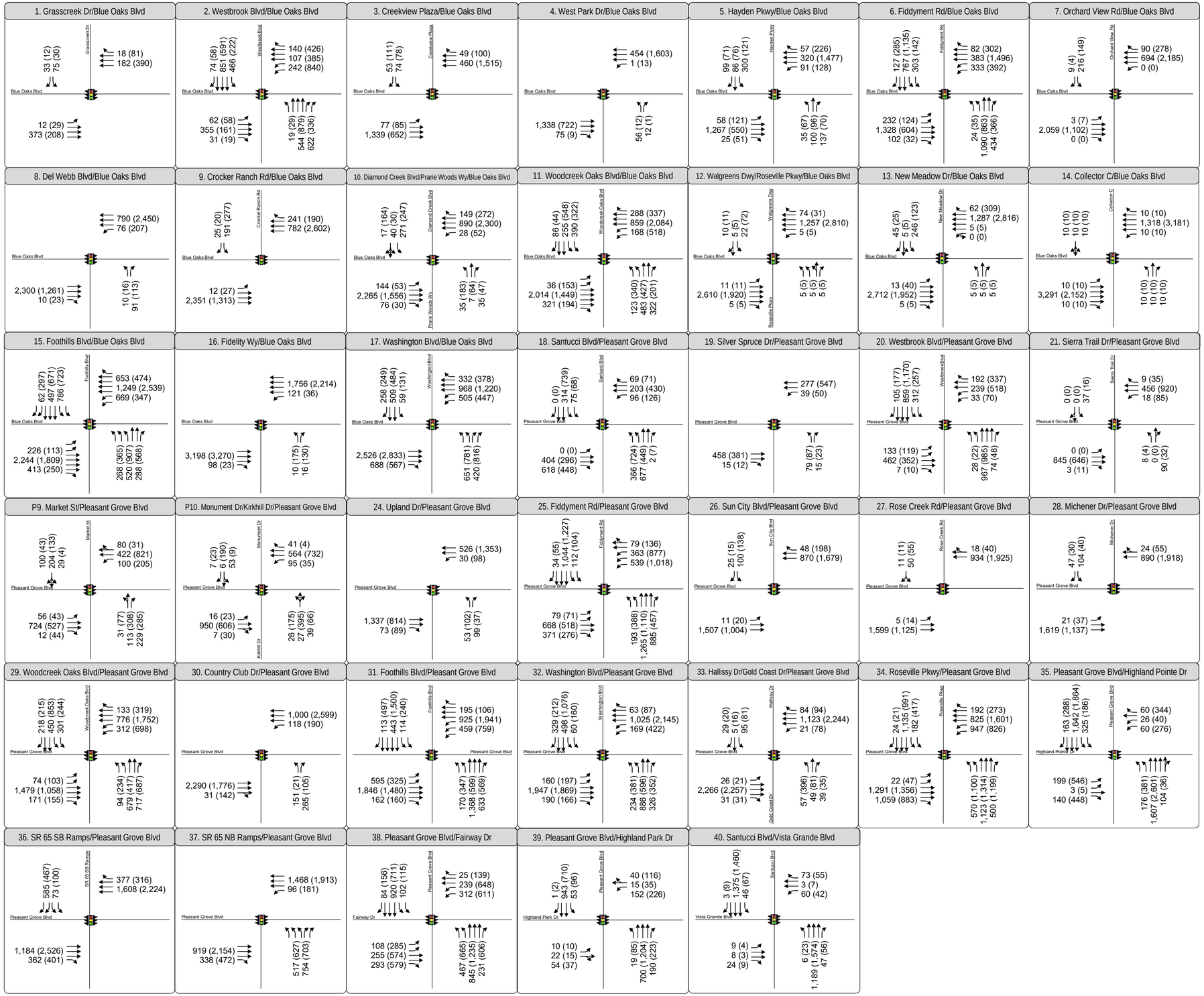


FIGURE 4.3-A6-a

Peak Hour Traffic Volumes and Lane Configurations - Cumulative Constrained Conditions

ROSEVILLE GENERAL PLAN

FEHR PEERS

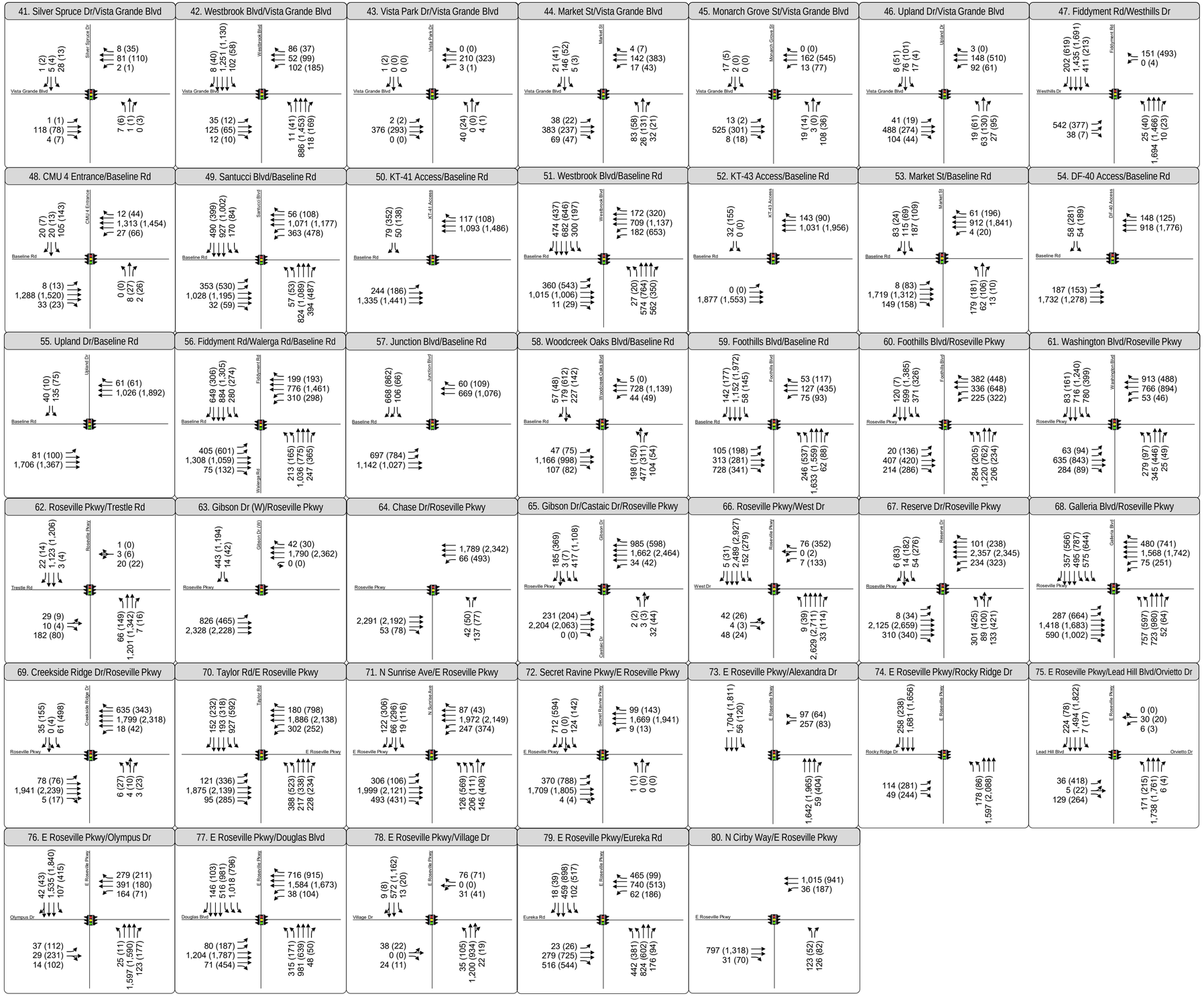
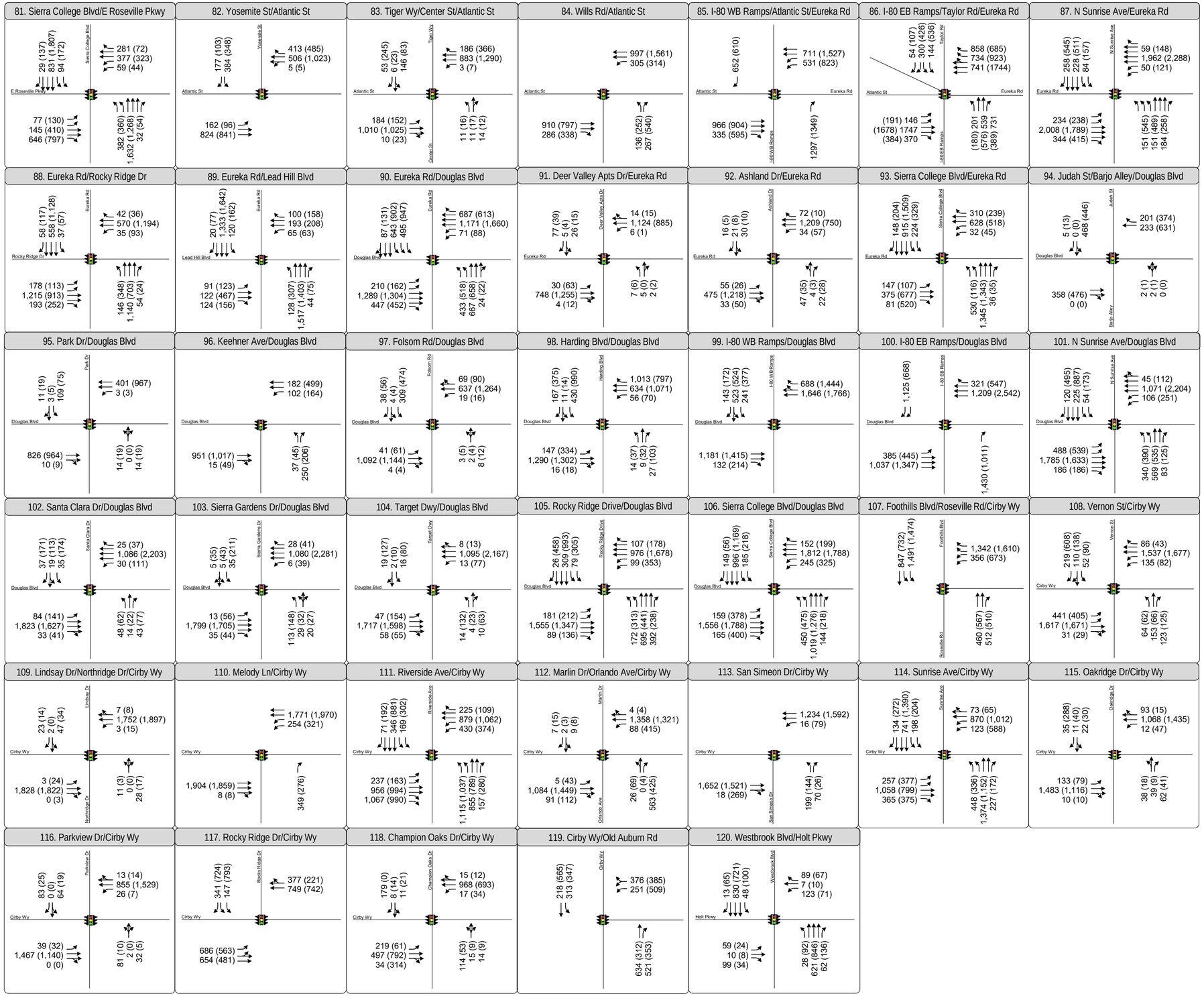


FIGURE 4.3-A6-b

Peak Hour Traffic Volumes and Lane Configurations - Cumulative Constrained Conditions

ROSEVILLE GENERAL PLAN

FEHR PEERS

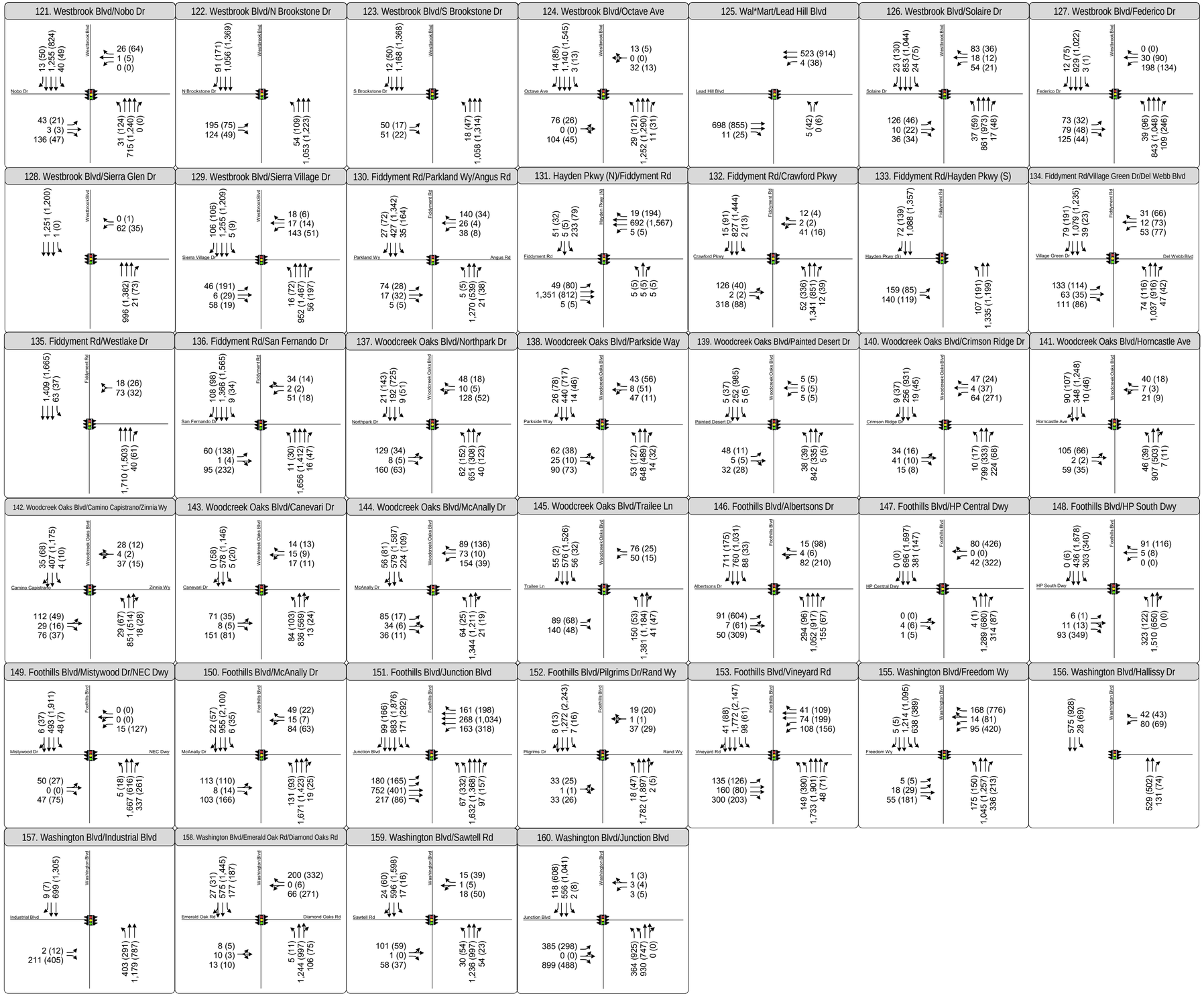


FEHR PEERS

FIGURE 4.3-A6-c

Peak Hour Traffic Volumes and Lane Configurations - Cumulative Constrained Conditions

ROSEVILLE GENERAL PLAN

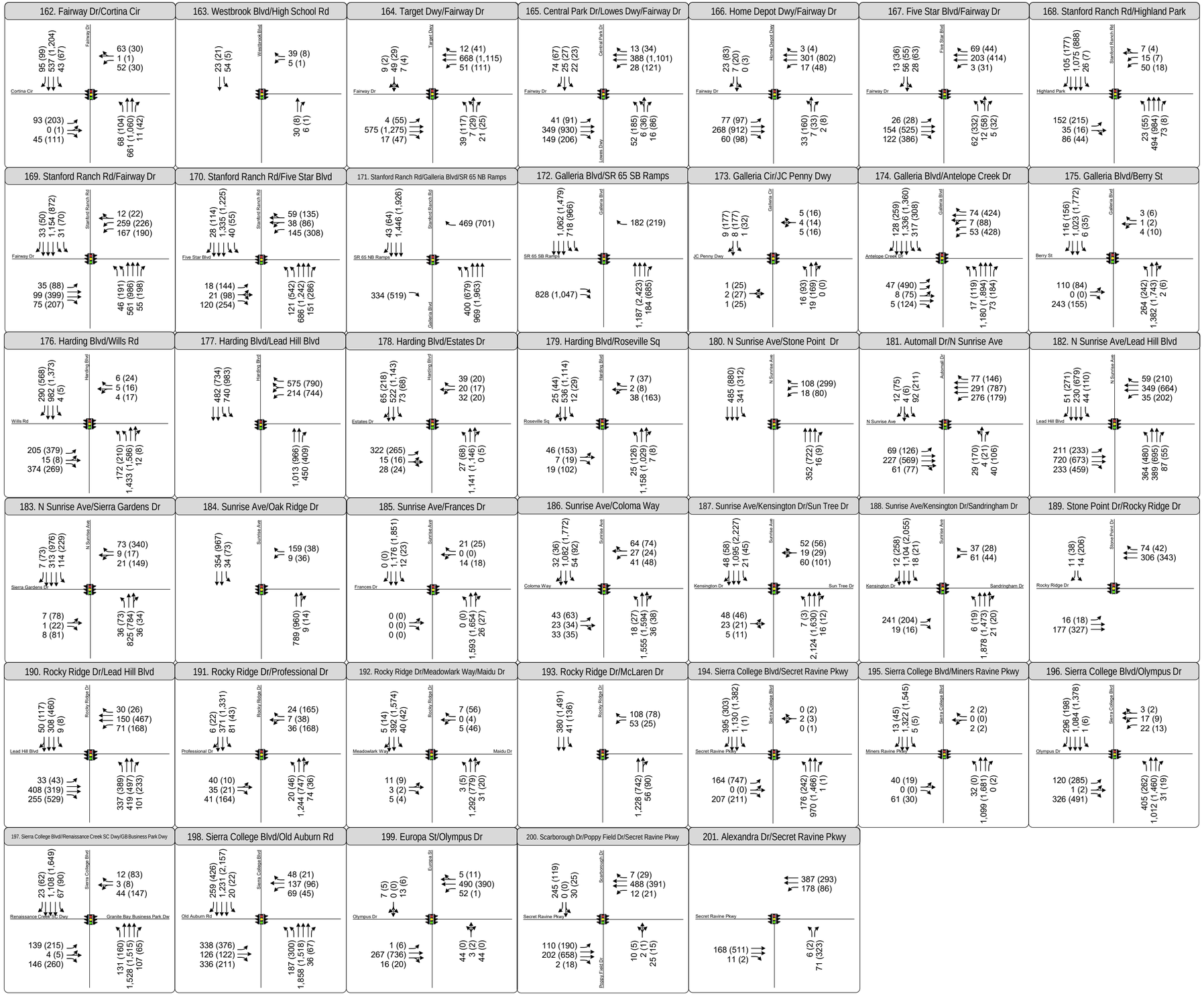


FEHR PEERS

FIGURE 4.3-A6-d

Peak Hour Traffic Volumes and Lane Configurations - Cumulative Constrained Conditions

ROSEVILLE GENERAL PLAN

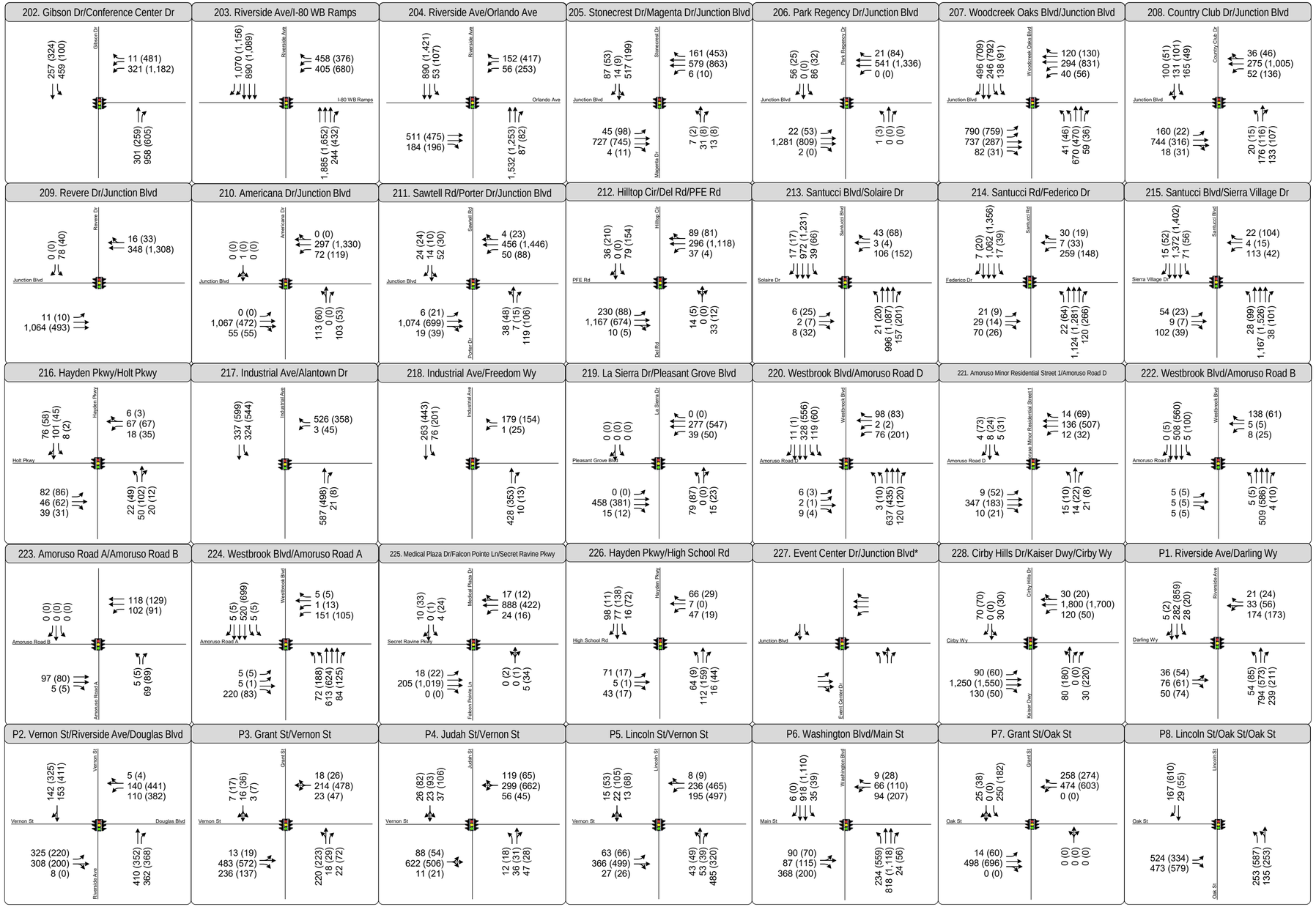


FEHR PEERS

FIGURE 4.3-A6-e

Peak Hour Traffic Volumes and Lane Configurations - Cumulative Constrained Conditions

ROSEVILLE GENERAL PLAN



*Peak hour forecasts not available

FEHR PEERS

FIGURE 4.3-A6-f

Peak Hour Traffic Volumes and Lane Configurations
Cumulative Constrained Conditions

ROSEVILLE GENERAL PLAN

Table 4.3A-5 Roseville Signalized Intersection Operations – Cumulative Constrained Conditions					
Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
1	Blue Oaks Blvd/Grasscreek Dr	6	A	6	A
2	Blue Oaks Blvd/Westbrook Blvd	33	C	29	C
3	Blue Oaks Blvd/Creekview Plz	5	A	8	A
4	Blue Oaks Blvd/Westpark Dr	5	A	4	A
5	Blue Oaks Blvd/Hayden Pkwy	28	C	21	C
6	Blue Oaks Blvd/Fiddyment Rd	***59***	***E***[3]	***44***	***D***[3]
7	Blue Oaks Blvd/Orchard View Rd	8	A	11	B
8	Blue Oaks Blvd/Del Webb Blvd	12	B	13	B
9	Blue Oaks Blvd/Crocker Ranch Rd	9	A	20	B
10	Blue Oaks Blvd/Diamond Creek Blvd/Prairie Woods Wy[4]	26	C	***36***	***D***[3]
11	Blue Oaks Blvd/Woodcreek Oaks Blvd[4]	***42***	***D***[3]	***49***	***D***[3]
12	Blue Oaks Blvd/Walgreens Dwy/Roseville Pkwy[4]	3	A	24	C
13	Blue Oaks Blvd/New Meadow Dr[4]	5	A	12	B
14	Blue Oaks Blvd/Collector C[4]	4	A	14	B
15	Blue Oaks Blvd/Foothills Blvd[4]	***77***	***E***[3]	***90***	***F***[3]
16	Blue Oaks Blvd/Fidelity Wy/SR 65 Ramps[4,5]	8	A	***83***	***F***[3]
17	Blue Oaks Blvd/Washington Blvd/SR 65 Ramps[4]	***106***	***F***[3]	***57***	***E***[3]
18	Pleasant Grove Blvd/Santucci Dr	29	C	30	C
19	Pleasant Grove Blvd/Silver Spruce Dr	5	A	6	A
20	Pleasant Grove Blvd/Westbrook Blvd	20	B	25	C
21	Pleasant Grove Blvd/Sierra Trail Dr	10	A	9	A
24	Pleasant Grove Blvd/Upland Dr	8	A	8	A
25	Pleasant Grove Blvd/Fiddyment Rd	***56***	***E***[3]	***48***	***D***[3]
26	Pleasant Grove Blvd/Sun City Blvd	7	A	26	C
27	Pleasant Grove Blvd/Rose Creek Rd	6	A	10	B
28	Pleasant Grove Blvd/Michener Dr	9	A	30	C
29	Pleasant Grove Blvd/Woodcreek Oaks Blvd	***52***	***D***[3]	***55***	***E***[3]
30	Pleasant Grove Blvd/Country Club Dr	26	C	20	B
31	Pleasant Grove Blvd/Foothills Blvd[4]	***56***	***E***	***84***[3]	***F***[3]
32	Pleasant Grove Blvd/Washington Blvd[4]	***48***	***D***	***147***[3]	***F***[3]
33	Pleasant Grove Blvd/Hallissy Dr/Gold Coast Dr[4]	22	C	45	D
34	Pleasant Grove Blvd/Roseville Pkwy[4]	***88***	***F***[3]	***102***	***F***[3]
35	Pleasant Grove Blvd/Highland Pointe Dr[4]	34	C	***117***	***F***[3]
36	Pleasant Grove Blvd/SR 65 SB Ramps[4]	10	B	16	B
37	Pleasant Grove Blvd/SR 65 NB Ramps[4]	16	B	20	B
38	Pleasant Grove Blvd/Fairway Dr[4]	***48***	***D***[3]	***58***	***E***[3]
39	Pleasant Grove Blvd/Highland Park Dr	22	C	30	C
40	Vista Grande Blvd/Santucci Blvd	11	B	13	B
41	Vista Grande Blvd/Silver Spruce Dr	13	B	15	B
42	Vista Grande Blvd/Westbrook Blvd	14	B	16	B
43	Vista Grande Blvd/Vista Park Dr	11	B	12	B
44	Vista Grande Blvd/Market St	13	B	14	B
45	Vista Grande Blvd/Monarch Grove St	10	B	12	B
46	Vista Grande Blvd/Upland Dr	14	B	14	B
47	Fiddyment Rd/Westhills Dr	26	C	15	B
48	Baseline Rd/Regional Park Access	12	B	16	B
49	Baseline Rd/Watt Ave	***46***	***D***[3]	***44***	***D***[3]
50	Baseline Rd/KT-41 Access	8	A	18	B
51	Baseline Rd/Westbrook Blvd	34	C	***37***	***D***[3]
52	Baseline Rd/KT-43 Access	3	A	6	A

Table 4.3A-5 Roseville Signalized Intersection Operations – Cumulative Constrained Conditions					
Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
53	Baseline Rd/Market St	16	B	21	C
54	Baseline Rd/DF-40 Access	7	A	31	C
55	Baseline Rd/Upland Dr	6	A	9	A
56	Baseline Rd/Fiddyment Rd/Walerga Rd	***55***	***D***[3]	***64***	***E***[3]
57	Baseline Rd/Junction Blvd	17	B	17	B
58	Baseline Rd/Woodcreek Oaks Blvd/Cook Riolo Rd	***110***	***F***[3]	***138***	***F***[3]
59	Baseline Rd/Foothills Blvd	***57***	***E***[3]	***43***	***D***[3]
60	Foothills Blvd/HP Central Dwy/Roseville Pkwy	33	C	***44***	***D***[3]
61	Roseville Pkwy/Washington Blvd	35	C	***54***	***D***[3]
62	Roseville Pkwy/Trestle Dr	15	B	13	B
63	Roseville Pkwy/Gibson Dr (W)[4]	***82***	***F***[3]	***86***	***F***[3]
64	Roseville Pkwy/Chase Dr[4]	5	A	32	C
65	Roseville Pkwy/Gibson Dr (E)[4]	29	C	***94***	***F***[3]
66	Roseville Pkwy/West Dr[4]	11	B	24	C
67	Roseville Pkwy/Reserve Dr[4]	28	C	***69***	***E***[3]
68	Roseville Pkwy/Galleria Blvd[4]	47	D	***74***	***E***[3]
69	Roseville Pkwy/Creekside Ridge Dr[4]	19	B	39	D
70	Roseville Pkwy/Taylor Rd[4]	***54***	***D***[3]	***94***	***F***[3]
71	E Roseville Pkwy/N Sunrise Ave[4]	16	B	***76***	***E***[3]
72	E Roseville Pkwy/Secret Ravine Pkwy[4]	30	C	***56***	***E***[3]
73	E Roseville Pkwy/Alexandra Dr[4]	8	A	16	B
74	E Roseville Pkwy/Rocky Ridge Dr[4]	6	A	19	B
75	E Roseville Pkwy/Orvietto Dr/Lead Hill Blvd[4]	27	C	33	C
76	E Roseville Pkwy/Olympus Dr[4]	25	C	***54***	***D***[3]
77	E Roseville Pkwy/Douglas Blvd[4]	***57***	***E***[3]	***58***	***E***[3]
78	E Roseville Pkwy/Village Dr	19	B	19	B
79	E Roseville Pkwy/Eureka Rd	34	C	***40***	***D***[3]
80	E Roseville Pkwy/N Cirby Way	10	A	15	B
81	E Roseville Pkwy/Sierra College Blvd	32	C	34	C
82	Atlantic St/Yosemite St	16	B	15	B
83	Atlantic St/Tiger Way/Center St	16	B	28	C
84	Atlantic St/Wills Rd	23	C	20	B
85	Atlantic St/I-80 WB Ramps[4,5]	6	A	***67***	***E***[3]
86	Eureka Rd/Taylor Rd/I-80 EB Ramps[4,5]	33	C	***67***	***E***[3]
87	Eureka Rd/N Sunrise Ave[4]	22	C	***56***	***E***[3]
88	Eureka Rd/Rocky Ridge Dr	***39***	***D***[3]	***61***	***E***[3]
89	Lead Hill Blvd/Eureka Rd	***36***	***D***[3]	***51***	***D***[3]
90	Douglas Blvd/Eureka Road[4]	***35***	***D***[3]	***74***	***E***[3]
91	Eureka Rd/Deer Valley Apts Dwy	14	B	12	B
92	Eureka Rd/Ashland Dr	19	B	17	B
93	Eureka Rd/Sierra College Blvd	***46***	***D***[3]	***40***	***D***[3]
94	Douglas Blvd/Judah St/Barjo Alley	10	A	12	B
95	Douglas Blvd/Park Dr	10	B	10	B
96	Douglas Blvd/Keehner Ave	12	B	13	B
97	Douglas Blvd/Folsom Rd	17	B	22	C
98	Douglas Blvd/Harding Blvd[4]	21	C	***78***	***E***[3]
99	Douglas Blvd/I-80 WB Ramps[4]	13	B	***45***	***D***[3]
100	Douglas Blvd/I-80 EB Ramps[4,5]	11	B	29	C
101	Douglas Blvd/N Sunrise Ave[4]	33	C	***77***	***E***[3]
102	Douglas Blvd/Santa Clara Dr[4]	29	C	35	C

Table 4.3A-5 Roseville Signalized Intersection Operations – Cumulative Constrained Conditions					
Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
103	Douglas Blvd/Sierra Gardens Dr[4]	20	C	30	C
104	Douglas Blvd/Target Dwy[4]	16	B	33	C
105	Douglas Blvd/Rocky Ridge Dr[4]	***39***	***D***[3]	***52***	***D***[3]
106	Douglas Blvd/Sierra College Blvd	***51***	***D***[3]	***74***	***E***[3]
107	Cirby Wy/Foothills Blvd/Roseville Rd[4]	***43***	***D***[3]	***54***	***D***[3]
108	Cirby Wy/Vernon St[4]	***54***	***D***[3]	***51***	***D***[3]
109	Cirby Wy/Northridge Dr/Lindsay Dr[4]	15	B	23	C
110	Cirby Wy/Melody Ln[4,5]	11	B	30	C
111	Cirby Wy/Riverside Ave[4]	***60***	***E***[3]	***109***	***F***[3]
112	Cirby Wy/Orlando Ave/Marlin Dr	***89***	***F***[3]	30	C
113	Cirby Wy/San Simeon Dr	33	C	31	C
114	Cirby Wy/Sunrise Ave	***57***	***E***[3]	***73***	***E***[3]
115	Cirby Wy/Oakridge Dr	***45***	***D***[3]	***37***	***D***[3]
116	Cirby Wy/Parkview Dr	11	B	8	A
117	Cirby Wy/Rocky Ridge Dr	***44***	***D***[3]	35	C
118	Cirby Wy/Champion Oaks Dr	16	B	11	B
119	Cirby Wy/Old Auburn Rd	20	C	26	C
120	Westbrook Blvd/Holt Pkwy	15	B	14	B
121	Westbrook Blvd/Nobo Dr	11	B	12	B
122	Westbrook Blvd/N Brookstone Dr	7	A	6	A
123	Westbrook Blvd/S Brookstone Dr	5	A	4	A
124	Westbrook Blvd/Octave Ave/Payson Ave	12	B	10	A
125	Lead Hill Blvd/Wal*Mart	4	A	6	A
126	Westbrook Blvd/Solaire Dr	15	B	13	B
127	Westbrook Blvd/Frederico Dr	15	B	13	B
128	Westbrook Blvd/Sierra Glen Dr	4	A	3	A
129	Westbrook Blvd/Sierra Village Dr	12	B	16	B
130	Fiddyment Rd/Angus Rd	15	B	11	B
131	Fiddyment Rd/Hayden Pkwy (N)	22	C	21	C
132	Fiddyment Rd/Crawford Pkwy	19	B	25	C
133	Fiddyment Rd/Hayden Pkwy (South)	11	B	14	B
134	Fiddyment Rd/Village Green Dr	22	C	24	C
135	Fiddyment Rd/Westlake Dr	6	A	6	A
136	Fiddyment Rd/San Fernando Dr	12	B	16	B
137	Woodcreek Oaks Blvd/Northpark Dr	17	B	16	B
138	Woodcreek Oaks Blvd/Parkside Wy	13	B	16	B
139	Woodcreek Oaks Blvd/Painted Desert Dr	10	A	9	A
140	Woodcreek Oaks Blvd/Crimson Ridge Dr	11	B	15	B
141	Woodcreek Oaks Blvd/Horncastle Ave	16	B	22	C
142	Woodcreek Oaks Blvd/Camino Capistrano/Zinnia Way	14	B	19	B
143	Woodcreek Oaks Blvd/Canevari Dr/Arsenault Dr	17	B	21	C
144	Woodcreek Oaks Blvd/McAnally Dr	***53***	***D***[3]	27	C
145	Woodcreek Oaks Blvd/Trailee Ln	15	B	14	B
146	Foothills Blvd/Albertsons Dr	22	C	34	C
147	Foothills Blvd/HP South Dwy	31	C	33	C
148	Foothills Blvd/NEC	22	C	18	B
149	Foothills Blvd/Mistywood Dr	12	B	16	B
150	Foothills Blvd/McAnally Dr	18	B	23	C
151	Foothills Blvd/Junction Blvd	***46***	***D***[3]	***51***	***D***[3]
152	Foothills Blvd/Pilgrim Dr/Rand Wy	14	B	16	B

Table 4.3A-5 Roseville Signalized Intersection Operations – Cumulative Constrained Conditions					
Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
153	Foothills Blvd/Vineyard Rd	34	C	34	C
155	Washington Blvd/Freedom Wy	30	C	***41***	***D***[3]
156	Washington Blvd/Hallisy Dr	8	A	8	A
157	Washington Blvd/Industrial Ave	13	B	18	B
158	Washington Blvd/Diamond Oaks Rd/Emerald Oak Rd	19	B	33	C
159	Washington Blvd/Sawtell Rd/Derek Pl	15	B	***50***	***D***[3]
160	Washington Blvd/Junction Blvd	21	C	***38***	***D***[3]
162	Fairway Dr/Cortina Cir	16	B	20	B
163	Westpark Dr/High School Rd	8	A	8	A
164	Fairway Dr/Target Dwy/Rosehall Dr	11	B	15	B
165	Fairway Dr/Central Park Dr/Lowes Dwy	12	B	19	B
166	Fairway Dr/Home Depot Dwy	11	B	17	B
167	Fairway Dr/Five Star Blvd	11	B	15	B
168	Stanford Ranch Rd/Highland Park Dr	15	B	14	B
169	Stanford Ranch Rd/Fairway Dr[4]	25	C	31	C
170	Stanford Ranch Rd/Five Star Blvd[4]	19	B	***44***	***D***[3]
171	Stanford Ranch Rd/SR 65 NB Ramps[4,5]	5	A	16	B
172	Galleria Blvd/SR 65 SB Ramps[4,5]	20	B	29	C
173	Galleria Cir/JC Penny Dwy	17	B	14	B
174	Galleria Blvd/Antelope Creek Dr[4]	19	B	***44***	***D***[3]
175	Galleria Blvd/Berry St	32	C	27	C
176	Harding Blvd/Wills Rd	27	C	28	C
177	Harding Blvd/Lead Hill Blvd	28	C	***49***	***D***[3]
178	Harding Blvd/Estates Dr[4]	16	B	***42***	***D***[3]
179	Harding Blvd/Roseville Sq[4]	12	B	***48***	***D***[3]
180	N Sunrise Ave/Stone Point Dr	12	B	18	B
181	N Sunrise Ave/Automall Dr	28	C	23	C
182	N Sunrise Ave/Lead Hill Blvd	28	C	***56***	***E***[3]
183	N Sunrise Ave/Sierra Gardens Dr	14	B	26	C
184	Sunrise Ave/Oak Ridge Dr	9	A	7	A
185	Sunrise Ave/Frances Dr	5	A	5	A
186	Sunrise Ave/Coloma Wy	19	B	26	C
187	Sunrise Ave/Sun Tree Dr/Kensington Dr	8	A	14	B
188	Sunrise Ave/Sandringham Dr/Kensington Dr[5]	27	C	21	C
189	Rocky Ridge Dr/Stone Point Dr	6	A	8	A
190	Rocky Ridge Dr/Lead Hill Blvd	25	C	26	C
191	Rocky Ridge Dr/Professional Dr	18	B	29	C
192	Rocky Ridge Dr/Meadowlark Wy/Maidu Dr	7	A	19	B
193	Rocky Ridge Dr/McLaren Dr	8	A	5	A
194	Sierra College Blvd/Secret Ravine Pkwy	26	C	***44***	***D***[3]
195	Sierra College Blvd/Miners Ravine Pkwy	28	C	9	A
196	Sierra College Blvd/Olympus Dr	29	C	26	C
197	Sierra College Blvd/Renaissance Creek SC Dwy/Granite Bay Business Park Dwy	30	C	32	C
198	Sierra College Blvd/Old Auburn Rd	***35***	***D***[3]	***46***	***D***[3]
199	Olympus Dr/Europa St	12	B	7	A
200	Secret Ravine Pkwy/Scarborough Dr/Poppy Field Dr	18	B	16	B
201	Secret Ravine Pkwy/Alexandra Dr	7	A	13	B
202	Gibson Dr/Convention Center Dr	***50***	***D***[3]	17	B
203	Riverside Ave/I-80 WB Ramps[4]	19	B	***45***	***D***[3]

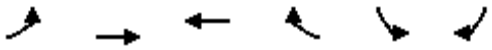
Table 4.3A-5 Roseville Signalized Intersection Operations – Cumulative Constrained Conditions

Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
204	Riverside Ave/I-80 EB Ramps/Orlando Dr[4]	26	C	31	C
205	Junction Blvd/Stonecrest Dr/Magenta Dr	25	C	18	B
206	Junction Blvd/Park Regency Dr	8	A	11	B
207	Junction Blvd/Woodcreek Oaks Blvd	32	C	***58***	***E***[3]
208	Junction Blvd/Country Club Dr	27	C	23	C
209	Junction Blvd/Revere Dr	6	A	8	A
210	Junction Blvd/Americana Dr	15	B	8	A
211	Junction Blvd/Sawtell Rd/Porter Dr	22	C	32	C
212	PFE Rd/Hilltop Cir/Del Rd	24	C	21	C
213	Santucci Blvd/Solaire Dr	10	B	14	B
214	Santucci Blvd/Federico Dr	16	B	15	B
215	Santucci Blvd/Sierra Village Dr	14	B	15	B
216	Hayden Pkwy/Holt Pkwy	13	B	15	B
217	Industrial Ave/Alantown Dr	16	B	17	B
218	Industrial Ave/Freedom Wy	6	A	6	A
219	Pleasant Grove Blvd/La Sierra Dr	6	A	6	A
220	Westbrook Blvd/Amoruso Road D	12	B	13	B
221	Amoruso Road D/Minor Residential Street 1	11	B	14	B
222	Westbrook Blvd/Amoruso Road B	13	B	12	B
223	Amoruso Road B/Amoruso Road A	7	A	11	B
224	Westbrook Blvd/Amoruso Road D	15	B	14	B
225	Secret Ravine Pkwy/Medical Plz/Falcon Pointe Dr	8	A	10	A
226	Hayden Pkwy/High School Rd/Bellanca Wy	13	B	12	B
227	Junction Blvd / Event Center Dr[6]	-	C	-	C
228	Cirby Way/Kaiser Dwy	***70***	***E***[3]	35	C
P1	Riverside Ave/Darling Way[7]	25	C	20	B
P2	Douglas Blvd/Riverside Ave/Vernon St[7]	22	C	28	C
P3	Vernon St/Grant St[7]	6	A	7	A
P4	Vernon St/Judah St[7]	5	A	8	A
P5	Vernon St/Lincoln St[7]	11	B	29	C
P6	Washington Blvd/Main St[7]	***36***	***D***[3]	***82***	***F***[3]
P7	Oak St/Grant St[7]	7	A	7	A
P8	Oak St/Lincoln St[7]	15	B	16	B
P9	Pleasant Grove Blvd/Market St[7]	33	C	35	C
P10	Pleasant Grove Blvd/Monument Dr/Kirkhill Dr[7]	14	B	***43***	***D***[3]

Notes:

1. Delay is reported as seconds per vehicle and represent the average delay for the overall intersection.
2. "LOS" represents level of service, calculated based on methodologies contained in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).
3. Bold and italicized text signifies that the intersection operates unacceptably according to the City's LOS policy.
4. For the PM peak hour, this intersection was analyzed in a SimTraffic 10 microsimulation model to account for interaction between traffic signals, queue spillback, etc. SimTraffic results represent the average of 10 runs.
5. Because of restrictions in Synchro 10, *Highway Capacity Manual 2000* (Transportation Research Board, 2000) methodologies for calculating delay and level of service are applied at this intersection.
6. Forecasts are not available for this intersection. Results show as LOS C or better.
7. Intersection is located in City's Pedestrian Overlay District (POD), which is exempt from the City's LOS policies.

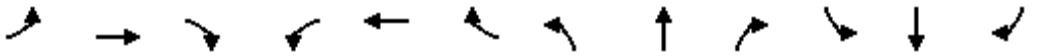
Source: Fehr & Peers, 2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	373	182	18	75	33
Future Volume (veh/h)	12	373	182	18	75	33
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	393	192	19	79	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	25	2079	999	308	352	313
Arrive On Green	0.01	0.41	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	5274	5274	1577	1781	1585
Grp Volume(v), veh/h	13	393	192	19	79	35
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1577	1781	1585
Q Serve(g_s), s	0.1	1.0	0.6	0.2	0.8	0.4
Cycle Q Clear(g_c), s	0.1	1.0	0.6	0.2	0.8	0.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	25	2079	999	308	352	313
V/C Ratio(X)	0.52	0.19	0.19	0.06	0.22	0.11
Avail Cap(c_a), veh/h	704	7316	5046	1558	2024	1801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	3.9	6.8	6.6	6.8	6.7
Incr Delay (d2), s/veh	16.0	0.0	0.1	0.1	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.0	3.9	6.9	6.7	7.1	6.8
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h		406	211		114	
Approach Delay, s/veh		4.6	6.9		7.0	
Approach LOS		A	A		A	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			12.2		8.0	4.3	8.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		23.0	8.0	20.0
Max Q Clear Time (g_c+I1), s			3.0		2.8	2.1	2.6
Green Ext Time (p_c), s			2.3		0.3	0.0	1.0

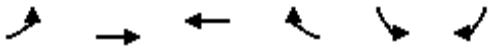
Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	355	31	242	107	140	19	544	622	466	851	74
Future Volume (veh/h)	62	355	31	242	107	140	19	544	622	466	851	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	374	33	255	113	147	20	573	655	491	896	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	648	201	344	918	285	33	1569	857	440	2736	849
Arrive On Green	0.05	0.13	0.13	0.10	0.18	0.18	0.02	0.31	0.31	0.25	0.54	0.54
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	1781	5106	2790	1781	5106	1585
Grp Volume(v), veh/h	65	374	33	255	113	147	20	573	655	491	896	78
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1781	1702	1395	1781	1702	1585
Q Serve(g_s), s	2.6	5.0	1.4	5.2	1.4	6.1	0.8	6.4	15.5	18.0	7.2	1.8
Cycle Q Clear(g_c), s	2.6	5.0	1.4	5.2	1.4	6.1	0.8	6.4	15.5	18.0	7.2	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	648	201	344	918	285	33	1569	857	440	2736	849
V/C Ratio(X)	0.78	0.58	0.16	0.74	0.12	0.52	0.61	0.37	0.76	1.12	0.33	0.09
Avail Cap(c_a), veh/h	195	2031	630	379	2031	630	195	2031	1109	440	2736	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	30.0	28.4	31.9	25.1	27.0	35.5	19.7	22.9	27.5	9.5	8.3
Incr Delay (d2), s/veh	14.4	0.8	0.4	6.9	0.1	1.4	17.3	0.1	2.4	78.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.9	0.5	2.3	0.5	2.2	0.5	2.3	4.7	16.4	2.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	30.8	28.8	38.8	25.1	28.5	52.9	19.9	25.2	106.1	9.6	8.3
LnGrp LOS	D	C	C	D	C	C	D	B	C	F	A	A
Approach Vol, veh/h		472			515			1248			1465	
Approach Delay, s/veh		33.1			32.9			23.2			41.9	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	26.4	11.3	13.3	5.3	43.1	7.4	17.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	29.0	8.0	29.0	8.0	39.0	8.0	29.0
Max Q Clear Time (g_c+I1), s	20.0	17.5	7.2	7.0	2.8	9.2	4.6	8.1
Green Ext Time (p_c), s	0.0	4.9	0.1	2.2	0.0	6.7	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	1339	460	49	74	53
Future Volume (veh/h)	77	1339	460	49	74	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	81	1409	484	52	78	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	117	3012	1978	612	243	217
Arrive On Green	0.07	0.59	0.39	0.39	0.14	0.14
Sat Flow, veh/h	1781	5274	5274	1581	1781	1585
Grp Volume(v), veh/h	81	1409	484	52	78	56
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1581	1781	1585
Q Serve(g_s), s	1.3	4.6	1.9	0.6	1.2	0.9
Cycle Q Clear(g_c), s	1.3	4.6	1.9	0.6	1.2	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	117	3012	1978	612	243	217
V/C Ratio(X)	0.69	0.47	0.24	0.08	0.32	0.26
Avail Cap(c_a), veh/h	487	5584	3490	1081	1217	1083
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	3.4	6.1	5.7	11.4	11.3
Incr Delay (d2), s/veh	7.0	0.1	0.1	0.1	0.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.3	0.1	0.4	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.4	3.5	6.1	5.7	12.2	11.9
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		1490	536		134	
Approach Delay, s/veh		4.4	6.1		12.1	
Approach LOS		A	A		B	

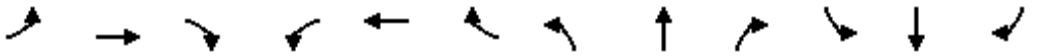
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			21.3		8.0	5.9	15.3
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			32.0		20.0	8.0	20.0
Max Q Clear Time (g_c+I1), s			6.6		3.2	3.3	3.9
Green Ext Time (p_c), s			10.7		0.3	0.1	2.8

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1338	75	1	454	56	12
Future Volume (veh/h)	1338	75	1	454	56	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1408	79	1	478	59	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2578	799	5	3214	220	196
Arrive On Green	0.50	0.50	0.00	0.63	0.12	0.12
Sat Flow, veh/h	5274	1582	1781	5274	1781	1585
Grp Volume(v), veh/h	1408	79	1	478	59	13
Grp Sat Flow(s),veh/h/ln	1702	1582	1781	1702	1781	1585
Q Serve(g_s), s	6.1	0.8	0.0	1.2	1.0	0.2
Cycle Q Clear(g_c), s	6.1	0.8	0.0	1.2	1.0	0.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2578	799	5	3214	220	196
V/C Ratio(X)	0.55	0.10	0.18	0.15	0.27	0.07
Avail Cap(c_a), veh/h	3626	1123	440	4887	1155	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.5	4.2	16.1	2.5	12.9	12.5
Incr Delay (d2), s/veh	0.2	0.1	15.1	0.0	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.0	0.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.7	4.2	31.2	2.5	13.5	12.7
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	1487			479	72	
Approach Delay, s/veh	5.6			2.5	13.4	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		8.0	4.0	20.4		24.4
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		21.0	8.0	23.0		31.0
Max Q Clear Time (g_c+I1), s		3.0	2.0	8.1		3.2
Green Ext Time (p_c), s		0.1	0.0	8.2		3.1

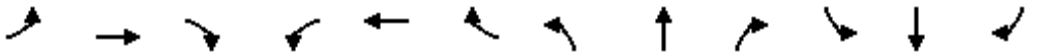
Intersection Summary	
HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1267	25	91	320	57	35	100	137	300	86	99
Future Volume (veh/h)	58	1267	25	91	320	57	35	100	137	300	86	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	1334	26	96	337	60	37	105	144	316	91	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	1785	554	123	1913	594	50	234	199	363	563	477
Arrive On Green	0.04	0.35	0.35	0.07	0.37	0.37	0.03	0.13	0.13	0.20	0.30	0.30
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	61	1334	26	96	337	60	37	105	144	316	91	104
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.7	18.3	0.9	4.2	3.5	2.0	1.6	4.1	6.9	13.6	2.8	3.9
Cycle Q Clear(g_c), s	2.7	18.3	0.9	4.2	3.5	2.0	1.6	4.1	6.9	13.6	2.8	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	1785	554	123	1913	594	50	234	199	363	563	477
V/C Ratio(X)	0.78	0.75	0.05	0.78	0.18	0.10	0.74	0.45	0.72	0.87	0.16	0.22
Avail Cap(c_a), veh/h	180	2123	659	157	2059	639	202	754	639	516	1084	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	22.7	17.1	36.4	16.6	16.1	38.3	32.2	33.4	30.6	20.4	20.7
Incr Delay (d2), s/veh	15.2	1.2	0.0	17.4	0.0	0.1	18.9	1.3	5.0	10.9	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.1	0.3	2.4	1.3	0.7	1.0	1.9	2.9	6.7	1.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	23.9	17.1	53.7	16.7	16.2	57.2	33.5	38.4	41.5	20.5	21.0
LnGrp LOS	D	C	B	D	B	B	E	C	D	D	C	C
Approach Vol, veh/h		1421			493			286			511	
Approach Delay, s/veh		25.1			23.8			39.0			33.6	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.2	14.9	10.5	32.8	7.2	28.9	8.5	34.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	23.0	32.0	7.0	33.0	9.0	46.0	8.0	32.0
Max Q Clear Time (g_c+I1), s	15.6	8.9	6.2	20.3	3.6	5.9	4.7	5.5
Green Ext Time (p_c), s	0.6	1.0	0.0	7.5	0.0	0.9	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	1328	102	333	383	82	24	1090	434	303	767	127
Future Volume (veh/h)	232	1328	102	333	383	82	24	1090	434	303	767	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	244	1398	22	351	403	9	25	1147	272	319	807	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	696	1293	399	328	642	197	454	1229	546	328	1025	455
Arrive On Green	0.20	0.25	0.25	0.09	0.13	0.13	0.13	0.35	0.35	0.09	0.29	0.29
Sat Flow, veh/h	3456	5106	1576	3456	5106	1566	3456	3554	1578	3456	3554	1577
Grp Volume(v), veh/h	244	1398	22	351	403	9	25	1147	272	319	807	52
Grp Sat Flow(s),veh/h/ln	1728	1702	1576	1728	1702	1566	1728	1777	1578	1728	1777	1577
Q Serve(g_s), s	5.8	24.0	0.7	9.0	7.1	0.4	0.6	29.5	12.9	8.7	19.8	2.3
Cycle Q Clear(g_c), s	5.8	24.0	0.7	9.0	7.1	0.4	0.6	29.5	12.9	8.7	19.8	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	696	1293	399	328	642	197	454	1229	546	328	1025	455
V/C Ratio(X)	0.35	1.08	0.06	1.07	0.63	0.05	0.06	0.93	0.50	0.97	0.79	0.11
Avail Cap(c_a), veh/h	696	1293	399	328	1185	364	454	1237	549	328	1237	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	35.4	11.5	42.9	39.3	21.6	36.0	29.9	24.5	42.8	31.1	24.8
Incr Delay (d2), s/veh	0.1	50.1	0.1	69.4	1.5	0.1	0.0	13.1	1.4	41.9	3.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	15.1	0.4	6.8	2.9	0.2	0.2	13.4	4.6	5.4	8.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	85.5	11.6	112.3	40.8	21.8	36.0	43.0	25.9	84.6	34.8	25.0
LnGrp LOS	C	F	B	F	D	C	D	D	C	F	C	C
Approach Vol, veh/h		1664			763			1444			1178	
Approach Delay, s/veh		76.8			73.5			39.7			47.9	
Approach LOS		E			E			D			D	

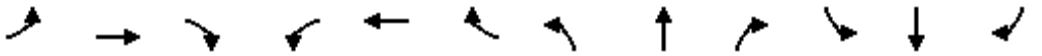
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	38.8	13.0	30.0	18.5	33.3	25.1	17.9
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	6.0	* 6	6.0	* 6
Max Green Setting (Gmax), s	9.0	33.0	9.0	24.0	9.0	* 33	11.0	* 22
Max Q Clear Time (g_c+I1), s	10.7	31.5	11.0	26.0	2.6	21.8	7.8	9.1
Green Ext Time (p_c), s	0.0	1.2	0.0	0.0	0.0	5.1	0.2	2.1

Intersection Summary	
HCM 6th Ctrl Delay	58.9
HCM 6th LOS	E

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2059	0	0	694	90	0	0	0	216	0	9
Future Volume (veh/h)	3	2059	0	0	694	90	0	0	0	216	0	9
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	3	2167	0	0	731	95				227	0	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2				2	0	2
Cap, veh/h	9	3274	1071	124	2896	899				331	0	295
Arrive On Green	0.00	0.64	0.00	0.00	0.57	0.57				0.19	0.00	0.19
Sat Flow, veh/h	1781	5106	1585	183	5106	1585				1781	0	1585
Grp Volume(v), veh/h	3	2167	0	0	731	95				227	0	9
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	183	1702	1585				1781	0	1585
Q Serve(g_s), s	0.1	15.3	0.0	0.0	4.2	1.6				6.9	0.0	0.3
Cycle Q Clear(g_c), s	0.1	15.3	0.0	0.0	4.2	1.6				6.9	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	9	3274	1071	124	2896	899				331	0	295
V/C Ratio(X)	0.35	0.66	0.00	0.00	0.25	0.11				0.69	0.00	0.03
Avail Cap(c_a), veh/h	370	3796	1233	124	2896	899				831	0	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	28.7	6.5	0.0	0.0	6.3	5.8				22.0	0.0	19.3
Incr Delay (d2), s/veh	8.5	0.4	0.0	0.0	0.1	0.1				0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.7	0.0	0.0	1.2	0.4				2.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	6.9	0.0	0.0	6.4	5.8				22.9	0.0	19.3
LnGrp LOS	D	A	A	A	A	A				C	A	B
Approach Vol, veh/h		2170			826						236	
Approach Delay, s/veh		7.0			6.3						22.8	
Approach LOS		A			A						C	

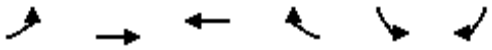
Timer - Assigned Phs				4		6	7	8				
Phs Duration (G+Y+Rc), s				43.1		14.8	4.3	38.8				
Change Period (Y+Rc), s				6.0		4.0	4.0	6.0				
Max Green Setting (Gmax), s				43.0		27.0	12.0	27.0				
Max Q Clear Time (g_c+I1), s				17.3		8.9	2.1	6.2				
Green Ext Time (p_c), s				19.8		0.5	0.0	6.1				

Intersection Summary												
HCM 6th Ctrl Delay			7.9									
HCM 6th LOS			A									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2300	10	76	790	10	91
Future Volume (veh/h)	2300	10	76	790	10	91
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2421	11	80	832	11	96
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3091	960	167	3826	203	180
Arrive On Green	0.61	0.61	0.09	0.75	0.11	0.11
Sat Flow, veh/h	5274	1585	1781	5274	1781	1585
Grp Volume(v), veh/h	2421	11	80	832	11	96
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1702	1781	1585
Q Serve(g_s), s	28.3	0.2	3.4	3.9	0.4	4.6
Cycle Q Clear(g_c), s	28.3	0.2	3.4	3.9	0.4	4.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3091	960	167	3826	203	180
V/C Ratio(X)	0.78	0.01	0.48	0.22	0.05	0.53
Avail Cap(c_a), veh/h	3269	1015	201	4102	673	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	6.2	34.3	3.0	31.5	33.3
Incr Delay (d2), s/veh	1.3	0.0	0.8	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.1	1.5	0.9	0.2	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.1	6.3	35.0	3.0	31.5	34.2
LnGrp LOS	B	A	D	A	C	C
Approach Vol, veh/h	2432			912	107	
Approach Delay, s/veh	13.1			5.8	33.9	
Approach LOS	B			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.0	11.5	54.2		65.7
Change Period (Y+Rc), s		4.9	4.0	6.0		6.0
Max Green Setting (Gmax), s		30.1	9.0	51.0		64.0
Max Q Clear Time (g_c+I1), s		6.6	5.4	30.3		5.9
Green Ext Time (p_c), s		0.2	0.0	17.9		7.7

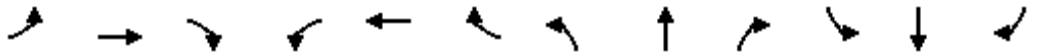
Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	2351	782	241	191	25
Future Volume (veh/h)	12	2351	782	241	191	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	2475	823	254	201	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	34	3412	3002	928	294	262
Arrive On Green	0.02	0.67	0.59	0.59	0.17	0.17
Sat Flow, veh/h	1781	5274	5274	1578	1781	1585
Grp Volume(v), veh/h	13	2475	823	254	201	26
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1578	1781	1585
Q Serve(g_s), s	0.5	20.4	5.2	5.2	7.0	0.9
Cycle Q Clear(g_c), s	0.5	20.4	5.2	5.2	7.0	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	34	3412	3002	928	294	262
V/C Ratio(X)	0.38	0.73	0.27	0.27	0.68	0.10
Avail Cap(c_a), veh/h	218	3750	3002	928	843	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	7.0	6.6	6.6	25.7	23.2
Incr Delay (d2), s/veh	2.5	0.7	0.1	0.2	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.2	1.3	1.3	2.9	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.3	7.7	6.7	6.9	26.8	23.3
LnGrp LOS	C	A	A	A	C	C
Approach Vol, veh/h		2488	1077		227	
Approach Delay, s/veh		7.9	6.7		26.4	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			49.8		15.7	5.3	44.5
Change Period (Y+Rc), s			6.0		4.9	4.0	6.0
Max Green Setting (Gmax), s			48.1		31.0	8.0	38.1
Max Q Clear Time (g_c+I1), s			22.4		9.0	2.5	7.2
Green Ext Time (p_c), s			21.3		0.5	0.0	8.8

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



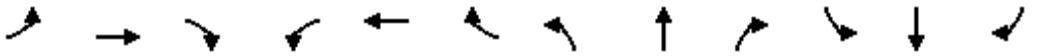
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	2265	76	28	890	149	35	7	35	271	40	17
Future Volume (veh/h)	144	2265	76	28	890	149	35	7	35	271	40	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	2384	80	29	937	157	37	7	37	332	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	3293	1022	58	2958	918	138	145	122	410	215	0
Arrive On Green	0.10	0.64	0.64	0.03	0.58	0.58	0.08	0.08	0.08	0.12	0.00	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	3563	1870	0
Grp Volume(v), veh/h	152	2384	80	29	937	157	37	7	37	332	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	12.6	46.7	2.8	2.4	14.2	6.9	2.9	0.5	3.3	13.6	0.0	0.0
Cycle Q Clear(g_c), s	12.6	46.7	2.8	2.4	14.2	6.9	2.9	0.5	3.3	13.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	175	3293	1022	58	2958	918	138	145	122	410	215	0
V/C Ratio(X)	0.87	0.72	0.08	0.50	0.32	0.17	0.27	0.05	0.30	0.81	0.00	0.00
Avail Cap(c_a), veh/h	273	3293	1022	143	2958	918	143	150	127	998	524	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	66.7	17.7	10.0	71.3	16.3	14.7	65.2	64.1	65.4	64.8	0.0	0.0
Incr Delay (d2), s/veh	10.5	1.4	0.1	2.4	0.3	0.4	1.8	0.2	2.3	4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	17.2	1.0	1.1	5.4	2.5	1.4	0.3	1.4	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.2	19.2	10.1	73.8	16.5	15.1	67.0	64.3	67.7	68.8	0.0	0.0
LnGrp LOS	E	B	B	E	B	B	E	E	E	E	A	A
Approach Vol, veh/h		2616			1123			81			332	
Approach Delay, s/veh		22.3			17.8			67.1			68.8	
Approach LOS		C			B			E			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.2	8.9	102.7		22.2	18.8	92.9				
Change Period (Y+Rc), s		4.6	4.0	6.0		4.9	4.0	6.0				
Max Green Setting (Gmax), s		12.0	12.0	64.5		42.0	23.0	53.5				
Max Q Clear Time (g_c+I1), s		5.3	4.4	48.7		15.6	14.6	16.2				
Green Ext Time (p_c), s		0.2	0.0	15.2		1.6	0.2	15.5				

Intersection Summary												
HCM 6th Ctrl Delay			25.7									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.



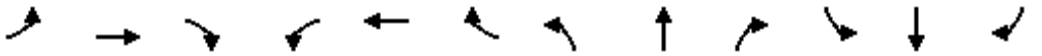
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	2014	321	168	859	288	123	483	322	390	255	86
Future Volume (veh/h)	36	2014	321	168	859	288	123	483	322	390	255	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	2120	142	177	904	138	129	508	199	411	268	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	2574	634	511	2595	805	724	620	276	460	349	155
Arrive On Green	0.07	0.53	0.53	0.15	0.51	0.51	0.21	0.17	0.17	0.13	0.10	0.10
Sat Flow, veh/h	3456	6434	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	38	2120	142	177	904	138	129	508	199	411	268	7
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.6	41.2	7.1	6.9	15.9	4.2	4.6	20.7	17.8	17.6	11.0	0.5
Cycle Q Clear(g_c), s	1.6	41.2	7.1	6.9	15.9	4.2	4.6	20.7	17.8	17.6	11.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	2574	634	511	2595	805	724	620	276	460	349	155
V/C Ratio(X)	0.21	0.82	0.22	0.35	0.35	0.17	0.18	0.82	0.72	0.89	0.77	0.05
Avail Cap(c_a), veh/h	276	2574	634	511	2595	805	724	836	373	530	1097	489
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	30.7	22.7	57.4	22.0	7.0	48.7	59.6	58.5	64.0	66.0	46.3
Incr Delay (d2), s/veh	0.2	3.1	0.8	0.1	0.4	0.5	0.0	5.5	5.4	14.7	4.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	14.5	2.7	3.0	6.3	2.5	2.0	9.7	7.4	8.6	5.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	33.8	23.5	57.6	22.4	7.5	48.7	65.1	63.8	78.7	70.7	46.5
LnGrp LOS	E	C	C	E	C	A	D	E	E	E	E	D
Approach Vol, veh/h		2300			1219			836			686	
Approach Delay, s/veh		33.8			25.8			62.3			75.3	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	31.9	28.2	66.0	35.4	20.4	11.9	82.2
Change Period (Y+Rc), s	4.0	5.7	6.0	* 6	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	23.0	35.3	12.0	* 60	12.0	46.3	12.0	60.0
Max Q Clear Time (g_c+I1), s	19.6	22.7	8.9	43.2	6.6	13.0	3.6	17.9
Green Ext Time (p_c), s	0.4	3.5	0.1	15.7	0.1	1.7	0.0	15.3

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	2610	5	5	1257	74	5	5	5	22	5	10
Future Volume (veh/h)	11	2610	5	5	1257	74	5	5	5	22	5	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	2747	5	5	1323	78	5	5	5	23	5	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	5201	1281	9	5166	1273	95	50	42	48	14	31
Arrive On Green	0.02	1.00	1.00	0.01	0.80	0.80	0.03	0.03	0.03	0.03	0.03	0.02
Sat Flow, veh/h	1781	6434	1585	1781	6434	1585	3563	1870	1585	1781	520	1144
Grp Volume(v), veh/h	12	2747	5	5	1323	78	5	5	5	23	0	16
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1781	1609	1585	1781	1870	1585	1781	0	1664
Q Serve(g_s), s	1.0	0.0	0.0	0.4	7.7	1.5	0.2	0.4	0.5	1.9	0.0	1.4
Cycle Q Clear(g_c), s	1.0	0.0	0.0	0.4	7.7	1.5	0.2	0.4	0.5	1.9	0.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	19	5201	1281	9	5166	1273	95	50	42	48	0	44
V/C Ratio(X)	0.64	0.53	0.00	0.56	0.26	0.06	0.05	0.10	0.12	0.48	0.00	0.36
Avail Cap(c_a), veh/h	83	5201	1281	83	5166	1273	926	486	412	83	0	78
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.1	0.0	0.0	74.5	3.7	3.1	71.2	71.2	71.3	72.0	0.0	72.1
Incr Delay (d2), s/veh	31.3	0.4	0.0	43.9	0.0	0.0	0.2	0.9	1.2	7.4	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.3	1.9	0.4	0.1	0.2	0.2	1.0	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.4	0.4	0.0	118.4	3.7	3.1	71.4	72.1	72.5	79.4	0.0	76.9
LnGrp LOS	F	A	A	F	A	A	E	E	E	E	A	E
Approach Vol, veh/h		2764			1406			15			39	
Approach Delay, s/veh		0.8			4.1			72.0			78.4	
Approach LOS		A			A			E			E	

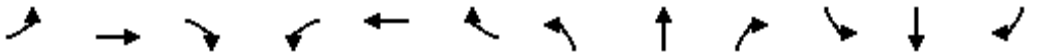
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.0	5.8	126.2		9.0	6.6	125.4				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		39.0	7.0	77.0		7.0	7.0	77.0				
Max Q Clear Time (g_c+I1), s		2.5	2.4	2.0		3.9	3.0	9.7				
Green Ext Time (p_c), s		0.0	0.0	51.2		0.0	0.0	12.7				

Intersection Summary												
HCM 6th Ctrl Delay			2.9									
HCM 6th LOS			A									

Notes

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

User approved volume balancing among the lanes for turning movement.



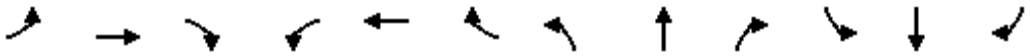
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	2712	5	5	1287	62	5	5	5	246	5	45
Future Volume (veh/h)	13	2712	5	5	1287	62	5	5	5	246	5	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	2855	5	5	1355	65	5	5	5	263	0	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	5093	1276	118	4808	1184	34	36	30	321	0	143
Arrive On Green	0.04	1.00	1.00	1.00	1.00	1.00	0.02	0.02	0.02	0.09	0.00	0.09
Sat Flow, veh/h	1781	6434	1585	91	6434	1585	1781	1870	1585	3563	0	1585
Grp Volume(v), veh/h	14	2855	5	5	1355	65	5	5	5	263	0	47
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	91	1609	1585	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	10.9	0.0	4.2
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	10.9	0.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	31	5093	1276	118	4808	1184	34	36	30	321	0	143
V/C Ratio(X)	0.44	0.56	0.00	0.04	0.28	0.05	0.15	0.14	0.17	0.82	0.00	0.33
Avail Cap(c_a), veh/h	143	5093	1276	118	4808	1184	309	324	275	525	0	234
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.6	0.0	0.0	0.0	0.0	0.0	72.4	72.4	72.4	67.1	0.0	64.0
Incr Delay (d2), s/veh	2.9	0.4	0.0	0.3	0.1	0.0	2.0	1.8	2.5	2.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	0.0	0.0	0.2	0.2	0.2	5.1	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.5	0.4	0.0	0.3	0.1	0.0	74.3	74.1	74.9	69.1	0.0	64.5
LnGrp LOS	E	A	A	A	A	A	E	E	E	E	A	E
Approach Vol, veh/h		2874			1425			15			310	
Approach Delay, s/veh		0.7			0.1			74.5			68.4	
Approach LOS		A			A			E			E	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		6.9		124.7		18.4	6.7	118.1				
Change Period (Y+Rc), s		5.0		6.0		4.9	4.0	6.0				
Max Green Setting (Gmax), s		25.0		87.0		22.1	12.0	71.0				
Max Q Clear Time (g_c+I1), s		2.5		2.0		12.9	3.2	2.0				
Green Ext Time (p_c), s		0.0		73.6		0.6	0.0	22.4				

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

Notes

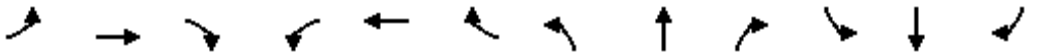
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	3291	10	10	1318	10	10	10	10	10	10	10
Future Volume (veh/h)	10	3291	10	10	1318	10	10	10	10	10	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	3464	11	11	1387	11	11	11	11	11	11	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	4668	1150	50	4668	1150	125	131	155	41	41	41
Arrive On Green	0.06	1.00	1.00	0.03	0.73	0.73	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1781	6434	1585	1781	6434	1585	1781	1870	1585	579	579	579
Grp Volume(v), veh/h	11	3464	11	11	1387	11	11	11	11	33	0	0
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1781	1609	1585	1781	1870	1585	1737	0	0
Q Serve(g_s), s	0.9	0.0	0.0	0.9	11.3	0.3	0.9	0.8	0.9	2.7	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.9	11.3	0.3	0.9	0.8	0.9	2.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.33		0.33
Lane Grp Cap(c), veh/h	50	4668	1150	50	4668	1150	125	131	155	122	0	0
V/C Ratio(X)	0.22	0.74	0.01	0.22	0.30	0.01	0.09	0.08	0.07	0.27	0.00	0.00
Avail Cap(c_a), veh/h	125	4668	1150	125	4668	1150	196	206	218	191	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	69.3	0.0	0.0	71.3	7.2	5.7	65.3	65.3	61.5	66.2	0.0	0.0
Incr Delay (d2), s/veh	2.2	1.1	0.0	2.0	0.1	0.0	0.3	0.3	0.2	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.0	0.4	3.5	0.1	0.4	0.4	0.4	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.5	1.1	0.0	73.3	7.3	5.7	65.6	65.5	61.7	67.4	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	E	E	E	E	A	A
Approach Vol, veh/h		3486			1409			33			33	
Approach Delay, s/veh		1.3			7.9			64.3			67.4	
Approach LOS		A			A			E			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.5	8.2	112.8		14.5	8.2	112.8				
Change Period (Y+Rc), s		4.5	4.5	6.0		4.5	4.5	6.0				
Max Green Setting (Gmax), s		16.0	10.0	88.5		16.0	10.0	88.5				
Max Q Clear Time (g_c+I1), s		4.7	2.9	2.0		2.9	2.9	13.3				
Green Ext Time (p_c), s		0.1	0.0	85.7		0.0	0.0	31.1				

Intersection Summary												
HCM 6th Ctrl Delay			4.0									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	2244	413	669	1249	653	268	520	288	786	497	62
Future Volume (veh/h)	226	2244	413	669	1249	653	268	520	288	786	497	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	2362	292	704	1315	325	282	547	0	827	523	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	2145	528	622	2617	645	969	498		737	775	424
Arrive On Green	0.19	0.67	0.67	0.18	0.41	0.41	0.19	0.14	0.00	0.21	0.15	0.15
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	5023	3554	1585	3456	5106	2790
Grp Volume(v), veh/h	238	2362	292	704	1315	325	282	547	0	827	523	8
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1609	1585	1674	1777	1585	1728	1702	1395
Q Serve(g_s), s	9.7	50.0	8.6	27.0	22.9	12.1	7.2	21.0	0.0	32.0	14.5	0.4
Cycle Q Clear(g_c), s	9.7	50.0	8.6	27.0	22.9	12.1	7.2	21.0	0.0	32.0	14.5	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	2145	528	622	2617	645	969	498		737	775	424
V/C Ratio(X)	0.74	1.10	0.55	1.13	0.50	0.50	0.29	1.10		1.12	0.67	0.02
Avail Cap(c_a), veh/h	369	2145	528	622	2617	645	969	498		737	1385	757
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	0.93	0.93	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.3	25.0	6.7	61.5	33.2	9.3	51.8	64.5	0.0	59.0	60.1	54.1
Incr Delay (d2), s/veh	3.1	50.4	2.4	78.2	0.7	2.8	0.1	68.9	0.0	71.9	3.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	18.4	4.1	18.4	8.9	4.4	3.0	14.0	0.0	20.8	6.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	75.4	9.1	139.7	33.9	12.1	51.8	133.4	0.0	130.9	63.8	54.2
LnGrp LOS	E	F	A	F	C	B	D	F		F	E	D
Approach Vol, veh/h		2892			2344			829	A		1358	
Approach Delay, s/veh		67.6			62.6			105.7			104.6	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.9	28.1	20.0	67.0	36.0	27.0	31.0	56.0
Change Period (Y+Rc), s	6.0	* 5.3	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	13.0	* 41	16.0	* 61	32.0	21.0	27.0	50.0
Max Q Clear Time (g_c+I1), s	9.2	16.5	11.7	24.9	34.0	23.0	29.0	52.0
Green Ext Time (p_c), s	0.3	6.3	0.2	24.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	77.1
HCM 6th LOS	E

Notes

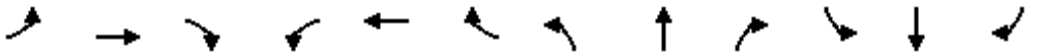
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3198	98	121	1756	10	16
Future Volume (veh/h)	3198	98	121	1756	10	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3366	103	127	1848	11	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	4116	1278	158	5930	45	180
Arrive On Green	0.81	0.81	0.18	1.00	0.03	0.03
Sat Flow, veh/h	5274	1585	1781	6696	1781	1585
Grp Volume(v), veh/h	3366	103	127	1848	11	17
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1609	1781	1585
Q Serve(g_s), s	56.2	2.0	10.3	0.0	0.9	1.4
Cycle Q Clear(g_c), s	56.2	2.0	10.3	0.0	0.9	1.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4116	1278	158	5930	45	180
V/C Ratio(X)	0.82	0.08	0.80	0.31	0.25	0.09
Avail Cap(c_a), veh/h	4116	1278	226	5930	202	320
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.74	0.74	1.00	1.00
Uniform Delay (d), s/veh	8.3	3.0	60.4	0.0	71.7	59.5
Incr Delay (d2), s/veh	1.9	0.1	9.7	0.0	2.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	0.5	4.6	0.0	0.5	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.2	3.1	70.1	0.0	74.6	59.8
LnGrp LOS	B	A	E	A	E	E
Approach Vol, veh/h	3469			1975	28	
Approach Delay, s/veh	10.0			4.5	65.6	
Approach LOS	A			A	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		7.8	17.3	124.9		142.2
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		16.0	18.0	101.0		124.0
Max Q Clear Time (g_c+I1), s		3.4	12.3	58.2		2.0
Green Ext Time (p_c), s		0.0	0.1	40.0		23.1

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



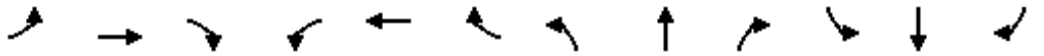
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2526	688	505	968	332	651	0	420	59	509	258
Future Volume (veh/h)	0	2526	688	505	968	332	651	0	420	59	509	258
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	2659	532	532	1019	0	685	0	270	62	536	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	2247	697	438	3030		0	0	0	226	450	
Arrive On Green	0.00	0.44	0.44	0.13	0.59	0.00	0.00	0.00	0.00	0.13	0.13	0.00
Sat Flow, veh/h	0	5274	1585	3456	5106	1585		0		1781	3554	1585
Grp Volume(v), veh/h	0	2659	532	532	1019	0		0.0		62	536	0
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1728	1702	1585				1781	1777	1585
Q Serve(g_s), s	0.0	66.0	42.4	19.0	15.2	0.0				4.7	19.0	0.0
Cycle Q Clear(g_c), s	0.0	66.0	42.4	19.0	15.2	0.0				4.7	19.0	0.0
Prop In Lane	0.00		1.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2247	697	438	3030					226	450	
V/C Ratio(X)	0.00	1.18	0.76	1.22	0.34					0.27	1.19	
Avail Cap(c_a), veh/h	0	2247	697	438	3030					226	450	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.45	0.45	1.00	1.00	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	42.0	35.4	65.5	15.5	0.0				59.3	65.5	0.0
Incr Delay (d2), s/veh	0.0	84.8	2.6	116.3	0.3	0.0				0.2	106.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	44.1	16.3	15.3	5.8	0.0				2.1	15.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	126.8	38.0	181.8	15.8	0.0				59.5	171.5	0.0
LnGrp LOS	A	F	D	F	B					E	F	
Approach Vol, veh/h		3191			1551	A					598	A
Approach Delay, s/veh		112.0			72.7						159.9	
Approach LOS		F			E						F	

Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		25.0	23.0	72.0				95.0				
Change Period (Y+Rc), s		6.0	4.0	6.0				6.0				
Max Green Setting (Gmax), s		19.0	19.0	66.0				89.0				
Max Q Clear Time (g_c+I1), s		21.0	21.0	68.0				17.2				
Green Ext Time (p_c), s		0.0	0.0	0.0				12.7				

Intersection Summary												
HCM 6th Ctrl Delay			106.0									
HCM 6th LOS			F									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	404	618	96	203	69	366	677	2	75	314	0
Future Volume (veh/h)	0	404	618	96	203	69	366	677	2	75	314	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	425	360	101	214	29	385	713	1	79	331	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	1035	462	130	1575	702	382	969	432	164	744	332
Arrive On Green	0.00	0.29	0.29	0.07	0.44	0.44	0.11	0.27	0.27	0.05	0.21	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	0	425	360	101	214	29	385	713	1	79	331	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.0	6.1	13.2	3.5	2.3	0.7	7.0	11.6	0.0	1.4	5.1	0.0
Cycle Q Clear(g_c), s	0.0	6.1	13.2	3.5	2.3	0.7	7.0	11.6	0.0	1.4	5.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	3	1035	462	130	1575	702	382	969	432	164	744	332
V/C Ratio(X)	0.00	0.41	0.78	0.78	0.14	0.04	1.01	0.74	0.00	0.48	0.44	0.00
Avail Cap(c_a), veh/h	197	1628	726	197	1628	726	382	1515	676	382	1459	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	18.1	20.6	28.8	10.4	10.0	28.2	21.0	16.8	29.4	21.8	0.0
Incr Delay (d2), s/veh	0.0	0.3	2.9	10.4	0.0	0.0	48.0	1.1	0.0	2.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	4.6	1.8	0.7	0.2	5.1	4.3	0.0	0.6	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.3	23.5	39.2	10.5	10.0	76.2	22.1	16.8	31.6	22.2	0.0
LnGrp LOS	A	B	C	D	B	B	F	C	B	C	C	A
Approach Vol, veh/h		785			344			1099			410	
Approach Delay, s/veh		20.7			18.9			41.0			24.0	
Approach LOS		C			B			D			C	

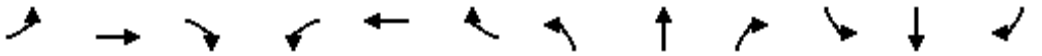
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	22.3	9.6	23.4	12.0	18.3	0.0	33.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	27.0	7.0	29.0	7.0	26.0	7.0	29.0
Max Q Clear Time (g_c+I1), s	3.4	13.6	5.5	15.2	9.0	7.1	0.0	4.3
Green Ext Time (p_c), s	0.0	3.7	0.0	3.3	0.0	1.8	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	458	15	39	277	79	15
Future Volume (veh/h)	458	15	39	277	79	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	482	16	41	292	83	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1352	603	598	1352	424	378
Arrive On Green	0.38	0.38	0.38	0.38	0.24	0.24
Sat Flow, veh/h	3647	1585	900	3647	1781	1585
Grp Volume(v), veh/h	482	16	41	292	83	16
Grp Sat Flow(s),veh/h/ln	1777	1585	900	1777	1781	1585
Q Serve(g_s), s	2.0	0.1	0.7	1.2	0.8	0.2
Cycle Q Clear(g_c), s	2.0	0.1	2.8	1.2	0.8	0.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1352	603	598	1352	424	378
V/C Ratio(X)	0.36	0.03	0.07	0.22	0.20	0.04
Avail Cap(c_a), veh/h	7959	3550	2271	7959	2122	1888
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.7	4.1	5.6	4.4	6.4	6.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.8	4.1	5.7	4.5	6.6	6.2
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	498			333	99	
Approach Delay, s/veh	4.8			4.6	6.5	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4			8
Phs Duration (G+Y+Rc), s		9.0		12.0			12.0
Change Period (Y+Rc), s		5.0		5.0			5.0
Max Green Setting (Gmax), s		24.0		46.0			46.0
Max Q Clear Time (g_c+I1), s		2.8		4.0			4.8
Green Ext Time (p_c), s		0.2		3.3			2.1

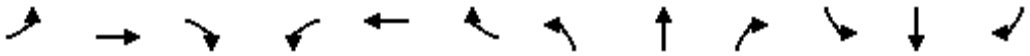
Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	462	7	33	239	192	28	967	74	312	859	105
Future Volume (veh/h)	133	462	7	33	239	192	28	967	74	312	859	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	486	7	35	252	202	29	1018	78	328	904	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	833	372	153	698	312	140	1694	526	489	2210	686
Arrive On Green	0.08	0.23	0.23	0.04	0.20	0.20	0.04	0.33	0.33	0.14	0.43	0.43
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	140	486	7	35	252	202	29	1018	78	328	904	111
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	2.5	7.8	0.2	0.6	4.0	7.6	0.5	10.7	2.2	5.8	7.9	2.8
Cycle Q Clear(g_c), s	2.5	7.8	0.2	0.6	4.0	7.6	0.5	10.7	2.2	5.8	7.9	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	833	372	153	698	312	140	1694	526	489	2210	686
V/C Ratio(X)	0.49	0.58	0.02	0.23	0.36	0.65	0.21	0.60	0.15	0.67	0.41	0.16
Avail Cap(c_a), veh/h	642	1815	810	642	1815	810	642	3320	1031	642	3320	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	21.9	19.0	29.8	22.4	23.9	30.0	18.0	15.2	26.3	12.6	11.2
Incr Delay (d2), s/veh	1.3	0.7	0.0	0.7	0.3	2.3	0.7	0.3	0.1	1.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.0	0.1	0.3	1.5	2.8	0.2	3.6	0.7	2.3	2.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	22.6	19.0	30.5	22.8	26.2	30.7	18.4	15.3	28.0	12.7	11.3
LnGrp LOS	C	C	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		633			489			1125			1343	
Approach Delay, s/veh		24.1			24.7			18.5			16.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	25.4	6.9	19.1	6.6	32.0	9.3	16.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	41.0	11.0	32.0	11.0	41.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	7.8	12.7	2.6	9.8	2.5	9.9	4.5	9.6
Green Ext Time (p_c), s	0.4	7.7	0.0	3.0	0.0	7.0	0.2	2.1

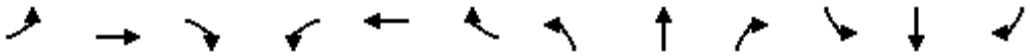
Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	845	3	18	456	9	8	0	90	37	0	0
Future Volume (veh/h)	0	845	3	18	456	9	8	0	90	37	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	889	3	19	480	9	8	0	95	39	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1340	598	34	1802	804	15	0	197	64	284	0
Arrive On Green	0.00	0.38	0.38	0.02	0.51	0.51	0.01	0.00	0.12	0.04	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	0	889	3	19	480	9	8	0	95	39	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.0	7.5	0.0	0.4	2.8	0.1	0.2	0.0	2.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.5	0.0	0.4	2.8	0.1	0.2	0.0	2.0	0.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	5	1340	598	34	1802	804	15	0	197	64	284	0
V/C Ratio(X)	0.00	0.66	0.01	0.55	0.27	0.01	0.53	0.00	0.48	0.61	0.00	0.00
Avail Cap(c_a), veh/h	395	1970	879	395	1970	879	395	0	1362	395	1607	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	9.3	7.0	17.5	5.1	4.4	17.8	0.0	14.7	17.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	13.3	0.1	0.0	25.3	0.0	1.8	9.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	0.0	0.2	0.4	0.0	0.2	0.0	0.6	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.9	7.0	30.8	5.1	4.4	43.1	0.0	16.5	26.2	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	D	A	B	C	A	A
Approach Vol, veh/h		892			508			103			39	
Approach Delay, s/veh		9.9			6.1			18.6			26.2	
Approach LOS		A			A			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	8.5	4.7	17.6	4.3	9.5	0.0	22.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	31.0	8.0	20.0	8.0	31.0	8.0	20.0
Max Q Clear Time (g_c+I1), s	2.8	4.0	2.4	9.5	2.2	0.0	0.0	4.8
Green Ext Time (p_c), s	0.0	0.5	0.0	4.1	0.0	0.0	0.0	2.5

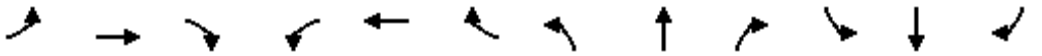
Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	724	12	100	422	80	31	113	229	29	204	100
Future Volume (veh/h)	56	724	12	100	422	80	31	113	229	29	204	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	762	13	105	444	84	33	119	241	31	215	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	960	428	141	851	160	72	260	284	37	254	124
Arrive On Green	0.06	0.27	0.27	0.08	0.29	0.26	0.18	0.18	0.18	0.23	0.23	0.22
Sat Flow, veh/h	1781	3554	1585	1781	2985	561	402	1449	1585	156	1083	529
Grp Volume(v), veh/h	59	762	13	105	263	265	152	0	241	351	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1769	1850	0	1585	1767	0	0
Q Serve(g_s), s	2.6	16.0	0.5	4.6	10.0	10.1	5.9	0.0	11.8	15.2	0.0	0.0
Cycle Q Clear(g_c), s	2.6	16.0	0.5	4.6	10.0	10.1	5.9	0.0	11.8	15.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.32	0.22		1.00	0.09		0.30
Lane Grp Cap(c), veh/h	114	960	428	141	507	505	332	0	284	414	0	0
V/C Ratio(X)	0.52	0.79	0.03	0.75	0.52	0.52	0.46	0.00	0.85	0.85	0.00	0.00
Avail Cap(c_a), veh/h	267	1175	524	267	587	585	482	0	413	476	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.3	27.2	21.5	36.1	24.0	24.3	29.4	0.0	31.8	29.5	0.0	0.0
Incr Delay (d2), s/veh	1.4	3.9	0.0	3.0	1.4	1.5	0.4	0.0	7.4	10.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.7	0.2	2.0	4.0	4.1	2.5	0.0	4.8	7.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	31.0	21.6	39.1	25.4	25.8	29.8	0.0	39.2	40.2	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	D	D	A	A
Approach Vol, veh/h		834			633			393			351	
Approach Delay, s/veh		31.4			27.9			35.6			40.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.8	10.3	27.4		19.7	9.1	28.6				
Change Period (Y+Rc), s		5.3	4.0	5.7		5.3	4.0	5.7				
Max Green Setting (Gmax), s		20.3	12.0	26.5		20.9	12.0	26.5				
Max Q Clear Time (g_c+I1), s		17.2	6.6	18.0		13.8	4.6	12.1				
Green Ext Time (p_c), s		0.3	0.1	3.7		0.6	0.0	3.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	950	7	95	564	41	26	27	39	53	6	7
Future Volume (veh/h)	16	950	7	95	564	41	26	27	39	53	6	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	1000	7	100	594	43	27	28	41	56	6	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	30	1525	11	129	1695	756	44	45	66	108	12	78
Arrive On Green	0.02	0.42	0.42	0.07	0.48	0.48	0.09	0.09	0.07	0.05	0.07	0.05
Sat Flow, veh/h	1781	3617	25	1781	3554	1585	482	500	732	1616	173	1585
Grp Volume(v), veh/h	17	491	516	100	594	43	96	0	0	62	0	7
Grp Sat Flow(s),veh/h/ln	1781	1777	1866	1781	1777	1585	1714	0	0	1790	0	1585
Q Serve(g_s), s	0.5	11.2	11.2	2.8	5.3	0.7	2.7	0.0	0.0	1.7	0.0	0.2
Cycle Q Clear(g_c), s	0.5	11.2	11.2	2.8	5.3	0.7	2.7	0.0	0.0	1.7	0.0	0.2
Prop In Lane	1.00		0.01	1.00		1.00	0.28		0.43	0.90		1.00
Lane Grp Cap(c), veh/h	30	749	787	129	1695	756	155	0	0	119	0	78
V/C Ratio(X)	0.57	0.66	0.66	0.78	0.35	0.06	0.62	0.00	0.00	0.52	0.00	0.09
Avail Cap(c_a), veh/h	421	1306	1371	421	2612	1165	743	0	0	741	0	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.8	11.7	11.7	23.1	8.3	7.1	22.4	0.0	0.0	23.3	0.0	23.0
Incr Delay (d2), s/veh	6.2	1.7	1.6	3.8	0.2	0.1	1.5	0.0	0.0	1.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.5	3.6	1.1	1.4	0.2	1.1	0.0	0.0	0.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	13.4	13.3	26.9	8.5	7.2	23.9	0.0	0.0	24.6	0.0	23.2
LnGrp LOS	C	B	B	C	A	A	C	A	A	C	A	C
Approach Vol, veh/h		1024			737			96			69	
Approach Delay, s/veh		13.7			11.0			23.9			24.4	
Approach LOS		B			B			C			C	

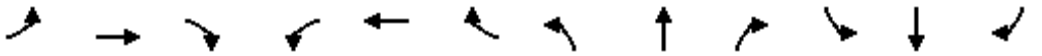
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.4	7.7	27.1		8.6	4.9	29.9				
Change Period (Y+Rc), s		4.9	4.0	5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		20.1	12.0	37.3		21.1	12.0	37.3				
Max Q Clear Time (g_c+I1), s		3.7	4.8	13.2		4.7	2.5	7.3				
Green Ext Time (p_c), s		0.1	0.1	8.2		0.2	0.0	5.4				

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1337	73	30	526	53	99
Future Volume (veh/h)	1337	73	30	526	53	99
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1407	77	32	554	56	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1971	879	91	2461	237	211
Arrive On Green	0.55	0.55	0.05	0.69	0.13	0.13
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1407	77	32	554	56	104
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	13.4	1.0	0.8	2.6	1.3	2.8
Cycle Q Clear(g_c), s	13.4	1.0	0.8	2.6	1.3	2.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1971	879	91	2461	237	211
V/C Ratio(X)	0.71	0.09	0.35	0.23	0.24	0.49
Avail Cap(c_a), veh/h	2553	1139	310	3482	659	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.5	4.8	21.1	2.6	17.8	18.5
Incr Delay (d2), s/veh	0.7	0.0	2.3	0.0	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.2	0.3	0.1	0.5	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.2	4.8	23.4	2.6	18.3	20.2
LnGrp LOS	A	A	C	A	B	C
Approach Vol, veh/h	1484			586	160	
Approach Delay, s/veh	8.0			3.8	19.6	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		10.1	6.3	29.5		35.8
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		16.0	7.0	32.0		44.0
Max Q Clear Time (g_c+I1), s		4.8	2.8	15.4		4.6
Green Ext Time (p_c), s		0.3	0.0	9.1		3.7

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A



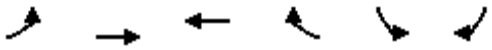
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	668	371	539	363	79	193	1265	885	112	1044	34
Future Volume (veh/h)	79	668	371	539	363	79	193	1265	885	112	1044	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	703	195	567	382	67	203	1332	772	118	1099	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	855	381	521	799	139	267	2119	658	234	2070	643
Arrive On Green	0.08	0.24	0.24	0.10	0.26	0.26	0.08	0.42	0.42	0.07	0.41	0.41
Sat Flow, veh/h	3456	3554	1585	5023	3026	526	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	83	703	195	567	223	226	203	1332	772	118	1099	13
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1674	1777	1776	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	2.6	21.7	12.3	12.0	12.2	12.4	6.7	23.9	48.0	3.8	18.9	0.6
Cycle Q Clear(g_c), s	2.6	21.7	12.3	12.0	12.2	12.4	6.7	23.9	48.0	3.8	18.9	0.6
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	855	381	521	469	469	267	2119	658	234	2070	643
V/C Ratio(X)	0.30	0.82	0.51	1.09	0.48	0.48	0.76	0.63	1.17	0.50	0.53	0.02
Avail Cap(c_a), veh/h	299	993	443	521	522	522	538	2119	658	239	2070	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	41.6	38.0	51.8	35.8	35.9	52.3	26.8	33.8	52.0	26.1	20.6
Incr Delay (d2), s/veh	0.2	5.8	1.8	65.3	1.1	1.1	1.7	0.8	93.5	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.7	4.8	8.0	5.2	5.3	2.8	9.0	34.0	1.6	7.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	47.3	39.8	117.2	36.9	37.0	54.0	27.6	127.3	52.7	26.5	20.6
LnGrp LOS	D	D	D	F	D	D	D	C	F	D	C	C
Approach Vol, veh/h		981			1016			2307			1230	
Approach Delay, s/veh		46.1			81.7			63.3			28.9	
Approach LOS		D			F			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	54.0	16.0	33.8	12.9	52.9	13.3	36.5
Change Period (Y+Rc), s	4.0	6.0	4.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	8.0	48.0	12.0	* 32	18.0	38.0	10.0	34.0
Max Q Clear Time (g_c+I1), s	5.8	50.0	14.0	23.7	8.7	20.9	4.6	14.4
Green Ext Time (p_c), s	0.0	0.0	0.0	4.2	0.3	8.6	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	56.0
HCM 6th LOS	E

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	1507	870	48	100	25
Future Volume (veh/h)	11	1507	870	48	100	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1586	916	0	105	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	44	2207	1792		265	
Arrive On Green	0.02	0.62	0.50	0.00	0.15	0.00
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	12	1586	916	0	105	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.3	13.3	7.5	0.0	2.3	0.0
Cycle Q Clear(g_c), s	0.3	13.3	7.5	0.0	2.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	44	2207	1792		265	
V/C Ratio(X)	0.27	0.72	0.51		0.40	
Avail Cap(c_a), veh/h	328	2780	1823		1066	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.8	5.6	7.2	0.0	16.7	0.0
Incr Delay (d2), s/veh	1.2	0.9	0.4	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.7	1.6	0.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	6.5	7.6	0.0	17.1	0.0
LnGrp LOS	C	A	A		B	
Approach Vol, veh/h		1598	916	A	105	A
Approach Delay, s/veh		6.6	7.6		17.1	
Approach LOS		A	A		B	

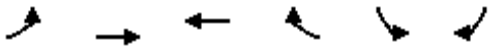
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			33.0		10.5	5.1	27.9
Change Period (Y+Rc), s			6.0		4.0	4.0	* 6
Max Green Setting (Gmax), s			34.0		26.0	8.0	* 22
Max Q Clear Time (g_c+I1), s			15.3		4.3	2.3	9.5
Green Ext Time (p_c), s			11.7		0.2	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Notes

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

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



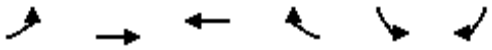
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	1599	934	18	50	11
Future Volume (veh/h)	5	1599	934	18	50	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	5	1683	983	19	53	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	17	2370	2022	39	158	36
Arrive On Green	0.01	0.67	0.57	0.57	0.11	0.11
Sat Flow, veh/h	1781	3647	3659	69	1400	317
Grp Volume(v), veh/h	5	1683	490	512	66	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1858	1743	0
Q Serve(g_s), s	0.1	13.2	7.3	7.3	1.5	0.0
Cycle Q Clear(g_c), s	0.1	13.2	7.3	7.3	1.5	0.0
Prop In Lane	1.00			0.04	0.80	0.18
Lane Grp Cap(c), veh/h	17	2370	1007	1053	197	0
V/C Ratio(X)	0.30	0.71	0.49	0.49	0.33	0.00
Avail Cap(c_a), veh/h	484	2843	1007	1053	790	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.7	4.6	5.7	5.7	18.0	0.0
Incr Delay (d2), s/veh	3.6	0.9	0.6	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.1	1.4	1.4	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.3	5.5	6.3	6.3	18.4	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		1688	1002		66	
Approach Delay, s/veh		5.6	6.3		18.4	
Approach LOS		A	A		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	35.1	9.0	4.4	30.7
Change Period (Y+Rc), s	5.7	4.0	4.0	5.7
Max Green Setting (Gmax), s	35.3	20.0	12.0	19.3
Max Q Clear Time (g_c+I1), s	15.2	3.5	2.1	9.3
Green Ext Time (p_c), s	14.2	0.1	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Notes

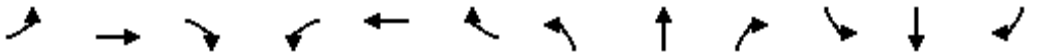
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	1619	890	24	104	47
Future Volume (veh/h)	21	1619	890	24	104	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	1704	937	25	109	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	65	2267	1853	49	277	247
Arrive On Green	0.04	0.64	0.52	0.52	0.16	0.16
Sat Flow, veh/h	1781	3647	3628	94	1781	1585
Grp Volume(v), veh/h	22	1704	471	491	109	49
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1852	1781	1585
Q Serve(g_s), s	0.6	17.3	8.9	8.9	2.9	1.4
Cycle Q Clear(g_c), s	0.6	17.3	8.9	8.9	2.9	1.4
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	65	2267	931	971	277	247
V/C Ratio(X)	0.34	0.75	0.51	0.51	0.39	0.20
Avail Cap(c_a), veh/h	275	2693	935	975	687	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	6.5	8.0	8.0	19.7	19.1
Incr Delay (d2), s/veh	1.1	1.2	0.7	0.7	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.1	2.3	2.4	1.1	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.5	7.8	8.7	8.6	20.0	19.2
LnGrp LOS	C	A	A	A	C	B
Approach Vol, veh/h		1726	962		158	
Approach Delay, s/veh		8.0	8.7		19.8	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			39.8		12.1	5.9	33.9
Change Period (Y+Rc), s			6.7		4.0	4.0	6.7
Max Green Setting (Gmax), s			39.3		20.0	8.0	27.3
Max Q Clear Time (g_c+I1), s			19.3		4.9	2.6	10.9
Green Ext Time (p_c), s			13.8		0.3	0.0	6.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	1479	171	312	776	133	94	679	717	301	450	218
Future Volume (veh/h)	74	1479	171	312	776	133	94	679	717	301	450	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	78	1557	0	328	817	0	99	715	0	317	474	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	1755		546	2446		138	769		356	1029	
Arrive On Green	0.04	0.38	0.00	0.18	0.53	0.00	0.04	0.24	0.00	0.11	0.32	0.00
Sat Flow, veh/h	3110	4595	1427	3110	4595	1427	3110	3198	1427	3110	3198	1427
Grp Volume(v), veh/h	78	1557	0	328	817	0	99	715	0	317	474	0
Grp Sat Flow(s),veh/h/ln	1555	1532	1427	1555	1532	1427	1555	1599	1427	1555	1599	1427
Q Serve(g_s), s	3.7	47.5	0.0	14.6	15.2	0.0	4.7	32.8	0.0	15.1	17.7	0.0
Cycle Q Clear(g_c), s	3.7	47.5	0.0	14.6	15.2	0.0	4.7	32.8	0.0	15.1	17.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	1755		546	2446		138	769		356	1029	
V/C Ratio(X)	0.68	0.89		0.60	0.33		0.72	0.93		0.89	0.46	
Avail Cap(c_a), veh/h	145	1755		546	2446		187	795		373	1029	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	71.4	43.3	0.0	57.0	20.0	0.0	70.8	55.7	0.0	65.5	40.5	0.0
Incr Delay (d2), s/veh	4.9	7.1	0.0	1.3	0.1	0.0	4.4	17.5	0.0	20.9	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	18.3	0.0	5.7	5.2	0.0	1.9	14.8	0.0	6.9	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	50.4	0.0	58.3	20.1	0.0	75.2	73.3	0.0	86.4	41.1	0.0
LnGrp LOS	E	D		E	C		E	E		F	D	
Approach Vol, veh/h		1635	A		1145	A		814	A		791	A
Approach Delay, s/veh		51.6			31.0			73.5			59.2	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.9	41.7	32.1	63.0	10.6	54.0	9.5	85.6
Change Period (Y+Rc), s	5.7	* 5.7	5.7	* 5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	18.0	* 37	18.0	* 57	9.0	46.3	7.0	68.3
Max Q Clear Time (g_c+I1), s	17.1	34.8	16.6	49.5	6.7	19.7	5.7	17.2
Green Ext Time (p_c), s	0.1	1.2	0.1	6.0	0.0	3.8	0.0	7.9

Intersection Summary	
HCM 6th Ctrl Delay	51.7
HCM 6th LOS	D

Notes

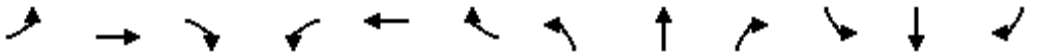
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2290	31	118	1000	151	265
Future Volume (veh/h)	2290	31	118	1000	151	265
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2411	33	124	1053	159	279
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3252	44	146	3755	335	298
Arrive On Green	0.63	0.63	0.08	0.74	0.19	0.19
Sat Flow, veh/h	5358	71	1781	5274	1781	1585
Grp Volume(v), veh/h	1580	864	124	1053	159	279
Grp Sat Flow(s),veh/h/ln	1702	1857	1781	1702	1781	1585
Q Serve(g_s), s	48.5	48.8	10.3	10.3	11.9	26.0
Cycle Q Clear(g_c), s	48.5	48.8	10.3	10.3	11.9	26.0
Prop In Lane		0.04	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2133	1163	146	3755	335	298
V/C Ratio(X)	0.74	0.74	0.85	0.28	0.47	0.94
Avail Cap(c_a), veh/h	2133	1163	214	3755	346	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	19.6	67.9	6.6	54.3	60.0
Incr Delay (d2), s/veh	2.4	4.3	13.1	0.2	0.4	33.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.1	20.5	5.1	3.3	5.4	13.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.9	23.9	81.0	6.8	54.7	93.8
LnGrp LOS	C	C	F	A	D	F
Approach Vol, veh/h	2444			1177	438	
Approach Delay, s/veh	22.6			14.6	79.6	
Approach LOS	C			B	E	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	33.1	16.3	99.7	116.0
Change Period (Y+Rc), s	4.9	4.0	5.7	5.7
Max Green Setting (Gmax), s	29.1	18.0	88.3	110.3
Max Q Clear Time (g_c+I1), s	28.0	12.3	50.8	12.3
Green Ext Time (p_c), s	0.2	0.1	25.3	43.2

Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C



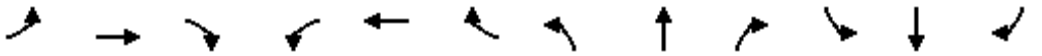
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	595	1846	162	459	925	195	170	1368	633	114	443	113
Future Volume (veh/h)	595	1846	162	459	925	195	170	1368	633	114	443	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	626	1943	90	483	974	111	179	1440	505	120	466	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	795	2093	650	569	1498	465	225	1634	507	164	1963	484
Arrive On Green	0.23	0.41	0.41	0.11	0.29	0.29	0.06	0.32	0.32	0.05	0.31	0.31
Sat Flow, veh/h	3456	5106	1585	5023	5106	1585	3456	5106	1585	3456	6434	1585
Grp Volume(v), veh/h	626	1943	90	483	974	111	179	1440	505	120	466	28
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1674	1702	1585	1728	1702	1585	1728	1609	1585
Q Serve(g_s), s	25.6	54.4	5.3	14.1	25.0	6.6	7.7	40.1	47.7	5.1	8.1	1.0
Cycle Q Clear(g_c), s	25.6	54.4	5.3	14.1	25.0	6.6	7.7	40.1	47.7	5.1	8.1	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	795	2093	650	569	1498	465	225	1634	507	164	1963	484
V/C Ratio(X)	0.79	0.93	0.14	0.85	0.65	0.24	0.80	0.88	1.00	0.73	0.24	0.06
Avail Cap(c_a), veh/h	795	2093	650	569	1498	465	299	1634	507	184	1963	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	42.2	27.7	65.2	46.3	27.4	69.2	48.3	50.9	70.5	39.0	11.0
Incr Delay (d2), s/veh	4.9	8.7	0.4	11.0	2.2	1.2	7.6	6.1	38.8	10.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	23.7	2.1	6.5	10.7	3.2	3.6	17.5	23.8	2.5	3.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	50.9	28.1	76.2	48.5	28.6	76.7	54.5	89.7	80.5	39.1	11.1
LnGrp LOS	E	D	C	E	D	C	E	D	F	F	D	B
Approach Vol, veh/h		2659			1568			2124			614	
Approach Delay, s/veh		52.1			55.6			64.7			45.9	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	52.4	21.0	65.5	13.7	49.8	38.5	48.0
Change Period (Y+Rc), s	4.0	* 6.4	6.0	5.7	4.0	6.4	5.7	5.7
Max Green Setting (Gmax), s	8.0	* 46	15.0	59.3	13.0	40.6	32.3	42.3
Max Q Clear Time (g_c+I1), s	7.1	49.7	16.1	56.4	9.7	10.1	27.6	27.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.8	0.1	4.0	0.7	8.5

Intersection Summary	
HCM 6th Ctrl Delay	56.2
HCM 6th LOS	E

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1947	190	169	1025	63	234	886	326	60	498	329
Future Volume (veh/h)	160	1947	190	169	1025	63	234	886	326	60	498	329
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	2049	118	178	1079	0	246	933	0	63	524	187
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	2179	676	365	2471		415	978		150	649	289
Arrive On Green	0.08	0.57	0.57	0.11	0.48	0.00	0.12	0.28	0.00	0.04	0.18	0.18
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	168	2049	118	178	1079	0	246	933	0	63	524	187
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	7.2	55.8	5.4	7.3	20.7	0.0	10.1	38.7	0.0	2.7	21.2	13.8
Cycle Q Clear(g_c), s	7.2	55.8	5.4	7.3	20.7	0.0	10.1	38.7	0.0	2.7	21.2	13.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	2179	676	365	2471		415	978		150	649	289
V/C Ratio(X)	0.79	0.94	0.17	0.49	0.44		0.59	0.95		0.42	0.81	0.65
Avail Cap(c_a), veh/h	276	2179	676	365	2471		415	986		276	867	387
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.9	30.7	19.8	63.3	25.3	0.0	62.5	53.4	0.0	69.9	58.8	40.1
Incr Delay (d2), s/veh	8.1	9.6	0.6	0.4	0.2	0.0	1.6	18.7	0.0	0.7	5.3	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	21.4	2.0	3.2	8.2	0.0	4.5	19.4	0.0	1.2	9.8	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.0	40.3	20.3	63.6	25.5	0.0	64.1	72.1	0.0	70.6	64.1	43.9
LnGrp LOS	E	D	C	E	C		E	E		E	E	D
Approach Vol, veh/h		2335			1257	A		1179	A		774	
Approach Delay, s/veh		41.8			30.9			70.4			59.7	
Approach LOS		D			C			E			E	

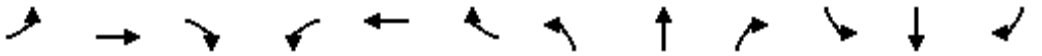
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	47.7	21.8	70.0	24.4	33.8	13.2	78.6
Change Period (Y+Rc), s	4.0	6.4	6.0	6.0	6.4	* 6.4	4.0	6.0
Max Green Setting (Gmax), s	12.0	41.6	10.0	64.0	17.0	* 37	12.0	64.0
Max Q Clear Time (g_c+I1), s	4.7	40.7	9.3	57.8	12.1	23.2	9.2	22.7
Green Ext Time (p_c), s	0.0	0.6	0.0	5.5	0.3	4.2	0.1	9.7

Intersection Summary	
HCM 6th Ctrl Delay	47.9
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	2266	31	21	1123	84	57	49	39	95	5	29
Future Volume (veh/h)	26	2266	31	21	1123	84	57	49	39	95	5	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	2385	0	22	1182	0	60	52	0	100	5	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	2996		329	3898		77	69		121	127	
Arrive On Green	0.02	0.59	0.00	0.37	1.00	0.00	0.04	0.04	0.00	0.07	0.07	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	27	2385	0	22	1182	0	60	52	0	100	5	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.3	54.3	0.0	1.2	0.0	0.0	5.0	4.1	0.0	8.3	0.4	0.0
Cycle Q Clear(g_c), s	2.3	54.3	0.0	1.2	0.0	0.0	5.0	4.1	0.0	8.3	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	34	2996		329	3898		77	69		121	127	
V/C Ratio(X)	0.79	0.80		0.07	0.30		0.78	0.76		0.83	0.04	
Avail Cap(c_a), veh/h	143	2996		329	3898		143	237		178	274	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	73.3	24.0	0.0	39.0	0.0	0.0	71.1	71.6	0.0	69.0	65.3	0.0
Incr Delay (d2), s/veh	13.7	2.3	0.0	0.0	0.1	0.0	6.4	11.7	0.0	11.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	21.0	0.0	0.5	0.0	0.0	2.4	2.2	0.0	4.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.0	26.3	0.0	39.0	0.1	0.0	77.5	83.3	0.0	80.9	65.5	0.0
LnGrp LOS	F	C		D	A		E	F		F	E	
Approach Vol, veh/h		2412	A		1204	A		112	A		105	A
Approach Delay, s/veh		27.0			0.8			80.2			80.1	
Approach LOS		C			A			F			F	

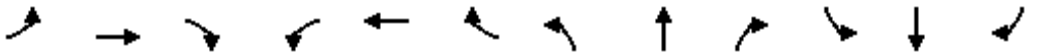
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	10.4	33.4	92.0	10.4	14.2	6.9	118.5
Change Period (Y+Rc), s	4.0	* 4.9	5.7	* 5.7	4.0	4.9	4.0	5.7
Max Green Setting (Gmax), s	15.0	* 19	12.0	* 86	12.0	21.1	12.0	86.3
Max Q Clear Time (g_c+I1), s	10.3	6.1	3.2	56.3	7.0	2.4	4.3	2.0
Green Ext Time (p_c), s	0.0	0.1	0.0	27.2	0.0	0.0	0.0	20.1

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1291	1059	947	825	192	570	1123	500	182	1135	24
Future Volume (veh/h)	22	1291	1059	947	825	192	570	1123	500	182	1135	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	1359	0	997	868	0	600	1182	0	192	1195	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1294		898	2325		553	1483		247	1123	
Arrive On Green	0.06	0.34	0.00	0.26	0.46	0.00	0.05	0.10	0.00	0.07	0.22	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	23	1359	0	997	868	0	600	1182	0	192	1195	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.9	38.0	0.0	39.0	16.7	0.0	24.0	34.0	0.0	8.2	33.0	0.0
Cycle Q Clear(g_c), s	0.9	38.0	0.0	39.0	16.7	0.0	24.0	34.0	0.0	8.2	33.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	1294		898	2325		553	1483		247	1123	
V/C Ratio(X)	0.14	1.05		1.11	0.37		1.09	0.80		0.78	1.06	
Avail Cap(c_a), veh/h	207	1294		898	2325		553	1483		422	1123	
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.5	49.7	0.0	55.5	26.8	0.0	71.0	63.5	0.0	68.4	58.5	0.0
Incr Delay (d2), s/veh	0.1	39.4	0.0	64.8	0.5	0.0	63.4	3.3	0.0	7.5	45.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	19.6	0.0	24.6	6.8	0.0	16.0	16.0	0.0	3.8	18.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	89.2	0.0	120.3	27.3	0.0	134.4	66.8	0.0	75.9	104.0	0.0
LnGrp LOS	E	F		F	C		F	E		E	F	
Approach Vol, veh/h		1382	A		1865	A		1782	A		1387	A
Approach Delay, s/veh		88.8			77.0			89.6			100.2	
Approach LOS		F			E			F			F	

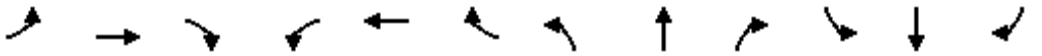
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	51.6	43.0	44.0	27.0	41.0	13.0	74.0
Change Period (Y+Rc), s	5.7	8.0	4.0	6.0	3.0	* 8	6.0	* 5.7
Max Green Setting (Gmax), s	18.3	31.0	39.0	38.0	24.0	* 33	9.0	* 68
Max Q Clear Time (g_c+I1), s	10.2	36.0	41.0	40.0	26.0	35.0	2.9	18.7
Green Ext Time (p_c), s	0.5	0.0	0.0	0.0	0.0	0.0	0.0	11.7

Intersection Summary	
HCM 6th Ctrl Delay	88.0
HCM 6th LOS	F

Notes

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

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



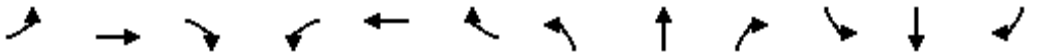
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	3	140	60	26	60	176	1607	104	325	1642	163
Future Volume (veh/h)	199	3	140	60	26	60	176	1607	104	325	1642	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	3	147	63	27	63	185	1692	109	342	1728	172
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	202	171	190	103	87	235	2655	171	820	3247	1008
Arrive On Green	0.11	0.11	0.11	0.05	0.05	0.05	0.07	0.43	0.43	0.24	0.64	0.64
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	6223	401	3456	5106	1585
Grp Volume(v), veh/h	209	3	147	63	27	63	185	1312	489	342	1728	172
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1609	1798	1728	1702	1585
Q Serve(g_s), s	8.6	0.2	13.7	2.6	2.1	5.9	7.9	32.1	32.1	12.6	27.9	6.6
Cycle Q Clear(g_c), s	8.6	0.2	13.7	2.6	2.1	5.9	7.9	32.1	32.1	12.6	27.9	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	373	202	171	190	103	87	235	2059	767	820	3247	1008
V/C Ratio(X)	0.56	0.01	0.86	0.33	0.26	0.72	0.79	0.64	0.64	0.42	0.53	0.17
Avail Cap(c_a), veh/h	438	237	201	415	224	190	346	2059	767	820	3247	1008
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.5	59.8	65.8	68.2	68.0	69.8	68.8	33.9	33.9	48.4	15.0	11.2
Incr Delay (d2), s/veh	1.3	0.0	26.3	1.0	1.3	10.8	7.2	1.5	4.0	0.3	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.1	6.8	1.2	1.0	2.7	3.7	12.5	14.5	5.4	10.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	59.8	92.1	69.3	69.3	80.6	76.0	35.4	37.9	48.8	15.2	11.2
LnGrp LOS	E	E	F	E	E	F	E	D	D	D	B	B
Approach Vol, veh/h		359			153			1986			2242	
Approach Delay, s/veh		76.0			73.9			39.8			20.0	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	46.6	70.0		20.2	14.2	102.4		13.2				
Change Period (Y+Rc), s	7.0	6.0		4.0	4.0	* 7		5.0				
Max Green Setting (Gmax), s	27.0	64.0		19.0	15.0	* 79		18.0				
Max Q Clear Time (g_c+I1), s	14.6	34.1		15.7	9.9	29.9		7.9				
Green Ext Time (p_c), s	1.2	27.6		0.5	0.3	43.6		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰↰		↱↱
Traffic Volume (veh/h)	0	1184	362	0	1608	377	0	0	0	73	0	585
Future Volume (veh/h)	0	1184	362	0	1608	377	0	0	0	73	0	585
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	2067	2067	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	1246	381	0	1693	0				77	0	616
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	3369	1086	0	3049					885	0	714
Arrive On Green	0.00	0.60	0.62	0.00	0.79	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	5828	1751	0	5274	1585				3456	0	2790
Grp Volume(v), veh/h	0	1246	381	0	1693	0				77	0	616
Grp Sat Flow(s),veh/h/ln	0	1881	1751	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	8.6	7.9	0.0	9.2	0.0				1.3	0.0	15.8
Cycle Q Clear(g_c), s	0.0	8.6	7.9	0.0	9.2	0.0				1.3	0.0	15.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3369	1086	0	3049					885	0	714
V/C Ratio(X)	0.00	0.37	0.35	0.00	0.56					0.09	0.00	0.86
Avail Cap(c_a), veh/h	0	3369	1086	0	3049					1138	0	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.86	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.8	6.9	0.0	4.0	0.0				21.2	0.0	26.6
Incr Delay (d2), s/veh	0.0	0.3	0.9	0.0	0.2	0.0				0.0	0.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.7	2.4	0.0	1.7	0.0				0.5	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.1	7.8	0.0	4.3	0.0				21.2	0.0	32.3
LnGrp LOS	A	A	A	A	A					C	A	C
Approach Vol, veh/h		1627			1693	A					693	
Approach Delay, s/veh		8.1			4.3						31.1	
Approach LOS		A			A						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		50.5		24.5		50.5						
Change Period (Y+Rc), s		5.7		5.3		5.7						
Max Green Setting (Gmax), s		39.3		24.7		39.3						
Max Q Clear Time (g_c+I1), s		10.6		17.8		11.2						
Green Ext Time (p_c), s		14.7		1.4		14.6						

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

Notes

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

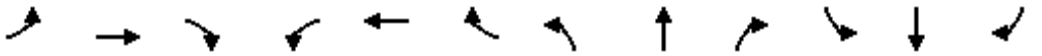
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	919	338	96	1468	517	754
Future Volume (veh/h)	919	338	96	1468	517	754
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	2067	2067	1870	1870	1870	1870
Adj Flow Rate, veh/h	967	0	101	1545	544	794
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2317		107	2744	1453	807
Arrive On Green	0.82	0.00	0.12	1.00	0.29	0.29
Sat Flow, veh/h	5828	1751	1781	5274	5023	2790
Grp Volume(v), veh/h	967	0	101	1545	544	794
Grp Sat Flow(s),veh/h/ln	1881	1751	1781	1702	1674	1395
Q Serve(g_s), s	3.5	0.0	4.2	0.0	6.5	21.2
Cycle Q Clear(g_c), s	3.5	0.0	4.2	0.0	6.5	21.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2317		107	2744	1453	807
V/C Ratio(X)	0.42		0.95	0.56	0.37	0.98
Avail Cap(c_a), veh/h	2317		261	2744	1453	807
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.3	0.0	32.9	0.0	21.2	26.5
Incr Delay (d2), s/veh	0.1	0.0	14.7	0.8	0.1	27.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.0	0.2	2.4	9.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.4	0.0	47.6	0.8	21.3	54.0
LnGrp LOS	A		D	A	C	D
Approach Vol, veh/h	967	A		1646	1338	
Approach Delay, s/veh	4.4			3.7	40.7	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.5	36.5				46.0	29.0
Change Period (Y+Rc), s	4.0	5.7				5.7	7.3
Max Green Setting (Gmax), s	12.0	24.3				40.3	21.7
Max Q Clear Time (g_c+I1), s	6.2	5.5				2.0	23.2
Green Ext Time (p_c), s	0.0	6.0				17.1	0.0

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

Notes

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



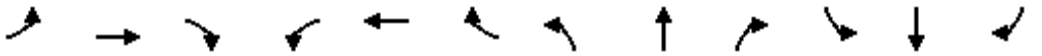
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	255	293	312	239	25	467	845	231	102	920	84
Future Volume (veh/h)	108	255	293	312	239	25	467	845	231	102	920	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	2067	2067	2067	1870	1870	1870
Adj Flow Rate, veh/h	114	268	26	328	252	4	492	889	182	107	968	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	390	174	377	606	270	659	2558	965	151	1600	497
Arrive On Green	0.05	0.11	0.11	0.11	0.17	0.17	0.17	0.45	0.44	0.04	0.31	0.31
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3818	5642	1751	3456	5106	1585
Grp Volume(v), veh/h	114	268	26	328	252	4	492	889	182	107	968	32
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1909	1881	1751	1728	1702	1585
Q Serve(g_s), s	4.9	10.9	1.1	14.0	9.5	0.3	18.4	15.3	7.8	4.6	24.1	1.2
Cycle Q Clear(g_c), s	4.9	10.9	1.1	14.0	9.5	0.3	18.4	15.3	7.8	4.6	24.1	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	390	174	377	606	270	659	2558	965	151	1600	497
V/C Ratio(X)	0.72	0.69	0.15	0.87	0.42	0.01	0.75	0.35	0.19	0.71	0.61	0.06
Avail Cap(c_a), veh/h	276	734	328	530	995	444	840	2558	965	276	1600	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.6	64.3	15.7	65.8	55.5	51.7	59.0	26.6	16.9	70.8	43.6	11.5
Incr Delay (d2), s/veh	2.3	2.9	0.5	8.3	0.7	0.0	1.9	0.4	0.4	2.3	1.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.0	0.9	6.6	4.3	0.1	8.9	6.8	3.2	2.0	10.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.9	67.1	16.2	74.0	56.3	51.8	60.8	27.0	17.3	73.0	45.3	11.7
LnGrp LOS	E	E	B	E	E	D	E	C	B	E	D	B
Approach Vol, veh/h		408			584			1563			1107	
Approach Delay, s/veh		65.5			66.2			36.5			47.0	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	72.0	20.4	20.5	31.6	51.0	10.9	30.0
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	5.7	* 5.7	4.0	* 5.7
Max Green Setting (Gmax), s	12.0	66.3	23.0	29.3	33.0	* 45	12.0	* 41
Max Q Clear Time (g_c+I1), s	6.6	17.3	16.0	12.9	20.4	26.1	6.9	11.5
Green Ext Time (p_c), s	0.1	14.0	0.4	1.9	0.8	9.4	0.1	2.4

Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Notes

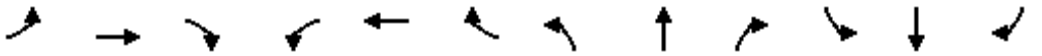
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	22	54	152	15	40	19	700	190	53	943	1
Future Volume (veh/h)	10	22	54	152	15	40	19	700	190	53	943	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	11	23	57	160	16	42	20	737	200	56	993	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	28	69	181	70	184	23	2996	930	70	2177	971
Arrive On Green	0.01	0.06	0.06	0.11	0.17	0.17	0.01	0.65	0.65	0.04	0.68	0.68
Sat Flow, veh/h	1603	429	1063	1603	411	1078	1603	4595	1427	1603	3198	1427
Grp Volume(v), veh/h	11	0	80	160	0	58	20	737	200	56	993	1
Grp Sat Flow(s),veh/h/ln	1603	0	1492	1603	0	1489	1603	1532	1427	1603	1599	1427
Q Serve(g_s), s	1.0	0.0	7.9	14.7	0.0	5.0	1.9	10.0	8.5	5.2	21.6	0.0
Cycle Q Clear(g_c), s	1.0	0.0	7.9	14.7	0.0	5.0	1.9	10.0	8.5	5.2	21.6	0.0
Prop In Lane	1.00		0.71	1.00		0.72	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	97	181	0	254	23	2996	930	70	2177	971
V/C Ratio(X)	0.92	0.00	0.83	0.88	0.00	0.23	0.86	0.25	0.22	0.80	0.46	0.00
Avail Cap(c_a), veh/h	86	0	199	310	0	407	86	2996	930	139	2177	971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.4	0.0	69.3	65.5	0.0	53.7	73.7	10.8	10.6	71.1	11.1	7.6
Incr Delay (d2), s/veh	55.9	0.0	14.0	7.2	0.0	0.4	26.0	0.2	0.5	7.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.4	6.4	0.0	1.9	0.9	3.3	2.8	2.3	7.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.3	0.0	83.3	72.7	0.0	54.1	99.8	11.0	11.1	78.9	11.3	7.6
LnGrp LOS	F	A	F	E	A	D	F	B	B	E	B	A
Approach Vol, veh/h		91			218			957			1050	
Approach Delay, s/veh		89.0			67.8			12.9			14.9	
Approach LOS		F			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	103.8	21.0	14.7	6.2	108.1	5.1	30.6
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	13.0	69.0	29.0	20.0	8.0	74.0	8.0	41.0
Max Q Clear Time (g_c+I1), s	7.2	12.0	16.7	9.9	3.9	23.6	3.0	7.0
Green Ext Time (p_c), s	0.0	9.5	0.2	0.1	0.0	10.8	0.0	0.2

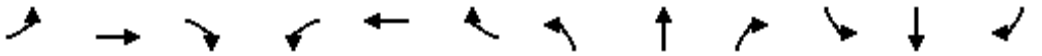
Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	8	24	60	3	73	6	1189	47	46	1375	3
Future Volume (veh/h)	9	8	24	60	3	73	6	1189	47	46	1375	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	8	25	63	3	77	6	1252	49	48	1447	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	202	90	137	350	156	58	1947	604	121	2127	660
Arrive On Green	0.04	0.06	0.06	0.08	0.10	0.10	0.03	0.38	0.38	0.07	0.42	0.42
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	9	8	25	63	3	77	6	1252	49	48	1447	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.2	0.1	0.6	1.3	0.0	1.8	0.1	7.7	0.8	1.0	8.9	0.0
Cycle Q Clear(g_c), s	0.2	0.1	0.6	1.3	0.0	1.8	0.1	7.7	0.8	1.0	8.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	202	90	137	350	156	58	1947	604	121	2127	660
V/C Ratio(X)	0.14	0.04	0.28	0.46	0.01	0.49	0.10	0.64	0.08	0.40	0.68	0.00
Avail Cap(c_a), veh/h	557	3055	1363	557	3055	1363	557	2262	702	557	2262	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	17.1	17.3	16.9	15.6	16.4	18.0	9.7	7.6	17.1	9.1	6.5
Incr Delay (d2), s/veh	1.0	0.1	1.6	2.4	0.0	2.4	0.8	0.5	0.1	2.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.5	0.0	0.6	0.1	1.8	0.2	0.4	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	17.2	19.0	19.3	15.6	18.8	18.8	10.2	7.6	19.2	9.9	6.5
LnGrp LOS	B	B	B	B	B	B	B	B	A	B	A	A
Approach Vol, veh/h		42			143			1307			1498	
Approach Delay, s/veh		18.6			19.0			10.2			10.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	18.6	7.0	6.2	5.2	20.0	5.4	7.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	11.0	32.0	11.0	16.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	3.0	9.7	3.3	2.6	2.1	10.9	2.2	3.8
Green Ext Time (p_c), s	0.0	3.9	0.1	0.1	0.0	3.6	0.0	0.2

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



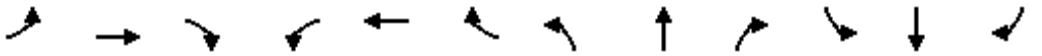
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	118	4	2	81	8	7	1	0	28	5	1
Future Volume (veh/h)	1	118	4	2	81	8	7	1	0	28	5	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	124	4	2	85	8	7	1	0	29	5	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	521	232	56	473	211	66	57	48	574	591	501
Arrive On Green	0.03	0.15	0.15	0.03	0.13	0.13	0.04	0.03	0.00	0.32	0.32	0.32
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	1	124	4	2	85	8	7	1	0	29	5	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	1.1	0.1	0.0	0.7	0.2	0.1	0.0	0.0	0.4	0.1	0.0
Cycle Q Clear(g_c), s	0.0	1.1	0.1	0.0	0.7	0.2	0.1	0.0	0.0	0.4	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	521	232	56	473	211	66	57	48	574	591	501
V/C Ratio(X)	0.02	0.24	0.02	0.04	0.18	0.04	0.11	0.02	0.00	0.05	0.01	0.00
Avail Cap(c_a), veh/h	418	1875	836	418	1875	836	418	1480	1255	627	1645	1394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	12.9	12.5	16.0	13.1	12.9	15.9	16.0	0.0	8.0	8.0	8.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.3	0.2	0.1	0.7	0.1	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	13.1	12.5	16.3	13.3	13.0	16.6	16.2	0.0	8.0	8.0	8.0
LnGrp LOS	B	B	B	B	B	B	B	B	A	A	A	A
Approach Vol, veh/h		129			95			8			35	
Approach Delay, s/veh		13.1			13.3			16.5			8.0	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	5.0	5.1	9.0	5.3	14.8	5.0	9.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	11.0	26.0	7.0	17.0	7.0	29.0	7.0	* 18
Max Q Clear Time (g_c+I1), s	2.4	2.0	2.0	3.1	2.1	2.1	2.0	2.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.3

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

Notes

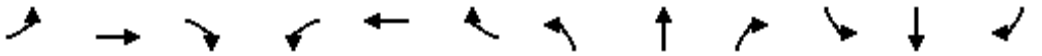
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	125	12	102	52	86	11	886	118	102	1251	8
Future Volume (veh/h)	35	125	12	102	52	86	11	886	118	102	1251	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	132	13	107	55	91	12	933	124	107	1317	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	259	116	138	422	188	22	2018	626	137	2349	729
Arrive On Green	0.03	0.07	0.07	0.08	0.12	0.12	0.01	0.40	0.40	0.08	0.46	0.46
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	37	132	13	107	55	91	12	933	124	107	1317	8
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.1	1.9	0.4	3.2	0.7	2.9	0.4	7.3	2.8	3.2	10.1	0.1
Cycle Q Clear(g_c), s	1.1	1.9	0.4	3.2	0.7	2.9	0.4	7.3	2.8	3.2	10.1	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	259	116	138	422	188	22	2018	626	137	2349	729
V/C Ratio(X)	0.66	0.51	0.11	0.78	0.13	0.48	0.55	0.46	0.20	0.78	0.56	0.01
Avail Cap(c_a), veh/h	232	2114	943	331	2378	1061	232	2629	816	232	2724	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	24.0	23.3	24.4	21.2	22.2	26.4	12.0	10.7	24.4	10.6	7.9
Incr Delay (d2), s/veh	4.8	0.6	0.2	3.5	0.1	0.7	7.9	0.5	0.4	3.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.8	0.1	1.4	0.3	1.0	0.2	2.2	0.9	1.3	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	24.6	23.5	27.9	21.3	22.9	34.3	12.5	11.1	28.0	11.1	7.9
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	B	A
Approach Vol, veh/h		182			253			1069			1432	
Approach Delay, s/veh		25.7			24.6			12.6			12.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	26.6	9.2	8.9	5.7	30.0	6.7	11.4
Change Period (Y+Rc), s	5.0	5.3	5.0	5.0	5.0	5.3	5.0	5.0
Max Green Setting (Gmax), s	7.0	27.7	10.0	32.0	7.0	28.7	7.0	36.0
Max Q Clear Time (g_c+I1), s	5.2	9.3	5.2	3.9	2.4	12.1	3.1	4.9
Green Ext Time (p_c), s	0.0	11.2	0.0	0.5	0.0	12.7	0.0	0.3

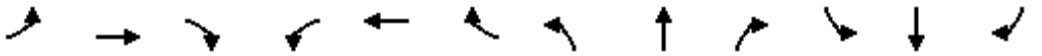
Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	376	0	3	210	0	40	0	4	0	0	1
Future Volume (veh/h)	2	376	0	3	210	0	40	0	4	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	396	0	3	221	0	42	0	4	0	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	901	402	60	905	404	124	645	547	5	286	243
Arrive On Green	0.03	0.25	0.00	0.03	0.25	0.00	0.07	0.00	0.35	0.00	0.00	0.15
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	2	396	0	3	221	0	42	0	4	0	0	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	3.1	0.0	0.1	1.6	0.0	0.7	0.0	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.1	0.0	0.1	1.6	0.0	0.7	0.0	0.1	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	901	402	60	905	404	124	645	547	5	286	243
V/C Ratio(X)	0.03	0.44	0.00	0.05	0.24	0.00	0.34	0.00	0.01	0.00	0.00	0.00
Avail Cap(c_a), veh/h	436	2938	1310	436	2938	1310	436	1833	1553	436	1718	1456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.3	10.2	0.0	15.3	9.7	0.0	14.5	0.0	7.0	0.0	0.0	11.7
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.3	0.1	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.0	0.0	0.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	10.6	0.0	15.6	9.8	0.0	16.1	0.0	7.0	0.0	0.0	11.7
LnGrp LOS	B	B	A	B	A	A	B	A	A	A	A	B
Approach Vol, veh/h		398			224			46			1	
Approach Delay, s/veh		10.6			9.9			15.3			11.7	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	15.3	5.1	12.3	6.3	9.0	5.1	12.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	31.0	7.0	26.0	7.0	29.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	0.0	2.1	2.1	5.1	2.7	2.0	2.0	3.6
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	0.0	0.0	1.3

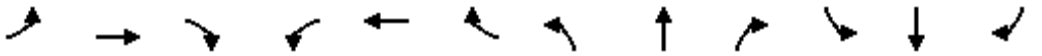
Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	383	69	17	142	4	83	26	32	5	146	21
Future Volume (veh/h)	38	383	69	17	142	4	83	26	32	5	146	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	403	73	18	149	4	87	27	34	5	154	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	828	369	59	803	358	145	438	371	36	324	275
Arrive On Green	0.04	0.23	0.23	0.03	0.23	0.23	0.08	0.23	0.23	0.02	0.17	0.17
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	40	403	73	18	149	4	87	27	34	5	154	22
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.7	3.3	1.2	0.3	1.1	0.1	1.6	0.4	0.6	0.1	2.5	0.4
Cycle Q Clear(g_c), s	0.7	3.3	1.2	0.3	1.1	0.1	1.6	0.4	0.6	0.1	2.5	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	828	369	59	803	358	145	438	371	36	324	275
V/C Ratio(X)	0.55	0.49	0.20	0.30	0.19	0.01	0.60	0.06	0.09	0.14	0.48	0.08
Avail Cap(c_a), veh/h	427	1808	807	427	1808	807	427	1512	1281	427	1512	1281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	11.1	10.3	15.8	10.4	10.0	14.8	9.9	10.0	16.1	12.4	11.6
Incr Delay (d2), s/veh	6.5	0.4	0.3	2.8	0.1	0.0	4.0	0.1	0.1	1.7	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.0	0.3	0.2	0.3	0.0	0.7	0.1	0.1	0.0	0.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	11.5	10.6	18.6	10.6	10.0	18.8	10.0	10.1	17.8	13.5	11.7
LnGrp LOS	C	B	B	B	B	B	B	A	B	B	B	B
Approach Vol, veh/h		516			171			148			181	
Approach Delay, s/veh		12.2			11.4			15.2			13.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	11.8	5.1	11.8	6.7	9.8	5.4	11.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	26.5	7.5	16.5	7.5	26.5	7.5	16.5
Max Q Clear Time (g_c+I1), s	2.1	2.6	2.3	5.3	3.6	4.5	2.7	3.1
Green Ext Time (p_c), s	0.0	0.2	0.0	2.1	0.1	0.8	0.0	0.6

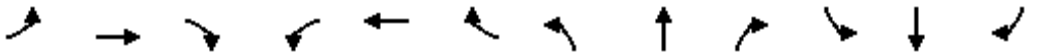
Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	525	8	13	162	0	19	3	108	0	2	17
Future Volume (veh/h)	13	525	8	13	162	0	19	3	108	0	2	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	553	8	14	171	0	20	3	114	0	2	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	1127	503	76	1127	503	86	565	479	5	264	223
Arrive On Green	0.04	0.32	0.32	0.04	0.32	0.00	0.05	0.30	0.30	0.00	0.14	0.14
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	14	553	8	14	171	0	20	3	114	0	2	18
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.3	4.5	0.1	0.3	1.2	0.0	0.4	0.0	1.9	0.0	0.0	0.4
Cycle Q Clear(g_c), s	0.3	4.5	0.1	0.3	1.2	0.0	0.4	0.0	1.9	0.0	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	1127	503	76	1127	503	86	565	479	5	264	223
V/C Ratio(X)	0.18	0.49	0.02	0.18	0.15	0.00	0.23	0.01	0.24	0.00	0.01	0.08
Avail Cap(c_a), veh/h	402	3405	1519	402	3405	1519	402	1581	1340	402	1529	1295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	9.8	8.3	16.4	8.7	0.0	16.2	8.7	9.3	0.0	13.1	13.2
Incr Delay (d2), s/veh	1.1	0.3	0.0	1.1	0.1	0.0	1.4	0.0	0.3	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.2	0.0	0.1	0.3	0.0	0.2	0.0	0.5	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	10.1	8.3	17.5	8.8	0.0	17.6	8.7	9.6	0.0	13.1	13.4
LnGrp LOS	B	B	A	B	A	A	B	A	A	A	B	B
Approach Vol, veh/h		575			185			137			20	
Approach Delay, s/veh		10.3			9.4			10.7			13.4	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	14.7	5.5	15.3	5.7	9.0	5.5	15.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	29.0	7.0	33.0	7.0	28.0	7.0	33.0
Max Q Clear Time (g_c+I1), s	0.0	3.9	2.3	6.5	2.4	2.4	2.3	3.2
Green Ext Time (p_c), s	0.0	0.3	0.0	3.8	0.0	0.0	0.0	1.0

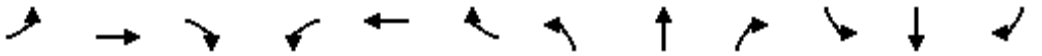
Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	488	104	92	148	3	19	63	27	17	76	8
Future Volume (veh/h)	41	488	104	92	148	3	19	63	27	17	76	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	514	109	97	156	3	20	66	28	18	80	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	1178	525	125	1291	576	36	194	164	32	191	162
Arrive On Green	0.04	0.33	0.33	0.07	0.36	0.36	0.02	0.10	0.10	0.02	0.10	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	43	514	109	97	156	3	20	66	28	18	80	8
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.9	4.4	1.9	2.1	1.1	0.0	0.4	1.3	0.6	0.4	1.6	0.2
Cycle Q Clear(g_c), s	0.9	4.4	1.9	2.1	1.1	0.0	0.4	1.3	0.6	0.4	1.6	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	1178	525	125	1291	576	36	194	164	32	191	162
V/C Ratio(X)	0.63	0.44	0.21	0.78	0.12	0.01	0.56	0.34	0.17	0.56	0.42	0.05
Avail Cap(c_a), veh/h	522	2428	1083	522	2428	1083	522	787	667	522	787	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	10.3	9.4	17.9	8.3	8.0	19.1	16.3	16.0	19.1	16.5	15.9
Incr Delay (d2), s/veh	9.3	0.5	0.4	9.9	0.1	0.0	13.2	1.0	0.5	14.1	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.3	0.5	1.1	0.3	0.0	0.3	0.5	0.2	0.3	0.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	10.8	9.8	27.9	8.4	8.0	32.2	17.4	16.5	33.2	18.0	16.0
LnGrp LOS	C	B	A	C	A	A	C	B	B	C	B	B
Approach Vol, veh/h		666			256			114			106	
Approach Delay, s/veh		11.7			15.8			19.8			20.4	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	8.6	7.2	18.2	5.3	8.5	6.0	19.5
Change Period (Y+Rc), s	4.5	4.5	4.5	5.2	4.5	4.5	4.5	5.2
Max Green Setting (Gmax), s	11.5	16.5	11.5	26.8	11.5	16.5	11.5	26.8
Max Q Clear Time (g_c+I1), s	2.4	3.3	4.1	6.4	2.4	3.6	2.9	3.1
Green Ext Time (p_c), s	0.0	0.3	0.1	6.6	0.0	0.2	0.0	1.6

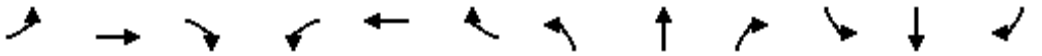
Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	542	0	38	0	0	151	25	1694	10	411	1435	202
Future Volume (veh/h)	542	0	38	0	0	151	25	1694	10	411	1435	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	571	0	40	0	0	159	26	1783	11	433	1511	213
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	726	0	0	2	0	0	56	1974	613	492	3223	1001
Arrive On Green	0.21	0.00	0.01	0.00	0.00	0.01	0.03	0.39	0.39	0.28	0.63	0.63
Sat Flow, veh/h	3456	571		1781	0		1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	571	37.2		0	0.0		26	1783	11	433	1511	213
Grp Sat Flow(s),veh/h/ln	1728	D		1781			1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	14.8			0.0			1.4	31.1	0.4	22.0	14.6	5.4
Cycle Q Clear(g_c), s	14.8			0.0			1.4	31.1	0.4	22.0	14.6	5.4
Prop In Lane	1.00			1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	726			2			56	1974	613	492	3223	1001
V/C Ratio(X)	0.79			0.00			0.46	0.90	0.02	0.88	0.47	0.21
Avail Cap(c_a), veh/h	1536			151			151	1999	621	735	3728	1157
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00			1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3			0.0			45.0	27.3	17.9	32.7	9.1	7.4
Incr Delay (d2), s/veh	1.9			0.0			5.8	6.2	0.0	8.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2			0.0			0.7	12.6	0.1	10.0	4.4	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2			0.0			50.8	33.5	17.9	41.0	9.2	7.5
LnGrp LOS	D			A			D	C	B	D	A	A
Approach Vol, veh/h								1820			2157	
Approach Delay, s/veh								33.7			15.4	
Approach LOS								C			B	

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	30.1	40.5	0.0		7.0	63.7	23.9					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	38.0	36.0	7.0		7.0	68.0	41.0					
Max Q Clear Time (g_c+I1), s	24.0	33.1	0.0		3.4	16.6	16.8					
Green Ext Time (p_c), s	1.1	2.4	0.0		0.0	16.4	2.1					

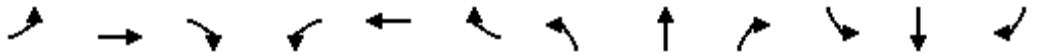
Intersection Summary												
HCM 6th Ctrl Delay			25.5									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1288	33	27	1313	12	0	8	2	105	20	20
Future Volume (veh/h)	8	1288	33	27	1313	12	0	8	2	105	20	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	1356	35	28	1382	13	0	8	2	111	21	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	2117	657	83	2206	685	4	195	165	179	539	457
Arrive On Green	0.03	0.41	0.41	0.05	0.43	0.43	0.00	0.10	0.10	0.10	0.29	0.29
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	8	1356	35	28	1382	13	0	8	2	111	21	21
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.2	10.1	0.6	0.7	10.1	0.2	0.0	0.2	0.1	2.9	0.4	0.5
Cycle Q Clear(g_c), s	0.2	10.1	0.6	0.7	10.1	0.2	0.0	0.2	0.1	2.9	0.4	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	2117	657	83	2206	685	4	195	165	179	539	457
V/C Ratio(X)	0.15	0.64	0.05	0.34	0.63	0.02	0.00	0.04	0.01	0.62	0.04	0.05
Avail Cap(c_a), veh/h	186	2664	827	186	2664	827	186	1366	1158	335	1522	1290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	11.2	8.4	22.1	10.6	7.8	0.0	19.3	19.2	20.7	12.3	12.3
Incr Delay (d2), s/veh	1.3	0.3	0.0	2.3	0.3	0.0	0.0	0.1	0.0	3.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.7	0.2	0.3	2.6	0.1	0.0	0.1	0.0	1.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	11.5	8.4	24.4	10.9	7.8	0.0	19.4	19.3	24.2	12.3	12.3
LnGrp LOS	C	B	A	C	B	A	A	B	B	C	B	B
Approach Vol, veh/h		1399			1423			10			153	
Approach Delay, s/veh		11.5			11.2			19.4			20.9	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	9.0	6.2	23.9	0.0	17.8	5.4	24.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	34.0	4.0	24.0	4.0	38.0	4.0	24.0
Max Q Clear Time (g_c+I1), s	4.9	2.2	2.7	12.1	0.0	2.5	2.2	12.1
Green Ext Time (p_c), s	0.1	0.0	0.0	6.7	0.0	0.1	0.0	6.8

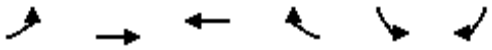
Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	353	1028	32	363	1071	56	57	824	394	170	927	490
Future Volume (veh/h)	353	1028	32	363	1071	56	57	824	394	170	927	490
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	372	1082	9	382	1127	16	60	867	296	179	976	373
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	1574	489	299	1574	489	126	1450	450	257	1643	510
Arrive On Green	0.09	0.31	0.31	0.09	0.31	0.31	0.04	0.28	0.28	0.07	0.32	0.32
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	372	1082	9	382	1127	16	60	867	296	179	976	373
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	7.0	15.1	0.3	7.0	15.9	0.6	1.4	11.9	13.3	4.1	13.0	16.9
Cycle Q Clear(g_c), s	7.0	15.1	0.3	7.0	15.9	0.6	1.4	11.9	13.3	4.1	13.0	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	299	1574	489	299	1574	489	126	1450	450	257	1643	510
V/C Ratio(X)	1.25	0.69	0.02	1.28	0.72	0.03	0.47	0.60	0.66	0.70	0.59	0.73
Avail Cap(c_a), veh/h	299	2269	704	299	2269	704	299	2269	704	299	2269	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	24.6	19.5	37.0	24.9	19.6	38.3	25.0	25.5	36.6	23.0	24.4
Incr Delay (d2), s/veh	135.5	0.5	0.0	148.9	0.6	0.0	2.7	0.4	1.6	5.7	0.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	5.6	0.1	9.0	5.9	0.2	0.6	4.4	4.8	1.8	4.8	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	172.5	25.1	19.5	185.9	25.5	19.6	41.0	25.4	27.2	42.3	23.4	26.8
LnGrp LOS	F	C	B	F	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1463			1525			1223			1528	
Approach Delay, s/veh		62.6			65.6			26.6			26.4	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	28.0	12.0	30.0	8.0	31.1	12.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	36.0	7.0	36.0	7.0	36.0	7.0	36.0
Max Q Clear Time (g_c+I1), s	6.1	15.3	9.0	17.1	3.4	18.9	9.0	17.9
Green Ext Time (p_c), s	0.0	6.7	0.0	6.9	0.0	7.2	0.0	7.1

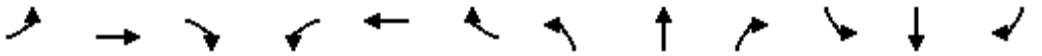
Intersection Summary	
HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	244	1335	1093	117	50	79
Future Volume (veh/h)	244	1335	1093	117	50	79
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	257	1405	1151	123	53	83
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	369	3541	2021	627	223	198
Arrive On Green	0.21	0.69	0.40	0.40	0.12	0.12
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	257	1405	1151	123	53	83
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	5.9	5.1	7.7	2.2	1.2	2.1
Cycle Q Clear(g_c), s	5.9	5.1	7.7	2.2	1.2	2.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	369	3541	2021	627	223	198
V/C Ratio(X)	0.70	0.40	0.57	0.20	0.24	0.42
Avail Cap(c_a), veh/h	930	6025	2897	899	1213	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	2.9	10.4	8.7	17.4	17.8
Incr Delay (d2), s/veh	2.4	0.1	0.3	0.2	0.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.2	1.9	0.5	0.5	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	2.9	10.6	8.9	17.9	19.2
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h		1662	1274		136	
Approach Delay, s/veh		5.3	10.5		18.7	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			34.6		9.5	13.1	21.4
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			51.0		29.0	22.0	24.0
Max Q Clear Time (g_c+I1), s			7.1		4.1	7.9	9.7
Green Ext Time (p_c), s			12.7		0.4	0.6	6.7

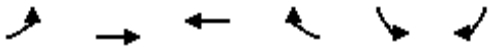
Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	1015	11	182	709	172	27	574	562	300	682	474
Future Volume (veh/h)	360	1015	11	182	709	172	27	574	562	300	682	474
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	379	1068	3	192	746	60	28	604	430	316	718	320
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	463	1482	460	269	1195	371	77	1638	508	307	1977	614
Arrive On Green	0.13	0.29	0.29	0.08	0.23	0.23	0.02	0.32	0.32	0.09	0.39	0.39
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	379	1068	3	192	746	60	28	604	430	316	718	320
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	9.6	16.9	0.1	4.9	11.8	2.7	0.7	8.2	22.7	8.0	9.0	13.9
Cycle Q Clear(g_c), s	9.6	16.9	0.1	4.9	11.8	2.7	0.7	8.2	22.7	8.0	9.0	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	463	1482	460	269	1195	371	77	1638	508	307	1977	614
V/C Ratio(X)	0.82	0.72	0.01	0.72	0.62	0.16	0.36	0.37	0.85	1.03	0.36	0.52
Avail Cap(c_a), veh/h	576	2327	723	384	2044	634	154	2044	634	307	2271	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	28.6	22.7	40.5	30.9	27.4	43.3	23.5	28.5	41.0	19.6	21.2
Incr Delay (d2), s/veh	7.4	0.7	0.0	3.5	0.5	0.2	2.8	0.1	8.6	58.8	0.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	6.5	0.0	2.1	4.6	1.0	0.3	3.1	9.1	5.7	3.3	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	29.3	22.7	44.0	31.4	27.6	46.2	23.7	37.0	99.7	19.8	21.8
LnGrp LOS	D	C	C	D	C	C	D	C	D	F	B	C
Approach Vol, veh/h		1450			998			1062			1354	
Approach Delay, s/veh		33.5			33.6			29.7			38.9	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	33.8	12.0	31.1	7.0	39.8	17.1	26.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	36.0	10.0	41.0	4.0	40.0	15.0	36.0
Max Q Clear Time (g_c+I1), s	10.0	24.7	6.9	18.9	2.7	15.9	11.6	13.8
Green Ext Time (p_c), s	0.0	4.1	0.2	7.2	0.0	5.9	0.5	5.0

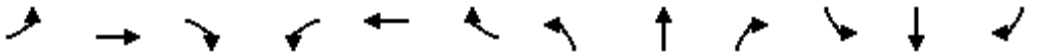
Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1877	1031	143	0	32
Future Volume (veh/h)	0	1877	1031	143	0	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1976	1085	151	0	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	4	3634	3634	1128	197	176
Arrive On Green	0.00	0.71	0.71	0.71	0.00	0.11
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	0	1976	1085	151	0	34
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	0.0	8.2	3.5	1.4	0.0	0.9
Cycle Q Clear(g_c), s	0.0	8.2	3.5	1.4	0.0	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	4	3634	3634	1128	197	176
V/C Ratio(X)	0.00	0.54	0.30	0.13	0.00	0.19
Avail Cap(c_a), veh/h	197	5774	4755	1476	1224	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	3.1	2.4	2.1	0.0	18.2
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	3.2	2.4	2.1	0.0	18.8
LnGrp LOS	A	A	A	A	A	B
Approach Vol, veh/h		1976	1236		34	
Approach Delay, s/veh		3.2	2.4		18.8	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			36.1		9.0	0.0	36.1
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			50.0		30.0	4.0	41.0
Max Q Clear Time (g_c+I1), s			10.2		2.9	0.0	5.5
Green Ext Time (p_c), s			20.9		0.1	0.0	9.1

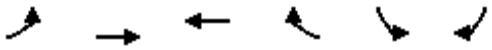
Intersection Summary	
HCM 6th Ctrl Delay	3.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1719	149	4	912	61	179	62	13	187	115	83
Future Volume (veh/h)	8	1719	149	4	912	61	179	62	13	187	115	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	1809	157	4	960	64	188	65	14	197	121	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	2319	720	8	2298	713	237	204	173	247	214	182
Arrive On Green	0.01	0.45	0.45	0.00	0.45	0.45	0.13	0.11	0.11	0.14	0.11	0.11
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	8	1809	157	4	960	64	188	65	14	197	121	87
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.2	16.3	3.3	0.1	6.9	1.3	5.6	1.7	0.4	5.8	3.3	2.8
Cycle Q Clear(g_c), s	0.2	16.3	3.3	0.1	6.9	1.3	5.6	1.7	0.4	5.8	3.3	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	15	2319	720	8	2298	713	237	204	173	247	214	182
V/C Ratio(X)	0.54	0.78	0.22	0.52	0.42	0.09	0.79	0.32	0.08	0.80	0.56	0.48
Avail Cap(c_a), veh/h	164	2345	728	164	2345	728	327	1168	990	327	1168	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	12.6	9.0	27.0	10.1	8.6	22.9	22.4	21.8	22.7	22.8	22.6
Incr Delay (d2), s/veh	26.7	2.0	0.3	45.4	0.2	0.1	8.9	0.9	0.2	9.8	2.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.8	0.9	0.1	1.9	0.3	2.7	0.7	0.1	2.9	1.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	14.5	9.3	72.5	10.4	8.7	31.8	23.3	22.0	32.5	25.1	24.5
LnGrp LOS	D	B	A	E	B	A	C	C	C	C	C	C
Approach Vol, veh/h		1974			1028			267			405	
Approach Delay, s/veh		14.3			10.5			29.2			28.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	9.9	4.2	28.7	11.2	10.2	4.5	28.5
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	10.0	34.0	5.0	23.0	10.0	34.0	5.0	23.0
Max Q Clear Time (g_c+I1), s	7.8	3.7	2.1	18.3	7.6	5.3	2.2	8.9
Green Ext Time (p_c), s	0.1	0.3	0.0	4.4	0.1	0.9	0.0	8.2

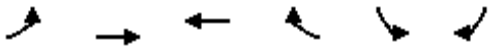
Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	187	1732	918	148	54	58
Future Volume (veh/h)	187	1732	918	148	54	58
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	197	1823	966	156	57	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	300	3360	1961	609	234	209
Arrive On Green	0.17	0.66	0.38	0.38	0.13	0.13
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	197	1823	966	156	57	61
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	3.9	7.2	5.5	2.6	1.1	1.3
Cycle Q Clear(g_c), s	3.9	7.2	5.5	2.6	1.1	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	300	3360	1961	609	234	209
V/C Ratio(X)	0.66	0.54	0.49	0.26	0.24	0.29
Avail Cap(c_a), veh/h	609	4836	2552	792	1453	1293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	3.5	8.9	8.0	14.8	14.9
Incr Delay (d2), s/veh	2.4	0.1	0.2	0.2	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.1	1.2	0.5	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.2	3.6	9.1	8.2	15.3	15.7
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		2020	1122		118	
Approach Delay, s/veh		4.9	9.0		15.5	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			29.0		9.0	10.4	18.6
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			35.0		30.0	12.0	18.0
Max Q Clear Time (g_c+I1), s			9.2		3.3	5.9	7.5
Green Ext Time (p_c), s			14.8		0.3	0.3	4.8

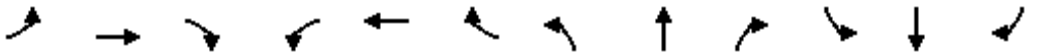
Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	81	1706	1026	61	135	40
Future Volume (veh/h)	81	1706	1026	61	135	40
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	1796	1080	64	142	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	133	3282	2374	737	269	239
Arrive On Green	0.07	0.64	0.46	0.46	0.15	0.15
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	85	1796	1080	64	142	42
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	1.8	7.5	5.6	0.9	2.9	0.9
Cycle Q Clear(g_c), s	1.8	7.5	5.6	0.9	2.9	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	133	3282	2374	737	269	239
V/C Ratio(X)	0.64	0.55	0.45	0.09	0.53	0.18
Avail Cap(c_a), veh/h	367	4607	3027	940	1469	1307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	3.8	7.0	5.8	15.2	14.4
Incr Delay (d2), s/veh	5.0	0.1	0.1	0.1	1.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.3	1.0	0.2	1.1	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.4	4.0	7.2	5.8	16.8	14.7
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		1881	1144		184	
Approach Delay, s/veh		4.8	7.1		16.3	
Approach LOS		A	A		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	28.9	9.9	6.9	22.0
Change Period (Y+Rc), s	5.5	4.5	4.5	5.5
Max Green Setting (Gmax), s	33.5	31.5	7.5	21.5
Max Q Clear Time (g_c+I1), s	9.5	4.9	3.8	7.6
Green Ext Time (p_c), s	13.9	0.5	0.0	6.0

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A



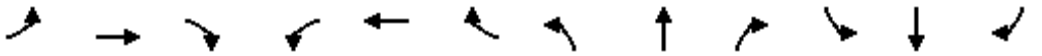
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	405	1308	75	310	776	199	213	1036	247	280	884	649
Future Volume (veh/h)	405	1308	75	310	776	199	213	1036	247	280	884	649
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	426	1377	22	326	817	80	224	1091	114	295	931	526
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	2	4	4	2	2	2	2	2	2
Cap, veh/h	396	1668	526	305	1535	477	288	1440	447	359	1545	480
Arrive On Green	0.11	0.33	0.33	0.09	0.31	0.31	0.08	0.28	0.28	0.10	0.30	0.30
Sat Flow, veh/h	3456	5025	1585	3456	5025	1560	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	426	1377	22	326	817	80	224	1091	114	295	931	526
Grp Sat Flow(s),veh/h/ln	1728	1675	1585	1728	1675	1560	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.0	28.6	1.1	10.0	15.3	4.3	7.2	22.1	6.3	9.5	17.6	34.3
Cycle Q Clear(g_c), s	13.0	28.6	1.1	10.0	15.3	4.3	7.2	22.1	6.3	9.5	17.6	34.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	1668	526	305	1535	477	288	1440	447	359	1545	480
V/C Ratio(X)	1.08	0.83	0.04	1.07	0.53	0.17	0.78	0.76	0.26	0.82	0.60	1.10
Avail Cap(c_a), veh/h	396	1684	531	305	1595	495	366	1621	503	427	1711	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	34.9	25.7	51.7	32.7	28.8	51.0	37.2	31.5	49.8	33.7	39.6
Incr Delay (d2), s/veh	66.9	3.8	0.1	71.3	0.3	0.2	8.0	2.4	0.6	10.5	0.8	69.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	11.3	0.4	7.2	6.0	1.6	3.4	9.4	2.4	4.4	6.9	22.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	117.1	38.7	25.7	123.1	33.0	29.0	58.9	39.6	32.1	60.3	34.5	109.3
LnGrp LOS	F	D	C	F	C	C	E	D	C	E	C	F
Approach Vol, veh/h		1825			1223			1429			1752	
Approach Delay, s/veh		56.8			56.7			42.0			61.3	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	38.0	15.0	43.7	14.4	40.3	18.0	40.7
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	* 6
Max Green Setting (Gmax), s	14.0	36.0	10.0	38.0	12.0	38.0	13.0	* 36
Max Q Clear Time (g_c+I1), s	11.5	24.1	12.0	30.6	9.2	19.6	15.0	17.3
Green Ext Time (p_c), s	0.3	7.9	0.0	7.1	0.2	6.2	0.0	11.4

Intersection Summary	
HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D

Notes

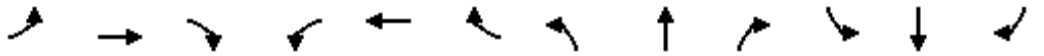
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	697	1142	0	0	669	60	5	0	0	106	0	668
Future Volume (veh/h)	697	1142	0	0	669	60	5	0	0	106	0	668
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	0	0	1870	0	1870
Adj Flow Rate, veh/h	734	1202	0	0	704	63	5	0	0	112	0	703
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	0	2	0	2
Cap, veh/h	774	2406	0	0	1344	599	82	0	0	243	0	0
Arrive On Green	0.22	0.68	0.00	0.00	0.38	0.38	0.05	0.00	0.00	0.14	0.00	0.00
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1781	5		1781	112	
Grp Volume(v), veh/h	734	1202	0	0	704	63	5	24.5		112	21.8	
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1781	C		1781	C	
Q Serve(g_s), s	11.2	8.8	0.0	0.0	8.2	1.4	0.1			3.1		
Cycle Q Clear(g_c), s	11.2	8.8	0.0	0.0	8.2	1.4	0.1			3.1		
Prop In Lane	1.00		0.00	0.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	774	2406	0	0	1344	599	82			243		
V/C Ratio(X)	0.95	0.50	0.00	0.00	0.52	0.11	0.06			0.46		
Avail Cap(c_a), veh/h	774	2854	0	0	1792	799	798			299		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00			1.00		
Uniform Delay (d), s/veh	20.5	4.2	0.0	0.0	12.9	10.8	24.4			21.3		
Incr Delay (d2), s/veh	20.4	0.2	0.0	0.0	0.5	0.1	0.1			0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	5.8	1.0	0.0	0.0	2.5	0.4	0.1			1.1		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	4.5	0.0	0.0	13.4	10.9	24.5			21.8		
LnGrp LOS	D	A	A	A	B	B	C			C		
Approach Vol, veh/h		1936			767							
Approach Delay, s/veh		18.3			13.2							
Approach LOS		B			B							

Timer - Assigned Phs	1			4	5		7	8				
Phs Duration (G+Y+Rc), s	11.3			42.2	6.5		16.0	26.2				
Change Period (Y+Rc), s	4.0			6.0	4.0		4.0	6.0				
Max Green Setting (Gmax), s	9.0			43.0	24.0		12.0	27.0				
Max Q Clear Time (g_c+I1), s	5.1			10.8	2.1		13.2	10.2				
Green Ext Time (p_c), s	0.1			24.7	0.0		0.0	10.0				

Intersection Summary												
HCM 6th Ctrl Delay			17.0									
HCM 6th LOS			B									



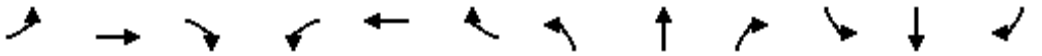
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	1166	107	44	728	5	198	477	104	227	179	57
Future Volume (veh/h)	47	1166	107	44	728	5	198	477	104	227	179	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	1227	57	46	766	0	208	502	45	239	188	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	1106	489	59	1098		175	423	514	204	161	
Arrive On Green	0.04	0.31	0.31	0.03	0.31	0.00	0.32	0.32	0.32	0.20	0.20	0.00
Sat Flow, veh/h	1781	3554	1572	1781	3554	1585	540	1303	1585	1018	801	1585
Grp Volume(v), veh/h	49	1227	57	46	766	0	710	0	45	427	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1572	1781	1777	1585	1843	0	1585	1819	0	1585
Q Serve(g_s), s	4.1	47.0	3.9	3.9	28.7	0.0	49.0	0.0	3.0	30.3	0.0	0.0
Cycle Q Clear(g_c), s	4.1	47.0	3.9	3.9	28.7	0.0	49.0	0.0	3.0	30.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.29		1.00	0.56		1.00
Lane Grp Cap(c), veh/h	63	1106	489	59	1098		598	0	514	365	0	
V/C Ratio(X)	0.78	1.11	0.12	0.78	0.70		1.19	0.00	0.09	1.17	0.00	
Avail Cap(c_a), veh/h	94	1106	489	94	1098		598	0	514	365	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	72.3	52.0	37.2	72.4	46.0	0.0	51.0	0.0	35.5	60.4	0.0	0.0
Incr Delay (d2), s/veh	10.5	62.3	0.2	7.8	2.4	0.0	100.2	0.0	0.0	101.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	29.9	1.5	1.9	12.8	0.0	38.8	0.0	1.2	24.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.7	114.3	37.4	80.3	48.4	0.0	151.3	0.0	35.5	162.2	0.0	0.0
LnGrp LOS	F	F	D	F	D		F	A	D	F	A	
Approach Vol, veh/h		1333			812	A		755			427	A
Approach Delay, s/veh		109.9			50.2			144.4			162.2	
Approach LOS		F			D			F			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		53.0	9.0	53.0		36.0	9.3	52.7				
Change Period (Y+Rc), s		4.0	4.0	6.0		5.7	4.0	6.0				
Max Green Setting (Gmax), s		49.0	8.0	47.0		30.3	8.0	45.0				
Max Q Clear Time (g_c+I1), s		51.0	5.9	49.0		32.3	6.1	30.7				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	5.5				

Intersection Summary		
HCM 6th Ctrl Delay		109.8
HCM 6th LOS		F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	313	728	75	127	53	246	1633	62	58	1152	142
Future Volume (veh/h)	105	313	728	75	127	53	246	1633	62	58	1152	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	329	618	79	134	22	259	1719	21	61	1213	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	1483	662	95	1512	674	308	1799	559	78	1567	
Arrive On Green	0.05	0.42	0.42	0.05	0.43	0.43	0.09	0.35	0.35	0.04	0.31	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	111	329	618	79	134	22	259	1719	21	61	1213	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.8	8.9	55.9	6.6	3.4	1.2	11.1	49.3	1.3	5.1	32.4	0.0
Cycle Q Clear(g_c), s	4.8	8.9	55.9	6.6	3.4	1.2	11.1	49.3	1.3	5.1	32.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	1483	662	95	1512	674	308	1799	559	78	1567	
V/C Ratio(X)	0.71	0.22	0.93	0.83	0.09	0.03	0.84	0.96	0.04	0.79	0.77	
Avail Cap(c_a), veh/h	299	1587	708	95	1512	674	369	1799	559	95	1567	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	70.6	28.1	41.7	70.3	25.7	25.1	67.3	47.4	31.9	71.0	47.3	0.0
Incr Delay (d2), s/veh	2.2	0.1	19.5	41.7	0.1	0.0	13.9	13.0	0.1	23.4	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.8	24.4	4.0	1.4	0.5	5.4	22.1	0.5	2.8	13.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.9	28.2	61.3	112.0	25.8	25.1	81.2	60.4	32.0	94.5	49.9	0.0
LnGrp LOS	E	C	E	F	C	C	F	E	C	F	D	
Approach Vol, veh/h		1058			235			1999			1274	A
Approach Delay, s/veh		52.2			54.7			62.8			52.0	
Approach LOS		D			D			E			D	

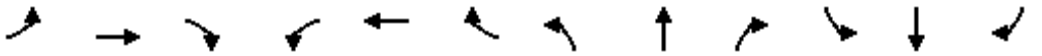
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	58.9	12.0	68.6	17.4	52.0	10.8	69.8
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	* 6
Max Green Setting (Gmax), s	8.0	47.0	8.0	67.0	16.0	39.0	13.0	* 63
Max Q Clear Time (g_c+I1), s	7.1	51.3	8.6	57.9	13.1	34.4	6.8	5.4
Green Ext Time (p_c), s	0.0	0.0	0.0	4.8	0.3	3.0	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	56.9
HCM 6th LOS	E

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	407	214	225	336	382	284	1220	206	371	599	120
Future Volume (veh/h)	20	407	214	225	336	382	284	1220	206	371	599	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	428	0	237	354	402	299	1284	217	391	631	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	517		358	780	568	382	1381	797	485	1486	
Arrive On Green	0.04	0.15	0.00	0.10	0.22	0.22	0.11	0.39	0.40	0.14	0.42	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1574	3456	3554	1579	3456	3554	1585
Grp Volume(v), veh/h	21	428	0	237	354	402	299	1284	217	391	631	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1574	1728	1777	1579	1728	1777	1585
Q Serve(g_s), s	0.5	10.0	0.0	5.6	7.4	18.8	7.2	29.6	6.8	9.4	10.7	0.0
Cycle Q Clear(g_c), s	0.5	10.0	0.0	5.6	7.4	18.8	7.2	29.6	6.8	9.4	10.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	517		358	780	568	382	1381	797	485	1486	
V/C Ratio(X)	0.15	0.83		0.66	0.45	0.71	0.78	0.93	0.27	0.81	0.42	
Avail Cap(c_a), veh/h	363	581		485	780	568	525	1412	810	485	1486	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.6	35.5	0.0	36.9	29.0	23.6	37.1	25.0	12.2	35.7	17.6	0.0
Incr Delay (d2), s/veh	0.2	7.8	0.0	2.1	0.4	4.0	3.4	11.1	0.3	9.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.9	0.0	2.4	3.1	7.3	3.0	12.7	2.3	4.3	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	43.4	0.0	39.0	29.4	27.6	40.4	36.1	12.5	45.4	17.9	0.0
LnGrp LOS	D	D		D	C	C	D	D	B	D	B	
Approach Vol, veh/h		449	A		993			1800			1022	A
Approach Delay, s/veh		43.2			31.0			34.0			28.4	
Approach LOS		D			C			C			C	

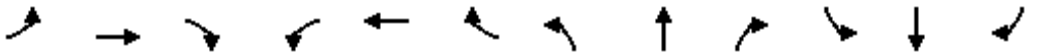
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	39.3	12.9	17.4	13.5	41.8	7.5	22.8
Change Period (Y+Rc), s	5.0	6.0	5.0	* 5	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	11.0	34.0	11.0	* 14	13.0	33.0	9.0	16.0
Max Q Clear Time (g_c+I1), s	11.4	31.6	7.6	12.0	9.2	12.7	2.5	9.4
Green Ext Time (p_c), s	0.0	1.7	0.3	0.4	0.3	3.8	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	635	284	53	766	913	279	345	25	780	716	83
Future Volume (veh/h)	63	635	284	53	766	913	279	345	25	780	716	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	668	64	56	806	0	294	363	0	821	754	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	917	407	300	893		385	589		910	1129	501
Arrive On Green	0.09	0.26	0.26	0.09	0.25	0.00	0.11	0.17	0.00	0.26	0.32	0.32
Sat Flow, veh/h	3456	3554	1576	3456	3554	1585	3456	3554	1585	3456	3554	1578
Grp Volume(v), veh/h	66	668	64	56	806	0	294	363	0	821	754	33
Grp Sat Flow(s),veh/h/ln	1728	1777	1576	1728	1777	1585	1728	1777	1585	1728	1777	1578
Q Serve(g_s), s	1.5	14.4	2.6	1.3	18.5	0.0	6.9	8.0	0.0	19.3	15.5	1.2
Cycle Q Clear(g_c), s	1.5	14.4	2.6	1.3	18.5	0.0	6.9	8.0	0.0	19.3	15.5	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	917	407	300	893		385	589		910	1129	501
V/C Ratio(X)	0.20	0.73	0.16	0.19	0.90		0.76	0.62		0.90	0.67	0.07
Avail Cap(c_a), veh/h	411	972	431	411	930		616	1268		986	1648	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	28.5	24.1	35.6	30.5	0.0	36.3	32.6	0.0	29.9	24.8	20.0
Incr Delay (d2), s/veh	0.1	2.2	0.1	0.1	11.6	0.0	1.2	2.0	0.0	10.2	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.2	1.0	0.5	9.1	0.0	2.9	3.5	0.0	9.0	6.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	30.7	24.2	35.8	42.1	0.0	37.5	34.6	0.0	40.1	26.2	20.1
LnGrp LOS	D	C	C	D	D		D	C		D	C	C
Approach Vol, veh/h		798			862	A		657	A		1608	
Approach Delay, s/veh		30.6			41.7			35.9			33.2	
Approach LOS		C			D			D			C	

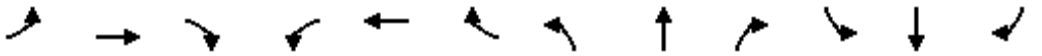
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.2	19.9	11.3	26.7	13.4	32.7	11.9	26.1
Change Period (Y+Rc), s	4.0	6.0	4.0	* 5	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	24.0	30.0	10.0	* 23	15.0	39.0	10.0	22.0
Max Q Clear Time (g_c+I1), s	21.3	10.0	3.3	16.4	8.9	17.5	3.5	20.5
Green Ext Time (p_c), s	0.9	3.0	0.0	1.3	0.4	7.3	0.1	0.7

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

Notes

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

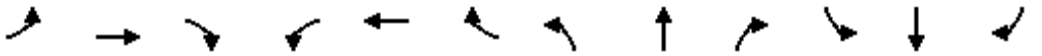
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	10	182	20	3	1	66	1201	7	3	1123	22
Future Volume (veh/h)	29	10	182	20	3	1	66	1201	7	3	1123	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	11	192	21	3	1	69	1264	7	3	1182	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	72	243	35	5	2	87	1711	763	4	1546	689
Arrive On Green	0.15	0.15	0.15	0.02	0.02	0.02	0.05	0.48	0.48	0.00	0.43	0.43
Sat Flow, veh/h	1331	472	1585	1497	214	71	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	42	0	192	25	0	0	69	1264	7	3	1182	23
Grp Sat Flow(s),veh/h/ln	1804	0	1585	1783	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.1	0.0	6.3	0.7	0.0	0.0	2.1	15.3	0.1	0.1	15.1	0.4
Cycle Q Clear(g_c), s	1.1	0.0	6.3	0.7	0.0	0.0	2.1	15.3	0.1	0.1	15.1	0.4
Prop In Lane	0.74		1.00	0.84		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	0	243	41	0	0	87	1711	763	4	1546	689
V/C Ratio(X)	0.15	0.00	0.79	0.60	0.00	0.00	0.79	0.74	0.01	0.69	0.76	0.03
Avail Cap(c_a), veh/h	532	0	468	266	0	0	266	1711	763	266	1593	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	21.8	25.9	0.0	0.0	25.2	11.2	7.2	26.7	12.8	8.7
Incr Delay (d2), s/veh	0.1	0.0	2.2	5.2	0.0	0.0	6.0	1.9	0.0	53.2	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.2	0.4	0.0	0.0	0.9	4.3	0.0	0.1	4.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	0.0	24.0	31.1	0.0	0.0	31.2	13.1	7.2	79.9	15.2	8.7
LnGrp LOS	B	A	C	C	A	A	C	B	A	E	B	A
Approach Vol, veh/h		234			25			1340			1208	
Approach Delay, s/veh		23.3			31.1			14.0			15.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	31.8		5.2	6.6	29.3		12.4				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.2				
Max Green Setting (Gmax), s	8.0	24.0		8.0	8.0	24.0		15.8				
Max Q Clear Time (g_c+I1), s	2.1	17.3		2.7	4.1	17.1		8.3				
Green Ext Time (p_c), s	0.0	6.1		0.0	0.0	6.2		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		15.4	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	826	2328	0	0	1790	42	0	0	0	14	0	443
Future Volume (veh/h)	826	2328	0	0	1790	42	0	0	0	14	0	443
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	869	2451	0	0	1884	0				15	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	689	3710	0	1	1600					392	0	
Arrive On Green	0.39	0.73	0.00	0.00	0.42	0.00				0.22	0.00	0.00
Sat Flow, veh/h	1781	5274	0	1781	5106	1585				1781	0	1585
Grp Volume(v), veh/h	869	2451	0	0	1884	0				15	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	0	1781	1702	1585				1781	0	1585
Q Serve(g_s), s	58.0	37.8	0.0	0.0	47.0	0.0				1.0	0.0	0.0
Cycle Q Clear(g_c), s	58.0	37.8	0.0	0.0	47.0	0.0				1.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	689	3710	0	1	1600					392	0	
V/C Ratio(X)	1.26	0.66	0.00	0.00	1.18					0.04	0.00	
Avail Cap(c_a), veh/h	689	3710	0	95	1600					392	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.90	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	46.0	10.8	0.0	0.0	43.7	0.0				46.0	0.0	0.0
Incr Delay (d2), s/veh	129.2	0.9	0.0	0.0	86.1	0.0				0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	49.4	12.6	0.0	0.0	30.6	0.0				0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	175.2	11.7	0.0	0.0	129.9	0.0				46.2	0.0	0.0
LnGrp LOS	F	B	A	A	F					D	A	
Approach Vol, veh/h		3320			1884	A					15	A
Approach Delay, s/veh		54.5			129.9						46.2	
Approach LOS		D			F						D	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	0.0	113.0		37.0	62.0	51.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	96.0		32.0	57.0	46.0
Max Q Clear Time (g_c+I1), s	0.0	39.8		3.0	60.0	49.0
Green Ext Time (p_c), s	0.0	35.3		0.0	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		81.7
HCM 6th LOS		F

Notes

User approved ignoring U-Turning movement.

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

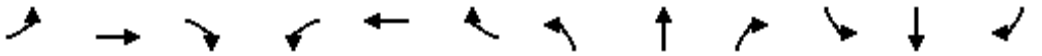
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2291	53	66	1789	42	137
Future Volume (veh/h)	2291	53	66	1789	42	137
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2412	0	69	1883	44	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3494		87	3881	100	
Arrive On Green	1.00	0.00	0.05	0.76	0.06	0.00
Sat Flow, veh/h	5274	1585	1781	5274	1781	1585
Grp Volume(v), veh/h	2412	0	69	1883	44	0
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1702	1781	1585
Q Serve(g_s), s	0.0	0.0	5.7	21.0	3.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	5.7	21.0	3.6	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3494		87	3881	100	
V/C Ratio(X)	0.69		0.79	0.49	0.44	
Avail Cap(c_a), veh/h	3494		166	3881	302	
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	70.6	6.8	68.5	0.0
Incr Delay (d2), s/veh	0.8	0.0	5.9	0.4	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.7	6.5	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.8	0.0	76.4	7.3	69.7	0.0
LnGrp LOS	A		E	A	E	
Approach Vol, veh/h	2412	A		1952	44	A
Approach Delay, s/veh	0.8			9.7	69.7	
Approach LOS	A			A	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.0	11.3	108.7		120.0
Change Period (Y+Rc), s		4.6	4.0	6.0		6.0
Max Green Setting (Gmax), s		25.4	14.0	96.0		114.0
Max Q Clear Time (g_c+I1), s		5.6	7.7	2.0		23.0
Green Ext Time (p_c), s		0.1	0.0	50.8		29.1

Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	2204	0	34	1662	985	2	3	32	417	3	185
Future Volume (veh/h)	231	2204	0	34	1662	985	2	3	32	417	3	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	243	2320	0	36	1749	0	2	3	34	441	0	195
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	3348	1039	47	3413		55	4	42	788	0	268
Arrive On Green	0.15	0.66	0.00	0.03	0.53	0.00	0.03	0.03	0.01	0.15	0.00	0.17
Sat Flow, veh/h	1781	5106	1585	1781	6434	1585	1781	121	1371	5344	0	1585
Grp Volume(v), veh/h	243	2320	0	36	1749	0	2	0	37	441	0	195
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1585	1781	0	1492	1781	0	1585
Q Serve(g_s), s	20.1	43.0	0.0	3.0	26.3	0.0	0.2	0.0	3.7	11.5	0.0	17.5
Cycle Q Clear(g_c), s	20.1	43.0	0.0	3.0	26.3	0.0	0.2	0.0	3.7	11.5	0.0	17.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	1.00		1.00
Lane Grp Cap(c), veh/h	270	3348	1039	47	3413		55	0	46	788	0	268
V/C Ratio(X)	0.90	0.69	0.00	0.77	0.51		0.04	0.00	0.81	0.56	0.00	0.73
Avail Cap(c_a), veh/h	380	3348	1039	143	3413		143	0	119	1176	0	384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.5	16.3	0.0	72.6	22.7	0.0	70.5	0.0	73.8	59.4	0.0	59.0
Incr Delay (d2), s/veh	18.6	1.2	0.0	23.3	0.1	0.0	0.3	0.0	26.8	0.7	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	15.6	0.0	1.7	9.7	0.0	0.1	0.0	1.8	5.3	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.2	17.5	0.0	95.9	22.8	0.0	70.8	0.0	100.6	60.1	0.0	63.3
LnGrp LOS	F	B	A	F	C		E	A	F	E	A	E
Approach Vol, veh/h		2563			1785	A		39			636	
Approach Delay, s/veh		23.5			24.3			99.1			61.1	
Approach LOS		C			C			F			E	

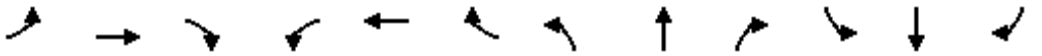
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		8.6	7.9	104.1		29.4	26.7	85.3				
Change Period (Y+Rc), s		4.0	4.0	5.7		7.3	4.0	5.7				
Max Green Setting (Gmax), s		12.0	12.0	72.0		33.0	32.0	52.0				
Max Q Clear Time (g_c+I1), s		5.7	5.0	45.0		19.5	22.1	28.3				
Green Ext Time (p_c), s		0.0	0.0	26.3		2.6	0.6	21.5				

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

Notes

User approved volume balancing among the lanes for turning movement.

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



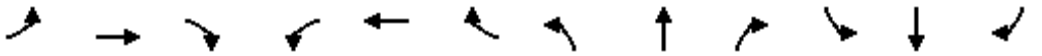
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	4	48	7	0	76	9	2629	33	152	2489	5
Future Volume (veh/h)	42	4	48	7	0	76	9	2629	33	152	2489	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	4	51	7	0	80	9	2767	35	160	2620	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	8	81	226	0	101	15	4520	1111	204	3846	1191
Arrive On Green	0.05	0.05	0.05	0.06	0.00	0.06	0.01	0.70	0.70	0.12	1.00	1.00
Sat Flow, veh/h	1639	149	1540	3563	0	1585	1781	6434	1582	3456	5106	1582
Grp Volume(v), veh/h	48	0	51	7	0	80	9	2767	35	160	2620	5
Grp Sat Flow(s),veh/h/ln	1788	0	1540	1781	0	1585	1781	1609	1582	1728	1702	1582
Q Serve(g_s), s	3.9	0.0	4.9	0.3	0.0	7.5	0.8	33.7	1.0	6.8	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	4.9	0.3	0.0	7.5	0.8	33.7	1.0	6.8	0.0	0.0
Prop In Lane	0.92		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	94	0	81	226	0	101	15	4520	1111	204	3846	1191
V/C Ratio(X)	0.51	0.00	0.63	0.03	0.00	0.79	0.61	0.61	0.03	0.79	0.68	0.00
Avail Cap(c_a), veh/h	191	0	164	1021	0	454	143	4520	1111	276	3846	1191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.2	0.0	69.7	65.9	0.0	69.3	74.1	11.6	6.8	65.2	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	7.2	0.0	0.0	12.0	13.9	0.3	0.0	6.8	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	2.1	0.1	0.0	3.3	0.4	10.8	0.3	3.0	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.1	0.0	76.9	66.0	0.0	81.2	88.0	11.9	6.8	72.0	1.0	0.0
LnGrp LOS	E	A	E	E	A	F	F	B	A	E	A	A
Approach Vol, veh/h		99			87			2811			2785	
Approach Delay, s/veh		75.1			80.0			12.1			5.1	
Approach LOS		E			F			B			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.8	5.3	119.4		13.5	12.8	111.8				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		16.0	12.0	60.6		43.0	12.0	60.6				
Max Q Clear Time (g_c+I1), s		6.9	2.8	2.0		9.5	8.8	35.7				
Green Ext Time (p_c), s		0.2	0.0	38.9		0.3	0.1	21.4				

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2125	310	234	2357	101	301	89	133	54	14	6
Future Volume (veh/h)	8	2125	310	234	2357	101	301	89	133	54	14	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	2237	326	246	2481	0	206	250	140	36	44	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	829	3028	741	709	2805		271	285	241	88	92	
Arrive On Green	0.24	0.47	0.47	0.41	0.87	0.00	0.15	0.15	0.15	0.05	0.05	0.00
Sat Flow, veh/h	3456	6434	1575	3456	6434	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	8	2237	326	246	2481	0	206	250	140	36	44	0
Grp Sat Flow(s),veh/h/ln	1728	1609	1575	1728	1609	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.3	42.3	20.7	7.3	32.3	0.0	16.6	19.6	12.3	2.9	3.4	0.0
Cycle Q Clear(g_c), s	0.3	42.3	20.7	7.3	32.3	0.0	16.6	19.6	12.3	2.9	3.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	829	3028	741	709	2805		271	285	241	88	92	
V/C Ratio(X)	0.01	0.74	0.44	0.35	0.88		0.76	0.88	0.58	0.41	0.48	
Avail Cap(c_a), veh/h	829	3028	741	709	3071		333	349	296	190	200	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.4	32.2	26.5	37.3	7.5	0.0	61.0	62.2	59.1	69.2	69.4	0.0
Incr Delay (d2), s/veh	0.0	1.7	1.9	0.1	3.3	0.0	7.1	18.0	1.6	3.0	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	16.2	8.0	2.9	3.7	0.0	8.1	10.8	5.0	1.4	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	33.9	28.4	37.4	10.8	0.0	68.1	80.2	60.8	72.2	73.2	0.0
LnGrp LOS	D	C	C	D	B		E	F	E	E	E	
Approach Vol, veh/h		2571			2727	A		596			80	A
Approach Delay, s/veh		33.2			13.2			71.5			72.7	
Approach LOS		C			B			E			E	

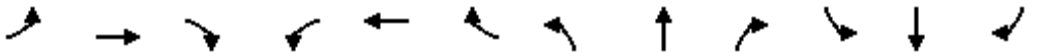
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.8	34.8	77.0		11.4	40.0	71.8				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		28.0	17.0	70.6		16.0	16.0	71.6				
Max Q Clear Time (g_c+I1), s		21.6	9.3	44.3		5.4	2.3	34.3				
Green Ext Time (p_c), s		1.2	0.3	22.6		0.1	0.0	31.1				

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	1418	590	75	1568	480	757	723	52	575	495	357
Future Volume (veh/h)	287	1418	590	75	1568	480	757	723	52	575	495	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	302	1493	0	79	1651	0	797	761	0	605	521	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	2383		119	1866		841	985		919	711	
Arrive On Green	0.20	0.74	0.00	0.07	0.58	0.00	0.24	0.19	0.00	0.06	0.05	0.00
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	3456	5106	1585	5023	5106	1585
Grp Volume(v), veh/h	302	1493	0	79	1651	0	797	761	0	605	521	0
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1609	1585	1728	1702	1585	1674	1702	1585
Q Serve(g_s), s	12.7	16.8	0.0	3.3	33.2	0.0	34.0	21.2	0.0	17.7	15.1	0.0
Cycle Q Clear(g_c), s	12.7	16.8	0.0	3.3	33.2	0.0	34.0	21.2	0.0	17.7	15.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	342	2383		119	1866		841	985		919	711	
V/C Ratio(X)	0.88	0.63		0.66	0.88		0.95	0.77		0.66	0.73	
Avail Cap(c_a), veh/h	369	2383		184	1866		875	1304		919	987	
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	59.3	14.4	0.0	69.0	29.3	0.0	55.8	57.4	0.0	65.9	68.8	0.0
Incr Delay (d2), s/veh	19.5	0.6	0.0	2.4	6.6	0.0	18.3	2.6	0.0	1.7	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	3.9	0.0	1.5	9.7	0.0	16.6	9.2	0.0	8.1	7.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.8	15.0	0.0	71.3	35.9	0.0	74.1	60.0	0.0	67.6	71.6	0.0
LnGrp LOS	E	B		E	D		E	E		E	E	
Approach Vol, veh/h		1795	A		1730	A		1558	A		1126	A
Approach Delay, s/veh		25.7			37.5			67.2			69.4	
Approach LOS		C			D			E			E	

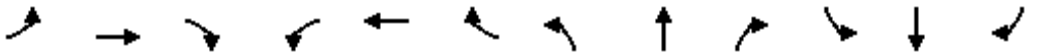
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.1	34.9	9.2	62.0	40.5	28.6	21.2	49.9
Change Period (Y+Rc), s	7.7	6.0	4.0	6.4	4.0	* 7.7	6.4	6.4
Max Green Setting (Gmax), s	25.7	38.3	8.0	53.9	38.0	* 29	16.0	43.5
Max Q Clear Time (g_c+I1), s	19.7	23.2	5.3	18.8	36.0	17.1	14.7	35.2
Green Ext Time (p_c), s	1.3	5.7	0.0	16.8	0.5	3.8	0.1	6.9

Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1941	5	18	1799	635	6	4	3	61	0	35
Future Volume (veh/h)	78	1941	5	18	1799	635	6	4	3	61	0	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.94	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	2043	5	19	1894	602	5	5	3	64	0	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	4300	11	23	3860	947	20	21	17	147	0	65
Arrive On Green	0.06	0.64	0.63	0.01	0.60	0.60	0.01	0.01	0.01	0.04	0.00	0.04
Sat Flow, veh/h	1781	6677	16	1781	6434	1578	1781	1870	1496	3563	0	1585
Grp Volume(v), veh/h	82	1477	571	19	1894	602	5	5	3	64	0	37
Grp Sat Flow(s),veh/h/ln	1781	1609	1867	1781	1609	1578	1781	1870	1496	1781	0	1585
Q Serve(g_s), s	6.8	23.5	23.5	1.6	25.0	37.0	0.4	0.4	0.3	2.6	0.0	3.4
Cycle Q Clear(g_c), s	6.8	23.5	23.5	1.6	25.0	37.0	0.4	0.4	0.3	2.6	0.0	3.4
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	102	3108	1203	23	3860	947	20	21	17	147	0	65
V/C Ratio(X)	0.81	0.48	0.48	0.81	0.49	0.64	0.25	0.24	0.18	0.44	0.00	0.57
Avail Cap(c_a), veh/h	202	3185	1232	95	3860	947	95	100	80	404	0	180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.9	13.7	13.7	73.8	17.0	19.4	73.5	73.5	73.5	70.2	0.0	70.6
Incr Delay (d2), s/veh	5.5	0.2	0.4	21.4	0.4	3.3	2.4	2.2	1.9	2.5	0.0	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	8.0	9.4	0.9	8.9	13.6	0.2	0.2	0.1	1.3	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	13.9	14.1	95.3	17.5	22.6	76.0	75.7	75.4	72.7	0.0	79.8
LnGrp LOS	E	B	B	F	B	C	E	E	E	E	A	E
Approach Vol, veh/h		2130			2515			13			101	
Approach Delay, s/veh		16.3			19.3			75.7			75.3	
Approach LOS		B			B			E			E	

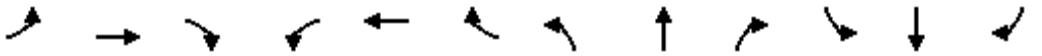
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.7	6.0	102.6		10.2	12.6	96.0				
Change Period (Y+Rc), s		4.0	4.0	6.0		4.6	4.0	6.0				
Max Green Setting (Gmax), s		8.0	8.0	99.0		16.4	17.0	90.0				
Max Q Clear Time (g_c+I1), s		2.4	3.6	25.5		5.4	8.8	39.0				
Green Ext Time (p_c), s		0.0	0.0	40.2		0.2	0.0	38.9				

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

Notes

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

User approved volume balancing among the lanes for turning movement.



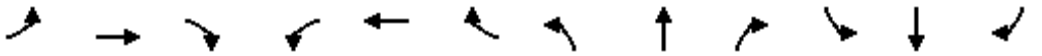
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	1875	95	302	1886	180	388	217	228	927	193	152
Future Volume (veh/h)	121	1875	95	302	1886	180	388	217	228	927	193	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1988	1988	1988	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	1974	67	318	1985	116	408	228	79	976	203	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	2135	1147	355	2359	730	1000	360	109	991	347	105
Arrive On Green	0.05	0.39	0.39	0.10	0.46	0.46	0.29	0.07	0.07	0.29	0.07	0.07
Sat Flow, veh/h	3673	5427	1678	3456	5106	1580	3456	5106	1551	3456	5106	1550
Grp Volume(v), veh/h	127	1974	67	318	1985	116	408	228	79	976	203	40
Grp Sat Flow(s),veh/h/ln	1837	1809	1678	1728	1702	1580	1728	1702	1551	1728	1702	1550
Q Serve(g_s), s	5.1	52.0	0.0	13.6	51.3	2.2	14.3	6.5	7.5	42.1	5.8	3.3
Cycle Q Clear(g_c), s	5.1	52.0	0.0	13.6	51.3	2.2	14.3	6.5	7.5	42.1	5.8	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	2135	1147	355	2359	730	1000	360	109	991	347	105
V/C Ratio(X)	0.73	0.92	0.06	0.90	0.84	0.16	0.41	0.63	0.72	0.99	0.59	0.38
Avail Cap(c_a), veh/h	196	2135	1147	355	2359	730	1000	477	145	991	1089	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	43.4	7.9	66.5	35.5	2.8	43.0	67.8	68.3	53.2	67.9	51.5
Incr Delay (d2), s/veh	11.1	8.3	0.1	23.7	3.2	0.2	0.2	2.1	12.4	24.9	1.8	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	24.1	0.7	7.1	21.1	2.3	6.1	2.9	3.3	21.3	2.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.6	51.7	8.0	90.2	38.7	3.0	43.2	70.0	80.7	78.1	69.7	54.1
LnGrp LOS	F	D	A	F	D	A	D	E	F	E	E	D
Approach Vol, veh/h		2168			2419			715			1219	
Approach Delay, s/veh		52.1			43.7			55.9			75.9	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	47.0	16.6	21.4	65.0	47.4	16.2	11.1	75.3
Change Period (Y+Rc), s	4.0	6.0	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	43.0	14.0	14.0	* 59	25.0	32.0	8.0	65.0
Max Q Clear Time (g_c+I1), s	44.1	9.5	15.6	54.0	16.3	7.8	7.1	53.3
Green Ext Time (p_c), s	0.0	0.7	0.0	4.7	0.8	1.5	0.0	10.8

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	1999	493	247	1972	87	126	206	145	19	66	122
Future Volume (veh/h)	306	1999	493	247	1972	87	126	206	145	19	66	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	322	2104	0	260	2076	92	133	217	0	20	69	128
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	365	3195		303	3104	961	461	252		25	99	147
Arrive On Green	0.21	1.00	0.00	0.18	1.00	1.00	0.09	0.13	0.00	0.01	0.05	0.05
Sat Flow, veh/h	3456	5106	1585	3456	5106	1581	5023	1870	1585	1781	1870	2790
Grp Volume(v), veh/h	322	2104	0	260	2076	92	133	217	0	20	69	128
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1581	1674	1870	1585	1781	1870	1395
Q Serve(g_s), s	13.5	0.0	0.0	11.0	0.0	0.0	3.7	17.0	0.0	1.7	5.4	5.7
Cycle Q Clear(g_c), s	13.5	0.0	0.0	11.0	0.0	0.0	3.7	17.0	0.0	1.7	5.4	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	365	3195		303	3104	961	461	252		25	99	147
V/C Ratio(X)	0.88	0.66		0.86	0.67	0.10	0.29	0.86		0.81	0.70	0.87
Avail Cap(c_a), veh/h	484	3195		415	3104	961	546	303		95	180	268
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	0.0	0.0	60.9	0.0	0.0	63.6	63.5	0.0	73.8	69.9	48.3
Incr Delay (d2), s/veh	11.6	1.1	0.0	9.7	0.6	0.1	0.1	20.9	0.0	20.1	3.3	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.3	0.0	4.7	0.2	0.0	1.6	9.6	0.0	0.9	2.7	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.8	1.1	0.0	70.6	0.6	0.1	63.7	84.5	0.0	93.8	73.2	54.3
LnGrp LOS	E	A		E	A	A	E	F		F	E	D
Approach Vol, veh/h		2426	A		2428			350	A		217	
Approach Delay, s/veh		10.2			8.1			76.6			64.0	
Approach LOS		B			A			E			E	

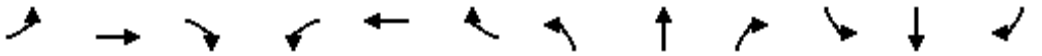
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	26.9	17.2	99.9	20.5	12.5	19.9	97.2
Change Period (Y+Rc), s	4.0	* 6.7	4.0	6.0	6.7	4.6	4.0	6.0
Max Green Setting (Gmax), s	8.0	* 24	18.0	80.0	16.3	14.4	21.0	77.0
Max Q Clear Time (g_c+I1), s	3.7	19.0	13.0	2.0	5.7	7.7	15.5	2.0
Green Ext Time (p_c), s	0.0	0.7	0.2	47.7	0.2	0.3	0.3	47.2

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	1709	4	9	1669	99	1	0	0	124	0	712
Future Volume (veh/h)	370	1709	4	9	1669	99	1	0	0	124	0	712
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.97		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	389	1799	4	9	1757	63	1	0	-5	131	0	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	426	2860	6	11	2097	649	1	1	1	179	0	164
Arrive On Green	0.25	1.00	1.00	0.01	0.41	0.41	0.00	0.00	0.00	0.05	0.00	0.05
Sat Flow, veh/h	3456	5261	12	1781	5106	1579	1781	1870	1585	3459	0	3170
Grp Volume(v), veh/h	389	1164	639	9	1757	63	1	0	-5	131	0	23
Grp Sat Flow(s),veh/h/ln	1728	1702	1868	1781	1702	1579	1781	1870	1585	1730	0	1585
Q Serve(g_s), s	16.4	0.0	0.0	0.8	46.4	3.7	0.1	0.0	0.0	5.6	0.0	1.0
Cycle Q Clear(g_c), s	16.4	0.0	0.0	0.8	46.4	3.7	0.1	0.0	0.0	5.6	0.0	1.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	1850	1016	11	2097	649	1	1	1	179	0	164
V/C Ratio(X)	0.91	0.63	0.63	0.81	0.84	0.10	0.84	0.00	-4.73	0.73	0.00	0.14
Avail Cap(c_a), veh/h	438	1850	1016	95	2097	649	392	411	349	369	0	338
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.7	0.0	0.0	74.4	39.7	27.1	75.0	0.0	0.0	70.1	0.0	67.9
Incr Delay (d2), s/veh	22.5	0.8	1.4	37.9	4.2	0.3	182.0	0.0	0.0	2.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.2	0.4	0.5	19.5	1.4	0.1	0.0	0.0	2.5	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	0.8	1.4	112.3	43.9	27.4	257.0	0.0	0.0	72.3	0.0	68.1
LnGrp LOS	E	A	A	F	D	C	F	A	A	E	A	E
Approach Vol, veh/h		2192			1829			-4			154	
Approach Delay, s/veh		14.7			43.7			0.0			71.7	
Approach LOS		B			D			A			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	3.3	4.9	87.9	13.7	24.9	68.0
Change Period (Y+Rc), s	4.0	4.0	6.4	6.0	6.4	* 6.4
Max Green Setting (Gmax), s	33.0	8.0	72.6	16.0	19.0	* 62
Max Q Clear Time (g_c+I1), s	2.1	2.8	2.0	7.6	18.4	48.4
Green Ext Time (p_c), s	0.0	0.0	28.1	0.2	0.1	10.3

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

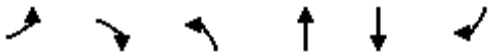
User approved volume balancing among the lanes for turning movement.

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	257	97	1642	59	56	1704
Future Volume (veh/h)	257	97	1642	59	56	1704
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	102	1728	62	59	1794
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	359	319	3045	945	75	3533
Arrive On Green	0.20	0.20	0.79	0.79	0.04	0.69
Sat Flow, veh/h	1781	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	271	102	1728	62	59	1794
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1781	1702
Q Serve(g_s), s	10.7	4.1	9.5	0.6	2.5	12.5
Cycle Q Clear(g_c), s	10.7	4.1	9.5	0.6	2.5	12.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	359	319	3045	945	75	3533
V/C Ratio(X)	0.76	0.32	0.57	0.07	0.78	0.51
Avail Cap(c_a), veh/h	618	549	3045	945	190	3533
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	28.2	25.6	4.1	3.2	35.6	5.5
Incr Delay (d2), s/veh	2.4	0.4	0.7	0.1	6.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	3.9	1.9	0.2	1.1	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.6	26.0	4.8	3.3	42.1	6.0
LnGrp LOS	C	C	A	A	D	A
Approach Vol, veh/h	373		1790			1853
Approach Delay, s/veh	29.4		4.8			7.2
Approach LOS	C		A			A

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				55.9		19.1	7.2	48.7
Change Period (Y+Rc), s				6.4		5.7	4.0	6.4
Max Green Setting (Gmax), s				38.6		24.3	8.0	26.6
Max Q Clear Time (g_c+I1), s				14.5		12.7	4.5	11.5
Green Ext Time (p_c), s				16.5		0.7	0.0	11.0

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A



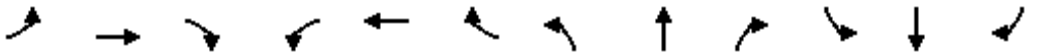
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	114	49	178	1597	1681	258
Future Volume (veh/h)	114	49	178	1597	1681	258
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	52	187	1681	1769	272
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	208	95	234	3881	3409	1058
Arrive On Green	0.06	0.06	0.14	1.00	1.00	1.00
Sat Flow, veh/h	3456	1585	3456	5274	5274	1585
Grp Volume(v), veh/h	120	52	187	1681	1769	272
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1702	1702	1585
Q Serve(g_s), s	5.1	4.8	7.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.1	4.8	7.9	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	208	95	234	3881	3409	1058
V/C Ratio(X)	0.58	0.55	0.80	0.43	0.52	0.26
Avail Cap(c_a), veh/h	645	296	645	3881	3409	1058
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.88	0.88	0.81	0.81
Uniform Delay (d), s/veh	68.6	68.5	63.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	1.8	2.1	0.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.0	3.3	0.1	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	69.6	70.3	66.0	0.3	0.5	0.5
LnGrp LOS	E	E	E	A	A	A
Approach Vol, veh/h	172			1868	2041	
Approach Delay, s/veh	69.8			6.9	0.5	
Approach LOS	E			A	A	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.0	14.1	104.2		118.3
Change Period (Y+Rc), s		5.7	4.0	6.0		* 6
Max Green Setting (Gmax), s		26.3	28.0	80.0		* 1.1E2
Max Q Clear Time (g_c+I1), s		7.1	9.9	2.0		2.0
Green Ext Time (p_c), s		0.3	0.3	40.6		35.0

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	5	129	6	30	0	171	1738	6	7	1494	224
Future Volume (veh/h)	36	5	129	6	30	0	171	1738	6	7	1494	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	0	136	6	32	0	180	1829	6	7	1573	236
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	0	177	11	154	0	203	3132	972	12	2584	802
Arrive On Green	0.02	0.00	0.11	0.01	0.08	0.00	0.11	0.61	0.61	0.01	0.51	0.51
Sat Flow, veh/h	3563	0	1585	1781	1870	0	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	42	0	136	6	32	0	180	1829	6	7	1573	236
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.8	0.0	12.5	0.5	2.4	0.0	14.9	32.4	0.2	0.6	33.0	13.0
Cycle Q Clear(g_c), s	1.8	0.0	12.5	0.5	2.4	0.0	14.9	32.4	0.2	0.6	33.0	13.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	0	177	11	154	0	203	3132	972	12	2584	802
V/C Ratio(X)	0.54	0.00	0.77	0.57	0.21	0.00	0.89	0.58	0.01	0.58	0.61	0.29
Avail Cap(c_a), veh/h	190	0	275	95	324	0	333	3132	972	95	2584	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	72.6	0.0	64.7	74.4	64.2	0.0	65.5	17.5	11.3	74.3	26.4	21.5
Incr Delay (d2), s/veh	2.1	0.0	8.8	16.8	0.5	0.0	9.2	0.8	0.0	13.8	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	5.4	0.3	1.2	0.0	7.2	12.2	0.1	0.3	13.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	0.0	73.5	91.2	64.7	0.0	74.7	18.3	11.3	88.0	26.9	21.8
LnGrp LOS	E	A	E	F	E	A	E	B	B	F	C	C
Approach Vol, veh/h		178			38			2015			1816	
Approach Delay, s/veh		73.8			68.9			23.3			26.5	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	20.8	21.1	79.9	7.3	18.4	5.0	96.0
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	* 6	4.0	5.7
Max Green Setting (Gmax), s	8.0	24.0	28.0	70.3	8.0	* 26	8.0	90.3
Max Q Clear Time (g_c+I1), s	2.5	14.5	16.9	35.0	3.8	4.4	2.6	34.4
Green Ext Time (p_c), s	0.0	0.3	0.2	24.1	0.0	0.1	0.0	35.5

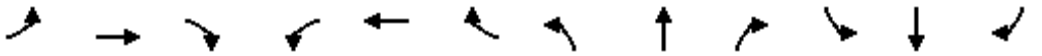
Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	29	14	164	391	279	25	1597	123	107	1535	42
Future Volume (veh/h)	37	29	14	164	391	279	25	1597	123	107	1535	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	31	15	173	412	0	26	1681	0	113	1616	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	84	41	196	562		33	3225		134	3519	96
Arrive On Green	0.03	0.07	0.06	0.11	0.16	0.00	0.02	0.63	0.00	0.08	0.69	0.68
Sat Flow, veh/h	1781	1191	576	1781	3554	1585	1781	5106	1585	1781	5110	139
Grp Volume(v), veh/h	39	0	46	173	412	0	26	1681	0	113	1076	584
Grp Sat Flow(s),veh/h/ln	1781	0	1767	1781	1777	1585	1781	1702	1585	1781	1702	1845
Q Serve(g_s), s	3.3	0.0	3.7	14.4	16.6	0.0	2.2	27.1	0.0	9.4	21.6	21.7
Cycle Q Clear(g_c), s	3.3	0.0	3.7	14.4	16.6	0.0	2.2	27.1	0.0	9.4	21.6	21.7
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	50	0	125	196	562		33	3225		134	2344	1271
V/C Ratio(X)	0.78	0.00	0.37	0.88	0.73		0.79	0.52		0.84	0.46	0.46
Avail Cap(c_a), veh/h	143	0	259	333	900		143	3225		143	2344	1271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.4	0.0	66.6	65.8	60.1	0.0	73.3	15.2	0.0	68.5	10.6	10.7
Incr Delay (d2), s/veh	9.1	0.0	5.2	7.1	2.9	0.0	14.4	0.2	0.0	30.9	0.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.9	6.9	7.6	0.0	1.1	9.9	0.0	5.4	7.6	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.5	0.0	71.8	72.9	63.1	0.0	87.7	15.4	0.0	99.4	11.3	11.9
LnGrp LOS	F	A	E	E	E		F	B		F	B	B
Approach Vol, veh/h		85			585	A		1707	A		1773	
Approach Delay, s/veh		76.2			66.0			16.5			17.1	
Approach LOS		E			E			B			B	

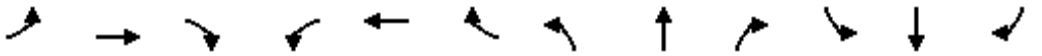
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	15.4	6.8	107.3	8.2	27.7	15.3	98.7
Change Period (Y+Rc), s	4.0	* 5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	28.0	* 21	12.0	70.3	12.0	36.3	12.0	70.3
Max Q Clear Time (g_c+I1), s	16.4	5.7	4.2	23.7	5.3	18.6	11.4	29.1
Green Ext Time (p_c), s	0.2	0.3	0.0	25.6	0.0	3.5	0.0	25.1

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1204	71	38	1584	716	315	981	48	1018	516	146
Future Volume (veh/h)	80	1204	71	38	1584	716	315	981	48	1018	516	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	1267	23	40	1667	0	332	1033	10	1072	543	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	1851	572	70	1769		380	1233	380	1295	2046	633
Arrive On Green	0.04	0.36	0.36	0.02	0.35	0.00	0.11	0.24	0.24	0.09	0.13	0.13
Sat Flow, veh/h	3456	5106	1578	3456	5106	1585	3456	5106	1575	5023	5106	1579
Grp Volume(v), veh/h	84	1267	23	40	1667	0	332	1033	10	1072	543	71
Grp Sat Flow(s),veh/h/ln	1728	1702	1578	1728	1702	1585	1728	1702	1575	1674	1702	1579
Q Serve(g_s), s	3.6	31.6	1.4	1.7	47.5	0.0	14.2	28.9	0.6	31.5	14.3	5.9
Cycle Q Clear(g_c), s	3.6	31.6	1.4	1.7	47.5	0.0	14.2	28.9	0.6	31.5	14.3	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	1851	572	70	1769		380	1233	380	1295	2046	633
V/C Ratio(X)	0.67	0.68	0.04	0.57	0.94		0.87	0.84	0.03	0.83	0.27	0.11
Avail Cap(c_a), veh/h	184	1851	572	184	1770		484	1294	399	1295	2046	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.4	40.5	30.9	72.8	47.6	0.0	65.7	54.1	33.1	65.3	45.2	41.6
Incr Delay (d2), s/veh	2.3	2.1	0.1	2.7	10.8	0.0	11.6	5.2	0.0	4.3	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	13.3	0.6	0.8	21.3	0.0	6.8	12.7	0.3	14.7	6.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	42.6	31.1	75.6	58.4	0.0	77.3	59.3	33.2	69.7	45.5	41.9
LnGrp LOS	E	D	C	E	E		E	E	C	E	D	D
Approach Vol, veh/h		1374			1707	A		1375			1686	
Approach Delay, s/veh		44.3			58.8			63.4			60.7	
Approach LOS		D			E			E			E	

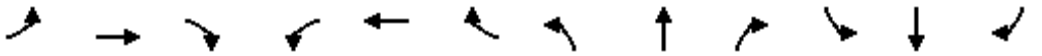
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	58.4	20.5	64.1	9.5	56.0	44.4	40.2
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	6.0	5.7	* 5.7
Max Green Setting (Gmax), s	8.0	50.0	21.0	51.3	8.0	50.0	36.0	* 36
Max Q Clear Time (g_c+I1), s	3.7	33.6	16.2	16.3	5.6	49.5	33.5	30.9
Green Ext Time (p_c), s	0.0	9.6	0.3	6.3	0.0	0.4	0.8	3.7

Intersection Summary	
HCM 6th Ctrl Delay	57.1
HCM 6th LOS	E

Notes

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

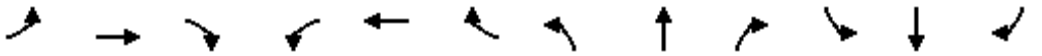
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	0	24	31	0	76	35	1200	22	13	572	9
Future Volume (veh/h)	38	0	24	31	0	76	35	1200	22	13	572	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	0	25	33	0	80	37	1263	23	14	602	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	0	169	264	0	235	94	1595	29	43	1498	22
Arrive On Green	0.11	0.00	0.11	0.15	0.00	0.15	0.05	0.45	0.45	0.02	0.42	0.42
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3571	65	1781	3584	54
Grp Volume(v), veh/h	40	0	25	33	0	80	37	628	658	14	298	313
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1859	1781	1777	1861
Q Serve(g_s), s	1.3	0.0	0.9	1.0	0.0	2.9	1.3	19.5	19.5	0.5	7.6	7.6
Cycle Q Clear(g_c), s	1.3	0.0	0.9	1.0	0.0	2.9	1.3	19.5	19.5	0.5	7.6	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	190	0	169	264	0	235	94	793	830	43	743	778
V/C Ratio(X)	0.21	0.00	0.15	0.13	0.00	0.34	0.39	0.79	0.79	0.33	0.40	0.40
Avail Cap(c_a), veh/h	276	0	246	1133	0	1008	221	918	960	221	918	961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	26.1	23.8	0.0	24.6	29.5	15.3	15.3	30.9	13.1	13.1
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.1	0.0	0.3	1.0	4.9	4.8	1.6	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.3	0.4	0.0	1.0	0.5	7.5	7.8	0.2	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	0.0	26.3	23.9	0.0	25.0	30.5	20.2	20.0	32.6	13.7	13.7
LnGrp LOS	C	A	C	C	A	C	C	C	C	C	B	B
Approach Vol, veh/h		65			113			1323			625	
Approach Delay, s/veh		26.4			24.6			20.4			14.1	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.9	7.4	32.6		13.5	5.6	34.5				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		10.0	8.0	33.3		41.0	8.0	33.3				
Max Q Clear Time (g_c+I1), s		3.3	3.3	9.6		4.9	2.5	21.5				
Green Ext Time (p_c), s		0.0	0.0	4.5		0.3	0.0	7.3				

Intersection Summary												
HCM 6th Ctrl Delay			19.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	279	516	62	740	465	442	824	176	102	459	18
Future Volume (veh/h)	23	279	516	62	740	465	442	824	176	102	459	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2001	1924	1924	2001	1924	1924	2001	1924	1924	1954	1879	1879
Adj Flow Rate, veh/h	24	294	543	65	779	489	465	867	185	107	483	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	95	998	692	167	1135	504	565	1210	537	363	995	441
Arrive On Green	0.05	0.27	0.27	0.09	0.31	0.31	0.15	0.33	0.33	0.10	0.28	0.28
Sat Flow, veh/h	1906	3656	1622	1906	3656	1623	3698	3656	1623	3611	3571	1584
Grp Volume(v), veh/h	24	294	543	65	779	489	465	867	185	107	483	19
Grp Sat Flow(s),veh/h/ln	1906	1828	1622	1906	1828	1623	1849	1828	1623	1806	1785	1584
Q Serve(g_s), s	1.1	5.9	25.4	3.0	17.4	27.7	11.4	19.4	8.0	2.6	10.5	0.8
Cycle Q Clear(g_c), s	1.1	5.9	25.4	3.0	17.4	27.7	11.4	19.4	8.0	2.6	10.5	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	998	692	167	1135	504	565	1210	537	363	995	441
V/C Ratio(X)	0.25	0.29	0.78	0.39	0.69	0.97	0.82	0.72	0.34	0.29	0.49	0.04
Avail Cap(c_a), veh/h	205	1424	881	205	1424	632	714	1346	598	388	1008	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	26.8	23.1	40.2	28.1	31.7	38.2	27.3	23.5	38.8	28.0	24.5
Incr Delay (d2), s/veh	0.5	0.3	4.7	0.6	1.5	27.4	5.0	2.0	0.7	0.2	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.4	9.9	1.4	7.2	13.7	5.2	8.0	2.9	1.1	4.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	27.1	27.8	40.7	29.6	59.1	43.2	29.4	24.2	39.0	28.7	24.6
LnGrp LOS	D	C	C	D	C	E	D	C	C	D	C	C
Approach Vol, veh/h		861			1333			1517			609	
Approach Delay, s/veh		28.0			41.0			33.0			30.4	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	31.1	18.3	31.7	8.6	34.6	13.4	36.5
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	10.0	36.3	18.0	26.3	10.0	36.3	10.0	34.3
Max Q Clear Time (g_c+I1), s	5.0	7.9	13.4	12.5	3.1	19.4	4.6	21.4
Green Ext Time (p_c), s	0.1	1.9	0.9	6.3	0.0	9.2	0.1	9.2

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

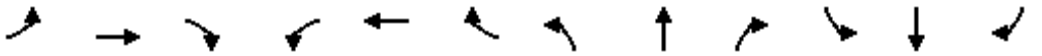
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	797	31	36	1015	123	126
Future Volume (veh/h)	797	31	36	1015	123	126
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	839	33	38	1068	129	133
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1332	594	121	1900	432	384
Arrive On Green	0.37	0.37	0.07	0.53	0.24	0.24
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	839	33	38	1068	129	133
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	8.4	0.6	0.9	8.7	2.6	3.0
Cycle Q Clear(g_c), s	8.4	0.6	0.9	8.7	2.6	3.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1332	594	121	1900	432	384
V/C Ratio(X)	0.63	0.06	0.32	0.56	0.30	0.35
Avail Cap(c_a), veh/h	2231	995	328	3351	1065	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.1	8.7	19.3	6.7	13.5	13.6
Incr Delay (d2), s/veh	0.8	0.1	0.5	0.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.1	0.3	1.6	0.9	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	8.7	19.9	7.2	13.6	13.8
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h	872			1106	262	
Approach Delay, s/veh	11.8			7.6	13.7	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.5	6.9	22.0		28.9
Change Period (Y+Rc), s		4.0	4.0	5.7		* 5.7
Max Green Setting (Gmax), s		26.0	8.0	27.3		* 41
Max Q Clear Time (g_c+I1), s		5.0	2.9	10.4		10.7
Green Ext Time (p_c), s		0.6	0.0	5.9		10.4

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	145	646	59	377	281	382	1632	32	94	831	29
Future Volume (veh/h)	77	145	646	59	377	281	382	1632	32	94	831	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	81	153	0	62	397	0	402	1718	0	99	875	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	494		252	504		476	2510		400	2484	
Arrive On Green	0.07	0.14	0.00	0.07	0.14	0.00	0.14	0.49	0.00	0.12	0.49	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	81	153	0	62	397	0	402	1718	0	99	875	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	2.7	4.6	0.0	2.0	13.0	0.0	13.6	30.9	0.0	3.1	12.7	0.0
Cycle Q Clear(g_c), s	2.7	4.6	0.0	2.0	13.0	0.0	13.6	30.9	0.0	3.1	12.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	494		252	504		476	2510		400	2484	
V/C Ratio(X)	0.34	0.31		0.25	0.79		0.85	0.68		0.25	0.35	
Avail Cap(c_a), veh/h	288	690		288	702		1008	2510		400	2484	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.1	46.5	0.0	52.5	49.7	0.0	50.5	23.4	0.0	48.3	19.1	0.0
Incr Delay (d2), s/veh	0.3	0.6	0.0	0.2	5.7	0.0	1.6	1.5	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.0	0.0	0.9	6.0	0.0	5.7	11.5	0.0	1.3	4.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	47.1	0.0	52.7	55.4	0.0	52.1	24.9	0.0	48.4	19.2	0.0
LnGrp LOS	D	D		D	E		D	C		D	B	
Approach Vol, veh/h		234	A		459	A		2120	A		974	A
Approach Delay, s/veh		49.3			55.1			30.1			22.2	
Approach LOS		D			E			C			C	

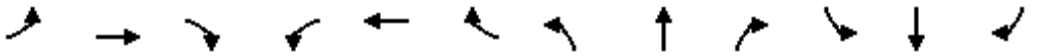
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	65.0	12.7	22.4	20.5	64.4	12.4	22.7
Change Period (Y+Rc), s	6.0	* 6	4.0	5.7	4.0	6.0	4.0	* 5.7
Max Green Setting (Gmax), s	8.0	* 59	10.0	23.3	35.0	32.0	10.0	* 24
Max Q Clear Time (g_c+I1), s	5.1	32.9	4.0	6.6	15.6	14.7	4.7	15.0
Green Ext Time (p_c), s	0.0	14.7	0.0	0.8	0.9	5.5	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Notes

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

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



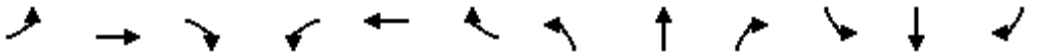
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	824	0	5	506	413	0	0	0	384	0	177
Future Volume (veh/h)	162	824	0	5	506	413	0	0	0	384	0	177
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1841	1841	0	1841	1841	1841				1841	0	1841
Adj Flow Rate, veh/h	171	867	0	5	533	435				404	0	186
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	4	4	0	4	4	4				4	0	4
Cap, veh/h	214	1880	0	0	1203	533				486	0	623
Arrive On Green	0.12	0.54	0.00	0.00	0.34	0.34				0.28	0.00	0.28
Sat Flow, veh/h	1753	3589	0	0	3497	1549				1753	0	1560
Grp Volume(v), veh/h	171	867	0	0	533	435				404	0	186
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1549				1753	0	1560
Q Serve(g_s), s	5.3	8.5	0.0	0.0	6.6	14.3				12.1	0.0	4.5
Cycle Q Clear(g_c), s	5.3	8.5	0.0	0.0	6.6	14.3				12.1	0.0	4.5
Prop In Lane	1.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	214	1880	0	0	1203	533				486	0	623
V/C Ratio(X)	0.80	0.46	0.00	0.00	0.44	0.82				0.83	0.00	0.30
Avail Cap(c_a), veh/h	252	1880	0	0	1488	659				881	0	974
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	7.9	0.0	0.0	14.1	16.7				18.9	0.0	11.4
Incr Delay (d2), s/veh	12.2	0.2	0.0	0.0	0.3	6.5				1.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.1	0.0	0.0	2.1	4.9				4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	8.1	0.0	0.0	14.4	23.2				20.3	0.0	11.5
LnGrp LOS	D	A	A	A	B	C				C	A	B
Approach Vol, veh/h		1038			968						590	
Approach Delay, s/veh		12.7			18.4						17.5	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	0.0	35.7		20.1	10.8	24.9
Change Period (Y+Rc), s	4.0	5.7		4.6	4.0	5.7
Max Green Setting (Gmax), s	28.0	24.7		28.0	8.0	23.7
Max Q Clear Time (g_c+I1), s	0.0	10.5		14.1	7.3	16.3
Green Ext Time (p_c), s	0.0	3.5		1.4	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	1010	10	3	883	186	11	11	14	146	6	53
Future Volume (veh/h)	184	1010	10	3	883	186	11	11	14	146	6	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1885	1826	1826	1885	1885	1885	1791	1791	1732
Adj Flow Rate, veh/h	194	1063	11	3	929	196	12	12	15	154	6	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	1	5	5	1	1	1	1	1	5
Cap, veh/h	241	1784	18	4	1288	567	59	25	31	207	8	180
Arrive On Green	0.14	0.51	0.51	0.00	0.37	0.37	0.03	0.03	0.03	0.13	0.13	0.13
Sat Flow, veh/h	1739	3517	36	1795	3469	1527	1795	762	952	1645	64	1432
Grp Volume(v), veh/h	194	524	550	3	929	196	12	0	27	160	0	56
Grp Sat Flow(s),veh/h/ln	1739	1735	1819	1795	1735	1527	1795	0	1714	1709	0	1432
Q Serve(g_s), s	5.8	11.4	11.4	0.1	12.3	4.9	0.3	0.0	0.8	4.8	0.0	1.9
Cycle Q Clear(g_c), s	5.8	11.4	11.4	0.1	12.3	4.9	0.3	0.0	0.8	4.8	0.0	1.9
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.56	0.96		1.00
Lane Grp Cap(c), veh/h	241	880	923	4	1288	567	59	0	56	215	0	180
V/C Ratio(X)	0.81	0.60	0.60	0.68	0.72	0.35	0.20	0.00	0.48	0.75	0.00	0.31
Avail Cap(c_a), veh/h	293	880	923	269	1450	638	269	0	257	256	0	215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.3	9.3	9.3	26.6	14.4	12.1	25.1	0.0	25.3	22.5	0.0	21.2
Incr Delay (d2), s/veh	10.5	1.1	1.0	52.0	1.6	0.4	1.7	0.0	6.2	9.3	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.1	3.2	0.1	3.9	1.3	0.2	0.0	0.4	2.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	10.4	10.3	78.6	16.0	12.5	26.8	0.0	31.5	31.8	0.0	22.2
LnGrp LOS	C	B	B	E	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1268			1128			39			216	
Approach Delay, s/veh		13.8			15.5			30.1			29.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	32.8		5.8	11.4	25.5		10.7				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	25.3		8.0	9.0	22.3		8.0				
Max Q Clear Time (g_c+I1), s	2.1	13.4		2.8	7.8	14.3		6.8				
Green Ext Time (p_c), s	0.0	7.5		0.0	0.0	5.4		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		16.0	
HCM 6th LOS		B	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	910	286	305	997	136	267
Future Volume (veh/h)	910	286	305	997	136	267
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	958	301	321	1049	143	281
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1007	640	369	2099	219	523
Arrive On Green	0.28	0.28	0.21	0.59	0.12	0.12
Sat Flow, veh/h	3647	1571	1781	3647	1781	1585
Grp Volume(v), veh/h	958	301	321	1049	143	281
Grp Sat Flow(s),veh/h/ln	1777	1571	1781	1777	1781	1585
Q Serve(g_s), s	15.9	8.4	10.5	10.3	4.6	0.0
Cycle Q Clear(g_c), s	15.9	8.4	10.5	10.3	4.6	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1007	640	369	2099	219	523
V/C Ratio(X)	0.95	0.47	0.87	0.50	0.65	0.54
Avail Cap(c_a), veh/h	1007	640	386	2099	475	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	13.1	23.0	7.1	25.1	16.4
Incr Delay (d2), s/veh	17.8	0.5	17.3	0.9	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	3.2	5.5	2.6	1.9	4.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.9	13.6	40.3	8.0	26.3	16.7
LnGrp LOS	D	B	D	A	C	B
Approach Vol, veh/h	1259			1370	424	
Approach Delay, s/veh	32.9			15.5	19.9	
Approach LOS	C			B	B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.4	23.0		11.4		41.4
Change Period (Y+Rc), s	6.0	* 6		4.0		6.0
Max Green Setting (Gmax), s	13.0	* 17		16.0		34.0
Max Q Clear Time (g_c+I1), s	12.5	17.9		6.6		12.3
Green Ext Time (p_c), s	0.0	0.0		0.8		4.3

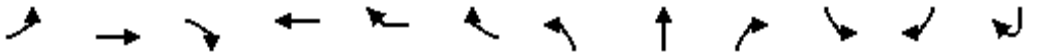
Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Notes

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

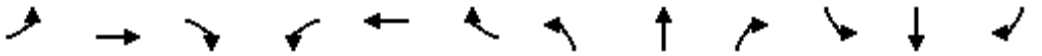
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	966	335	531	711	0	1297
Future Volume (vph)	966	335	531	711	0	1297
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	4.0	4.0		4.0
Lane Util. Factor	0.91	1.00	0.97	0.95		1.00
Frpb, ped/bikes	1.00	0.98	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00		0.86
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	5085	1554	3433	3539		1611
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	5085	1554	3433	3539		1611
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1017	353	559	748	0	1365
RTOR Reduction (vph)	0	77	0	0	0	0
Lane Group Flow (vph)	1017	276	559	748	0	1365
Confl. Peds. (#/hr)		5				
Turn Type	NA	Perm	Prot	NA		Free
Protected Phases	2		1	1 2		
Permitted Phases		2				Free
Actuated Green, G (s)	33.3	33.3	17.0	60.0		60.0
Effective Green, g (s)	33.3	33.3	17.0	54.3		60.0
Actuated g/C Ratio	0.55	0.55	0.28	0.90		1.00
Clearance Time (s)	5.7	5.7	4.0			
Vehicle Extension (s)	3.4	3.4	2.0			
Lane Grp Cap (vph)	2822	862	972	3202		1611
v/s Ratio Prot	0.20		0.16	0.21		
v/s Ratio Perm		0.18				c0.85
v/c Ratio	0.36	0.32	0.58	0.23		0.85
Uniform Delay, d1	7.4	7.2	18.4	0.3		0.0
Progression Factor	0.46	0.28	1.00	1.00		1.00
Incremental Delay, d2	0.3	0.8	0.4	0.0		5.7
Delay (s)	3.7	2.8	18.8	0.4		5.7
Level of Service	A	A	B	A		A
Approach Delay (s)	3.5			8.2	5.7	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	5.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBT	WBR	WBR2	NBL2	NBT	NBR	SBL	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	146	1747	370	741	734	858	201	539	731	144	300	54
Future Volume (vph)	146	1747	370	741	734	858	201	539	731	144	300	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	4.0	5.7	5.7	5.7	4.0	5.3	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.86	0.86	1.00	1.00	0.95	1.00	0.97	0.88	
Frpb, ped/bikes	1.00	1.00	0.98	0.99	1.00	1.00	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	0.95	0.85	0.85	1.00	1.00	0.85	1.00	0.85	
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1548	4541	1362	1583	1770	3539	1562	3433	2787	
Flt Permitted	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539	1548	4541	1362	1583	1770	3539	1562	3433	2787	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	154	1839	389	780	773	903	212	567	769	152	316	57
RTOR Reduction (vph)	0	0	0	0	0	168	0	0	0	0	97	0
Lane Group Flow (vph)	154	1839	389	1167	386	735	212	567	769	152	276	0
Confl. Peds. (#/hr)			5		5				5		5	
Turn Type	Prot	NA	Free	NA	Prot	Perm	Prot	NA	Free	Prot	pm+ov	
Protected Phases	5	2		6	6		3	8		7	5	
Permitted Phases			Free			6			Free		4	
Actuated Green, G (s)	13.3	68.2	120.0	50.9	50.9	50.9	42.1	26.8	120.0	10.0	13.3	
Effective Green, g (s)	13.3	68.2	120.0	50.9	50.9	50.9	42.1	26.8	120.0	10.0	13.3	
Actuated g/C Ratio	0.11	0.57	1.00	0.42	0.42	0.42	0.35	0.22	1.00	0.08	0.11	
Clearance Time (s)	4.0	5.7		5.7	5.7	5.7	4.0	5.3		4.0	4.0	
Vehicle Extension (s)	2.0	3.4		3.4	3.4	3.4	4.0	4.0		2.0	2.0	
Lane Grp Cap (vph)	380	2011	1548	1926	577	671	620	790	1562	286	308	
v/s Ratio Prot	0.04	c0.52		0.26	0.28		0.12	c0.16		0.04	0.10	
v/s Ratio Perm			0.25			c0.46			c0.49			
v/c Ratio	0.41	0.91	0.25	0.61	0.67	1.10	0.34	0.72	0.49	0.53	0.90	
Uniform Delay, d1	49.7	23.3	0.0	26.8	27.8	34.5	28.7	43.1	0.0	52.8	52.7	
Progression Factor	0.99	0.88	1.00	0.55	0.54	0.60	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	5.9	0.4	0.5	2.5	60.6	0.5	3.4	1.1	1.0	26.0	
Delay (s)	49.2	26.4	0.4	15.2	17.6	81.4	29.2	46.5	1.1	53.7	78.7	
Level of Service	D	C	A	B	B	F	C	D	A	D	E	
Approach Delay (s)		23.6		39.9				21.6				
Approach LOS		C		D				C				

Intersection Summary			
HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	2008	344	50	1962	59	151	151	184	84	228	258
Future Volume (veh/h)	234	2008	344	50	1962	59	151	151	184	84	228	258
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	246	2114	0	53	2065	0	159	159	0	88	240	271
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	2747		215	3217		417	1012		273	936	288
Arrive On Green	0.17	1.00	0.00	0.06	0.50	0.00	0.08	0.20	0.00	0.08	0.18	0.18
Sat Flow, veh/h	3456	5106	1585	3456	6434	1585	5023	5106	1585	3456	5106	1572
Grp Volume(v), veh/h	246	2114	0	53	2065	0	159	159	0	88	240	271
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1674	1702	1585	1728	1702	1572
Q Serve(g_s), s	8.2	0.0	0.0	1.8	28.4	0.0	3.6	3.1	0.0	2.9	4.8	20.4
Cycle Q Clear(g_c), s	8.2	0.0	0.0	1.8	28.4	0.0	3.6	3.1	0.0	2.9	4.8	20.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	2747		215	3217		417	1012		273	936	288
V/C Ratio(X)	0.83	0.77		0.25	0.64		0.38	0.16		0.32	0.26	0.94
Avail Cap(c_a), veh/h	346	2747		259	3217		419	1012		317	936	288
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	0.0	0.0	53.6	22.1	0.0	52.1	39.8	0.0	52.2	42.0	48.4
Incr Delay (d2), s/veh	11.8	1.4	0.0	0.2	1.0	0.0	0.2	0.1	0.0	0.3	0.2	37.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.4	0.0	0.8	10.3	0.0	1.5	1.3	0.0	1.2	2.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	1.4	0.0	53.8	23.1	0.0	52.3	39.9	0.0	52.5	42.2	85.8
LnGrp LOS	E	A		D	C		D	D		D	D	F
Approach Vol, veh/h		2360	A		2118	A		318	A		599	
Approach Delay, s/veh		7.6			23.9			46.1			63.4	
Approach LOS		A			C			D			E	

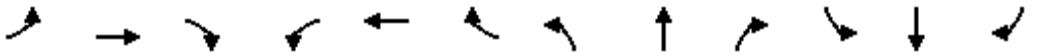
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	27.8	11.5	68.6	15.3	26.0	16.0	64.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.7	5.3	* 5.7	5.7	* 5.7
Max Green Setting (Gmax), s	11.0	19.7	9.0	61.3	10.0	* 20	12.0	* 58
Max Q Clear Time (g_c+I1), s	4.9	5.1	3.8	2.0	5.6	22.4	10.2	30.4
Green Ext Time (p_c), s	0.1	0.9	0.0	35.2	0.1	0.0	0.1	20.7

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1215	193	35	570	42	146	1140	54	37	558	58
Future Volume (veh/h)	178	1215	193	35	570	42	146	1140	54	37	558	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	1279	0	37	600	0	154	1200	0	39	587	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	1386		47	1230		331	1998		50	1119	
Arrive On Green	0.07	0.39	0.00	0.03	0.35	0.00	0.19	0.39	0.00	0.03	0.22	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	187	1279	0	37	600	0	154	1200	0	39	587	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	6.4	41.2	0.0	2.5	15.9	0.0	9.2	22.4	0.0	2.6	12.2	0.0
Cycle Q Clear(g_c), s	6.4	41.2	0.0	2.5	15.9	0.0	9.2	22.4	0.0	2.6	12.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	1386		47	1230		331	1998		50	1119	
V/C Ratio(X)	0.77	0.92		0.78	0.49		0.47	0.60		0.78	0.52	
Avail Cap(c_a), veh/h	317	1430		119	1333		331	1998		119	1119	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.8	34.9	0.0	58.1	30.9	0.0	43.5	29.1	0.0	58.0	41.3	0.0
Incr Delay (d2), s/veh	5.7	10.3	0.0	10.1	0.4	0.0	0.4	0.6	0.0	9.5	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	18.7	0.0	1.2	6.6	0.0	4.0	8.9	0.0	1.3	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	45.2	0.0	68.1	31.3	0.0	43.9	29.7	0.0	67.4	43.1	0.0
LnGrp LOS	E	D		E	C		D	C		E	D	
Approach Vol, veh/h		1466	A		637	A		1354	A		626	A
Approach Delay, s/veh		47.1			33.4			31.3			44.6	
Approach LOS		D			C			C			D	

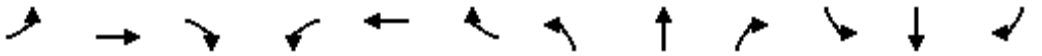
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	52.8	28.0	32.0	12.5	47.5	7.4	52.6
Change Period (Y+Rc), s	4.0	* 6	5.7	* 5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	8.0	* 48	18.0	* 26	11.0	45.0	8.0	36.3
Max Q Clear Time (g_c+I1), s	4.5	43.2	11.2	14.2	8.4	17.9	4.6	24.4
Green Ext Time (p_c), s	0.0	3.7	0.1	3.3	0.1	4.0	0.0	6.7

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	122	124	65	193	100	128	1517	44	120	1333	20
Future Volume (veh/h)	91	122	124	65	193	100	128	1517	44	120	1333	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	128	0	68	203	0	135	1597	0	126	1403	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	347		87	281		162	2140		153	2185	
Arrive On Green	0.07	0.10	0.00	0.05	0.08	0.00	0.09	0.42	0.00	0.09	0.43	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	96	128	0	68	203	0	135	1597	0	126	1403	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	6.4	4.0	0.0	4.5	6.7	0.0	8.9	31.7	0.0	8.4	26.0	0.0
Cycle Q Clear(g_c), s	6.4	4.0	0.0	4.5	6.7	0.0	8.9	31.7	0.0	8.4	26.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	347		87	281		162	2140		153	2185	
V/C Ratio(X)	0.80	0.37		0.78	0.72		0.83	0.75		0.83	0.64	
Avail Cap(c_a), veh/h	193	699		148	610		252	2140		238	2185	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.2	50.7	0.0	56.4	54.0	0.0	53.6	29.5	0.0	54.0	27.1	0.0
Incr Delay (d2), s/veh	4.6	0.8	0.0	5.6	4.8	0.0	7.2	2.4	0.0	7.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	1.8	0.0	2.1	3.1	0.0	4.2	12.8	0.0	4.0	10.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	51.5	0.0	62.0	58.7	0.0	60.9	31.9	0.0	60.9	27.8	0.0
LnGrp LOS	E	D		E	E		E	C		E	C	
Approach Vol, veh/h		224	A		271	A		1732	A		1529	A
Approach Delay, s/veh		55.0			59.5			34.1			30.6	
Approach LOS		E			E			C			C	

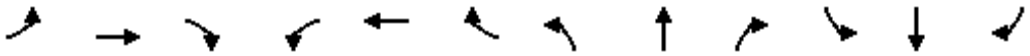
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	18.1	14.9	57.1	12.1	15.9	16.0	56.0
Change Period (Y+Rc), s	4.0	6.4	4.0	5.7	4.0	6.4	5.7	* 5.7
Max Green Setting (Gmax), s	10.0	23.6	17.0	49.3	13.0	20.6	16.0	* 50
Max Q Clear Time (g_c+I1), s	6.5	6.0	10.9	28.0	8.4	8.7	10.4	33.7
Green Ext Time (p_c), s	0.0	0.5	0.1	11.3	0.1	0.8	0.1	10.9

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	1289	447	71	1171	687	433	667	24	495	643	87
Future Volume (veh/h)	210	1289	447	71	1171	687	433	667	24	495	643	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	221	1357	279	75	1233	0	456	702	22	521	677	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	2098	651	121	1787		518	1210	38	614	902	100
Arrive On Green	0.16	0.82	0.82	0.04	0.35	0.00	0.15	0.24	0.22	0.12	0.19	0.18
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5087	159	5023	4662	519
Grp Volume(v), veh/h	221	1357	279	75	1233	0	456	469	255	521	493	260
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1842	1674	1702	1777
Q Serve(g_s), s	7.4	12.1	2.6	2.6	24.8	0.0	15.5	14.6	14.7	12.2	16.4	16.6
Cycle Q Clear(g_c), s	7.4	12.1	2.6	2.6	24.8	0.0	15.5	14.6	14.7	12.2	16.4	16.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.29
Lane Grp Cap(c), veh/h	274	2098	651	121	1787		518	810	438	614	659	344
V/C Ratio(X)	0.81	0.65	0.43	0.62	0.69		0.88	0.58	0.58	0.85	0.75	0.76
Avail Cap(c_a), veh/h	374	2098	651	230	1787		662	879	476	753	738	385
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	7.4	1.3	57.1	33.4	0.0	49.9	40.4	40.5	51.6	45.6	46.0
Incr Delay (d2), s/veh	6.2	0.8	0.7	1.9	2.2	0.0	9.3	1.0	2.0	6.5	4.2	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.5	1.5	1.1	10.2	0.0	7.2	6.1	6.8	5.4	7.2	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	8.2	2.1	59.0	35.6	0.0	59.2	41.5	42.5	58.0	49.8	54.3
LnGrp LOS	E	A	A	E	D		E	D	D	E	D	D
Approach Vol, veh/h		1857			1308	A		1180			1274	
Approach Delay, s/veh		13.0			37.0			48.5			54.1	
Approach LOS		B			D			D			D	

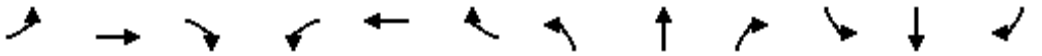
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	53.3	24.0	27.2	15.5	46.0	18.7	32.5
Change Period (Y+Rc), s	4.0	6.0	6.0	* 6	6.0	* 6	4.0	6.0
Max Green Setting (Gmax), s	8.0	45.0	23.0	* 24	13.0	* 40	18.0	29.0
Max Q Clear Time (g_c+I1), s	4.6	14.1	17.5	18.6	9.4	26.8	14.2	16.7
Green Ext Time (p_c), s	0.0	18.7	0.5	2.6	0.1	8.5	0.5	4.5

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

Notes

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

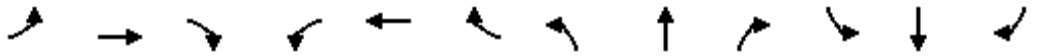
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	748	4	6	1124	14	7	5	2	26	5	77
Future Volume (veh/h)	30	748	4	6	1124	14	7	5	2	26	5	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	787	4	6	1183	13	7	5	2	27	5	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	1775	9	20	1626	18	62	44	18	218	40	229
Arrive On Green	0.05	0.49	0.49	0.01	0.45	0.45	0.03	0.03	0.03	0.14	0.14	0.14
Sat Flow, veh/h	1781	3625	18	1781	3601	40	1781	1271	508	1514	280	1585
Grp Volume(v), veh/h	32	386	405	6	584	612	7	0	7	32	0	72
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	1781	1777	1863	1781	0	1779	1795	0	1585
Q Serve(g_s), s	1.0	7.8	7.8	0.2	14.8	14.8	0.2	0.0	0.2	0.9	0.0	2.3
Cycle Q Clear(g_c), s	1.0	7.8	7.8	0.2	14.8	14.8	0.2	0.0	0.2	0.9	0.0	2.3
Prop In Lane	1.00		0.01	1.00		0.02	1.00		0.29	0.84		1.00
Lane Grp Cap(c), veh/h	88	870	914	20	802	841	62	0	62	259	0	229
V/C Ratio(X)	0.37	0.44	0.44	0.30	0.73	0.73	0.11	0.00	0.11	0.12	0.00	0.31
Avail Cap(c_a), veh/h	258	1038	1091	258	1038	1088	1256	0	1255	1753	0	1548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.5	9.2	9.2	27.1	12.4	12.4	25.8	0.0	25.8	20.6	0.0	21.2
Incr Delay (d2), s/veh	0.9	0.6	0.6	3.1	2.6	2.5	0.3	0.0	0.3	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.4	2.5	0.1	5.0	5.2	0.1	0.0	0.1	0.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	9.8	9.8	30.2	15.0	14.9	26.1	0.0	26.1	20.7	0.0	21.5
LnGrp LOS	C	A	A	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		823			1202			14			104	
Approach Delay, s/veh		10.4			15.0			26.1			21.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	32.8		5.9	6.7	30.7		12.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	32.3		39.0	8.0	32.3		54.0				
Max Q Clear Time (g_c+I1), s	2.2	9.8		2.2	3.0	16.8		4.3				
Green Ext Time (p_c), s	0.0	6.0		0.0	0.0	8.1		0.3				

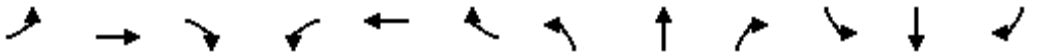
Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	475	33	34	1209	72	47	4	22	30	21	16
Future Volume (veh/h)	55	475	33	34	1209	72	47	4	22	30	21	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	500	35	36	1273	76	49	4	23	32	22	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	1632	114	64	1643	733	200	16	192	115	79	169
Arrive On Green	0.06	0.48	0.48	0.04	0.46	0.46	0.12	0.12	0.12	0.11	0.11	0.11
Sat Flow, veh/h	1781	3370	235	1781	3554	1585	1653	135	1585	1076	740	1585
Grp Volume(v), veh/h	58	263	272	36	1273	76	53	0	23	54	0	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1828	1781	1777	1585	1788	0	1585	1817	0	1585
Q Serve(g_s), s	2.2	6.3	6.3	1.4	21.1	1.9	1.9	0.0	0.9	1.9	0.0	0.7
Cycle Q Clear(g_c), s	2.2	6.3	6.3	1.4	21.1	1.9	1.9	0.0	0.9	1.9	0.0	0.7
Prop In Lane	1.00		0.13	1.00		1.00	0.92		1.00	0.59		1.00
Lane Grp Cap(c), veh/h	103	860	885	64	1643	733	216	0	192	194	0	169
V/C Ratio(X)	0.56	0.31	0.31	0.56	0.77	0.10	0.24	0.00	0.12	0.28	0.00	0.10
Avail Cap(c_a), veh/h	203	868	893	203	1736	774	280	0	248	543	0	474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.2	11.0	11.0	33.3	15.8	10.7	28.0	0.0	27.5	28.9	0.0	28.3
Incr Delay (d2), s/veh	1.8	0.9	0.9	2.9	3.6	0.3	0.2	0.0	0.1	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.3	2.4	0.6	7.9	0.6	0.8	0.0	0.3	0.8	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	11.9	11.9	36.2	19.4	10.9	28.2	0.0	27.6	29.2	0.0	28.4
LnGrp LOS	C	B	B	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		593			1385			76			71	
Approach Delay, s/veh		14.0			19.4			28.0			29.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.5	6.5	39.7		11.5	8.1	38.2				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		11.0	8.0	34.3		21.0	8.0	34.3				
Max Q Clear Time (g_c+I1), s		3.9	3.4	8.3		3.9	4.2	23.1				
Green Ext Time (p_c), s		0.0	0.0	6.9		0.1	0.0	9.4				

Intersection Summary												
HCM 6th Ctrl Delay			18.5									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	375	81	32	628	310	530	1345	36	224	915	148
Future Volume (veh/h)	147	375	81	32	628	310	530	1345	36	224	915	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	155	395	0	34	661	0	558	1416	0	236	963	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	921		195	758		622	1891		293	1332	
Arrive On Green	0.10	0.26	0.00	0.06	0.21	0.00	0.18	0.37	0.00	0.08	0.26	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	155	395	0	34	661	0	558	1416	0	236	963	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	10.3	11.1	0.0	1.1	21.6	0.0	19.0	29.0	0.0	8.1	20.6	0.0
Cycle Q Clear(g_c), s	10.3	11.1	0.0	1.1	21.6	0.0	19.0	29.0	0.0	8.1	20.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	921		195	758		622	1891		293	1332	
V/C Ratio(X)	0.85	0.43		0.17	0.87		0.90	0.75		0.81	0.72	
Avail Cap(c_a), veh/h	238	1016		288	838		720	1891		346	1332	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.0	37.1	0.0	53.9	45.6	0.0	48.1	32.9	0.0	54.0	40.4	0.0
Incr Delay (d2), s/veh	16.3	0.5	0.0	0.2	10.1	0.0	11.8	1.9	0.0	9.6	3.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	4.8	0.0	0.5	10.3	0.0	8.8	11.4	0.0	3.8	8.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.2	37.6	0.0	54.1	55.8	0.0	59.9	34.8	0.0	63.6	43.8	0.0
LnGrp LOS	E	D		D	E		E	C		E	D	
Approach Vol, veh/h		550	A		695	A		1974	A		1199	A
Approach Delay, s/veh		46.5			55.7			41.9			47.7	
Approach LOS		D			E			D			D	

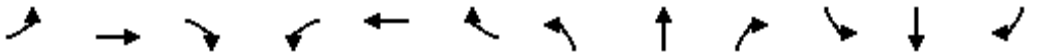
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	50.1	10.8	36.8	27.3	37.0	16.3	31.3
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	5.7	* 5.7	4.0	5.7
Max Green Setting (Gmax), s	12.0	44.3	10.0	34.3	25.0	* 31	16.0	28.3
Max Q Clear Time (g_c+I1), s	10.1	31.0	3.1	13.1	21.0	22.6	12.3	23.6
Green Ext Time (p_c), s	0.1	8.5	0.0	2.9	0.6	4.5	0.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D

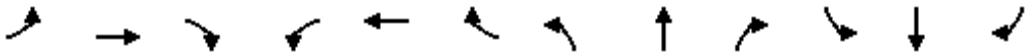
Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	358	0	0	233	201	2	2	0	468	0	5
Future Volume (veh/h)	5	358	0	0	233	201	2	2	0	468	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	377	0	0	245	212	2	2	0	493	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	792	0	0	417	902	3	3	0	617	0	549
Arrive On Green	0.00	0.22	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.35	0.00	0.35
Sat Flow, veh/h	0	3647	0	0	1870	1585	912	912	0	1781	0	1585
Grp Volume(v), veh/h	0	377	0	0	245	212	4	0	0	493	0	5
Grp Sat Flow(s),veh/h/ln	0	1777	0	0	1870	1585	1825	0	0	1781	0	1585
Q Serve(g_s), s	0.0	2.8	0.0	0.0	3.5	2.0	0.1	0.0	0.0	7.6	0.0	0.1
Cycle Q Clear(g_c), s	0.0	2.8	0.0	0.0	3.5	2.0	0.1	0.0	0.0	7.6	0.0	0.1
Prop In Lane	0.00		0.00	0.00		1.00	0.50		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	792	0	0	417	902	6	0	0	617	0	549
V/C Ratio(X)	0.00	0.48	0.00	0.00	0.59	0.24	0.66	0.00	0.00	0.80	0.00	0.01
Avail Cap(c_a), veh/h	0	4479	0	0	501	973	1268	0	0	1296	0	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.2	0.0	0.0	10.5	3.2	15.1	0.0	0.0	8.9	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	1.4	0.1	37.7	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.0	0.0	1.1	0.8	0.1	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.7	0.0	0.0	11.9	3.4	52.7	0.0	0.0	9.9	0.0	6.5
LnGrp LOS	A	B	A	A	B	A	D	A	A	A	A	A
Approach Vol, veh/h		377			457			4			498	
Approach Delay, s/veh		10.7			7.9			52.7			9.8	
Approach LOS		B			A			D			A	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		11.6		4.1	0.0	11.6		14.5				
Change Period (Y+Rc), s		4.9		4.0	4.0	4.9		4.0				
Max Green Setting (Gmax), s		38.1		22.0	26.0	8.1		22.0				
Max Q Clear Time (g_c+I1), s		4.8		2.1	0.0	5.5		9.6				
Green Ext Time (p_c), s		1.9		0.0	0.0	0.7		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			9.6									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	826	10	3	401	0	14	0	14	109	3	11
Future Volume (veh/h)	0	826	10	3	401	0	14	0	14	109	3	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	869	0	3	422	0	15	0	15	115	3	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	1378		12	1739	0	47	0	47	264	49	194
Arrive On Green	0.00	0.39	0.00	0.01	0.49	0.00	0.06	0.00	0.06	0.15	0.15	0.15
Sat Flow, veh/h	0	3741	0	1781	3647	0	839	0	839	1781	327	1308
Grp Volume(v), veh/h	0	869	0	3	422	0	30	0	0	115	0	15
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	0	1677	0	0	1781	0	1635
Q Serve(g_s), s	0.0	8.4	0.0	0.1	2.9	0.0	0.7	0.0	0.0	2.5	0.0	0.3
Cycle Q Clear(g_c), s	0.0	8.4	0.0	0.1	2.9	0.0	0.7	0.0	0.0	2.5	0.0	0.3
Prop In Lane	0.00		0.00	1.00		0.00	0.50		0.50	1.00		0.80
Lane Grp Cap(c), veh/h	0	1378		12	1739	0	94	0	0	264	0	243
V/C Ratio(X)	0.00	0.63		0.26	0.24	0.00	0.32	0.00	0.00	0.44	0.00	0.06
Avail Cap(c_a), veh/h	0	1864		338	2875	0	796	0	0	845	0	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.5	0.0	20.8	6.2	0.0	19.1	0.0	0.0	16.3	0.0	15.4
Incr Delay (d2), s/veh	0.0	0.5	0.0	4.2	0.1	0.0	0.7	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.3	0.0	0.0	0.6	0.0	0.3	0.0	0.0	0.9	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.0	0.0	25.1	6.3	0.0	19.8	0.0	0.0	16.8	0.0	15.5
LnGrp LOS	A	B		C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		869	A		425			30			130	
Approach Delay, s/veh		11.0			6.4			19.8			16.6	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	4.3	21.2		6.4		25.5		10.3				
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9		4.0				
Max Green Setting (Gmax), s	8.0	22.1		20.0		34.1		20.0				
Max Q Clear Time (g_c+I1), s	2.1	10.4		2.7		4.9		4.5				
Green Ext Time (p_c), s	0.0	6.0		0.0		4.1		0.2				

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

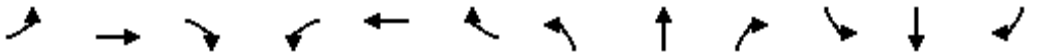
Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	951	15	102	182	37	250
Future Volume (veh/h)	951	15	102	182	37	250
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1001	16	107	192	39	263
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1501	24	137	2091	367	327
Arrive On Green	0.42	0.42	0.08	0.59	0.21	0.21
Sat Flow, veh/h	3673	57	1781	3647	1781	1585
Grp Volume(v), veh/h	497	520	107	192	39	263
Grp Sat Flow(s),veh/h/ln	1777	1860	1781	1777	1781	1585
Q Serve(g_s), s	9.8	9.8	2.6	1.0	0.8	6.8
Cycle Q Clear(g_c), s	9.8	9.8	2.6	1.0	0.8	6.8
Prop In Lane		0.03	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	745	780	137	2091	367	327
V/C Ratio(X)	0.67	0.67	0.78	0.09	0.11	0.81
Avail Cap(c_a), veh/h	947	992	329	2551	617	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	10.1	19.6	3.9	14.0	16.4
Incr Delay (d2), s/veh	1.3	1.2	3.6	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.9	1.0	0.2	0.3	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.4	11.4	23.3	3.9	14.0	18.2
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	1017			299	302	
Approach Delay, s/veh	11.4			10.8	17.6	
Approach LOS	B			B	B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.3	23.1		12.9		30.4
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9
Max Green Setting (Gmax), s	8.0	23.1		15.0		31.1
Max Q Clear Time (g_c+I1), s	4.6	11.8		8.8		3.0
Green Ext Time (p_c), s	0.0	6.4		0.3		2.0

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



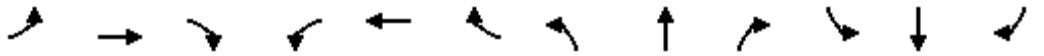
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1092	4	19	637	69	3	2	8	309	4	38
Future Volume (veh/h)	41	1092	4	19	637	69	3	2	8	309	4	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1149	4	20	671	73	3	2	8	328	0	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	2575	9	24	2235	243	6	4	17	410	0	182
Arrive On Green	0.03	0.71	0.71	0.01	0.69	0.69	0.01	0.02	0.01	0.12	0.00	0.12
Sat Flow, veh/h	1781	3632	13	1781	3233	351	385	256	1026	3563	0	1585
Grp Volume(v), veh/h	43	562	591	20	369	375	13	0	0	328	0	40
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1807	1667	0	0	1781	0	1585
Q Serve(g_s), s	2.9	16.2	16.2	1.3	9.7	9.7	0.9	0.0	0.0	10.8	0.0	2.7
Cycle Q Clear(g_c), s	2.9	16.2	16.2	1.3	9.7	9.7	0.9	0.0	0.0	10.8	0.0	2.7
Prop In Lane	1.00		0.01	1.00		0.19	0.23		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	55	1259	1324	24	1228	1249	28	0	0	410	0	182
V/C Ratio(X)	0.78	0.45	0.45	0.83	0.30	0.30	0.47	0.00	0.00	0.80	0.00	0.22
Avail Cap(c_a), veh/h	134	1259	1324	119	1228	1249	278	0	0	754	0	336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.7	7.4	7.4	59.0	7.2	7.2	58.7	0.0	0.0	51.8	0.0	48.2
Incr Delay (d2), s/veh	8.4	1.1	1.1	21.1	0.1	0.1	8.7	0.0	0.0	2.7	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.7	6.0	0.7	3.4	3.5	0.5	0.0	0.0	5.0	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.1	8.6	8.5	80.2	7.4	7.4	67.5	0.0	0.0	54.5	0.0	48.7
LnGrp LOS	E	A	A	F	A	A	E	A	A	D	A	D
Approach Vol, veh/h		1196			764			13			368	
Approach Delay, s/veh		10.6			9.3			67.5			53.9	
Approach LOS		B			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	90.0		6.0	7.7	87.9		18.4				
Change Period (Y+Rc), s	4.0	4.9		4.6	4.0	4.9		4.6				
Max Green Setting (Gmax), s	8.0	49.1		19.4	9.0	48.1		25.4				
Max Q Clear Time (g_c+I1), s	3.3	18.2		2.9	4.9	11.7		12.8				
Green Ext Time (p_c), s	0.0	22.3		0.0	0.0	16.1		1.0				

Intersection Summary		
HCM 6th Ctrl Delay		17.3
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	1290	16	56	634	1013	14	9	27	430	11	167
Future Volume (veh/h)	147	1290	16	56	634	1013	14	9	27	430	11	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	155	1358	17	59	667	647	15	9	0	462	0	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	1714	21	298	2103	938	33	34	29	558	0	248
Arrive On Green	0.20	1.00	1.00	0.17	0.59	0.59	0.02	0.02	0.00	0.16	0.00	0.16
Sat Flow, veh/h	1781	3318	42	1781	3554	1585	1781	1870	1585	3563	0	1585
Grp Volume(v), veh/h	155	612	763	59	667	647	15	9	0	462	0	30
Grp Sat Flow(s),veh/h/ln	1781	1496	1863	1781	1777	1585	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	10.1	0.0	0.0	3.4	11.3	33.8	1.0	0.6	0.0	15.1	0.0	2.0
Cycle Q Clear(g_c), s	10.1	0.0	0.0	3.4	11.3	33.8	1.0	0.6	0.0	15.1	0.0	2.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	773	962	298	2103	938	33	34	29	558	0	248
V/C Ratio(X)	0.87	0.79	0.79	0.20	0.32	0.69	0.46	0.26	0.00	0.83	0.00	0.12
Avail Cap(c_a), veh/h	178	773	962	298	2103	938	119	125	106	772	0	343
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	0.00	0.97	0.00	0.97
Uniform Delay (d), s/veh	47.2	0.0	0.0	43.0	12.3	16.9	58.3	58.1	0.0	49.0	0.0	43.5
Incr Delay (d2), s/veh	29.2	7.0	5.7	0.1	0.1	2.3	6.0	2.4	0.0	4.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	1.5	1.5	1.5	4.2	11.6	0.5	0.3	0.0	7.0	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	7.0	5.7	43.1	12.4	19.2	64.3	60.5	0.0	53.3	0.0	43.6
LnGrp LOS	E	A	A	D	B	B	E	E	A	D	A	D
Approach Vol, veh/h		1530			1373			24			492	
Approach Delay, s/veh		13.4			16.9			62.9			52.8	
Approach LOS		B			B			E			D	

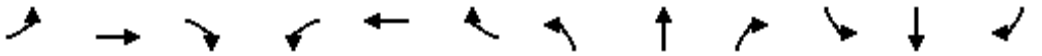
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	66.0		6.2	16.0	75.0		22.8				
Change Period (Y+Rc), s	4.9	* 4.9		4.0	4.0	4.9		4.9				
Max Green Setting (Gmax), s	8.0	* 61		8.0	12.0	57.1		25.1				
Max Q Clear Time (g_c+I1), s	5.4	2.0		3.0	12.1	35.8		17.1				
Green Ext Time (p_c), s	0.0	14.3		0.0	0.0	8.6		0.8				

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1181	132	0	1646	688	0	0	0	241	523	143
Future Volume (veh/h)	0	1181	132	0	1646	688	0	0	0	241	523	143
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	1870	1870
Adj Flow Rate, veh/h	0	1243	139	0	1733	0				254	551	151
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	2	2
Cap, veh/h	0	1808	807	0	1904					572	601	509
Arrive On Green	0.00	0.51	0.51	0.00	1.00	0.00				0.32	0.32	0.32
Sat Flow, veh/h	0	3647	1585	0	3741	1585				1781	1870	1585
Grp Volume(v), veh/h	0	1243	139	0	1733	0				254	551	151
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1870	1585				1781	1870	1585
Q Serve(g_s), s	0.0	15.9	2.8	0.0	0.0	0.0				6.8	17.0	4.3
Cycle Q Clear(g_c), s	0.0	15.9	2.8	0.0	0.0	0.0				6.8	17.0	4.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1808	807	0	1904					572	601	509
V/C Ratio(X)	0.00	0.69	0.17	0.00	0.91					0.44	0.92	0.30
Avail Cap(c_a), veh/h	0	1808	807	0	1904					585	614	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.55	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	11.1	7.9	0.0	0.0	0.0				16.1	19.6	15.3
Incr Delay (d2), s/veh	0.0	2.2	0.5	0.0	4.7	0.0				0.2	18.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.4	0.9	0.0	1.3	0.0				2.5	9.6	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.3	8.4	0.0	4.7	0.0				16.3	37.7	15.4
LnGrp LOS	A	B	A	A	A					B	D	B
Approach Vol, veh/h		1382			1733	A					956	
Approach Delay, s/veh		12.8			4.7						28.5	
Approach LOS		B			A						C	

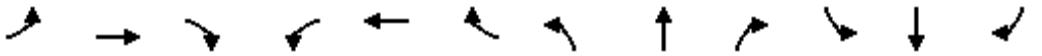
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		35.4		24.6		35.4						
Change Period (Y+Rc), s		4.9		5.3		4.9						
Max Green Setting (Gmax), s		30.1		19.7		30.1						
Max Q Clear Time (g_c+I1), s		17.9		19.0		2.0						
Green Ext Time (p_c), s		7.0		0.3		15.8						

Intersection Summary												
HCM 6th Ctrl Delay			13.1									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

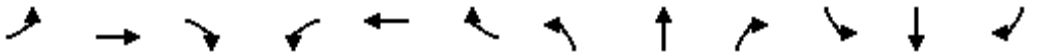
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	1037	0	0	1209	321	0	0	1430	0	0	1125
Future Volume (vph)	385	1037	0	0	1209	321	0	0	1430	0	0	1125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.9			4.9	4.0			4.0			4.0
Lane Util. Factor	1.00	0.91			0.91	1.00			1.00			0.88
Frt	1.00	1.00			1.00	0.85			0.86			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	5085			5085	1583			1611			2787
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	5085			5085	1583			1611			2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	405	1092	0	0	1273	338	0	0	1505	0	0	1184
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	18
Lane Group Flow (vph)	405	1092	0	0	1273	338	0	0	1505	0	0	1166
Turn Type	Prot	NA			NA	Free			Free			Over
Protected Phases	5	2			6							5
Permitted Phases						Free			Free			
Actuated Green, G (s)	28.6	60.0			22.5	60.0			60.0			28.6
Effective Green, g (s)	28.6	60.0			22.5	60.0			60.0			28.6
Actuated g/C Ratio	0.48	1.00			0.38	1.00			1.00			0.48
Clearance Time (s)	4.0	4.9			4.9							4.0
Vehicle Extension (s)	2.0	3.9			3.8							2.0
Lane Grp Cap (vph)	843	5085			1906	1583			1611			1328
v/s Ratio Prot	0.23	0.21			0.25							0.42
v/s Ratio Perm						0.21			c0.93			
v/c Ratio	0.48	0.21			0.67	0.21			0.93			0.88
Uniform Delay, d1	10.7	0.0			15.6	0.0			0.0			14.1
Progression Factor	1.81	1.00			0.62	1.00			1.00			1.00
Incremental Delay, d2	0.1	0.0			1.6	0.3			11.4			6.7
Delay (s)	19.4	0.0			11.3	0.3			11.4			20.8
Level of Service	B	A			B	A			B			C
Approach Delay (s)		5.3			9.0			11.4			20.8	
Approach LOS		A			A			B			C	

Intersection Summary			
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.9
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



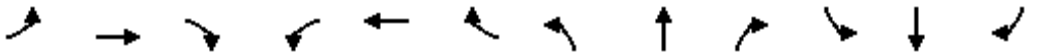
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	488	1785	186	106	1071	45	340	569	83	54	225	120
Future Volume (veh/h)	488	1785	186	106	1071	45	340	569	83	54	225	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	514	1879	196	112	1127	47	358	599	87	57	237	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1145	2864	1065	165	1721	72	415	805	357	97	704	724
Arrive On Green	0.33	0.56	0.55	0.05	0.27	0.26	0.12	0.23	0.23	0.03	0.14	0.13
Sat Flow, veh/h	3456	5106	1581	3456	6381	265	3456	3554	1575	3456	5106	1566
Grp Volume(v), veh/h	514	1879	196	112	851	323	358	599	87	57	237	126
Grp Sat Flow(s),veh/h/ln	1728	1702	1581	1728	1609	1821	1728	1777	1575	1728	1702	1566
Q Serve(g_s), s	14.0	30.7	5.5	3.8	18.8	18.9	12.2	18.8	5.4	2.0	5.0	1.6
Cycle Q Clear(g_c), s	14.0	30.7	5.5	3.8	18.8	18.9	12.2	18.8	5.4	2.0	5.0	1.6
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1145	2864	1065	165	1301	491	415	805	357	97	704	724
V/C Ratio(X)	0.45	0.66	0.18	0.68	0.65	0.66	0.86	0.74	0.24	0.59	0.34	0.17
Avail Cap(c_a), veh/h	1145	2864	1065	230	1568	592	490	1066	472	230	1149	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	18.3	7.3	56.2	38.9	39.0	51.8	43.2	38.0	57.6	46.8	7.5
Incr Delay (d2), s/veh	0.1	0.9	0.3	1.8	1.1	2.9	11.5	2.8	0.6	2.1	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	11.6	1.8	1.7	7.5	8.8	5.9	8.5	2.1	0.9	2.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	19.2	7.6	58.1	40.0	41.9	63.3	46.0	38.6	59.7	47.4	7.8
LnGrp LOS	C	B	A	E	D	D	E	D	D	E	D	A
Approach Vol, veh/h		2589			1286			1044			420	
Approach Delay, s/veh		20.8			42.0			51.3			37.2	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	71.3	18.4	20.5	44.7	36.4	7.4	31.6
Change Period (Y+Rc), s	4.0	4.9	4.0	5.3	4.9	* 4.9	4.0	* 5.3
Max Green Setting (Gmax), s	8.0	51.1	17.0	25.7	21.0	* 38	8.0	* 35
Max Q Clear Time (g_c+I1), s	5.8	32.7	14.2	7.0	16.0	20.9	4.0	20.8
Green Ext Time (p_c), s	0.0	16.3	0.2	3.4	0.6	10.6	0.0	5.5

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	1823	33	30	1086	25	48	14	43	35	19	37
Future Volume (veh/h)	84	1823	33	30	1086	25	48	14	43	35	19	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	1919	35	32	1143	26	51	15	45	28	32	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	2409	44	516	3582	1108	79	83	70	105	110	91
Arrive On Green	0.04	0.31	0.31	0.58	1.00	1.00	0.04	0.04	0.04	0.06	0.06	0.06
Sat Flow, veh/h	1781	5163	94	1781	5106	1579	1781	1870	1585	1781	1870	1545
Grp Volume(v), veh/h	88	1265	689	32	1143	26	51	15	45	28	32	39
Grp Sat Flow(s),veh/h/ln	1781	1702	1853	1781	1702	1579	1781	1870	1585	1781	1870	1545
Q Serve(g_s), s	5.9	40.8	40.9	0.9	0.0	0.0	3.4	0.9	3.4	1.8	2.0	2.9
Cycle Q Clear(g_c), s	5.9	40.8	40.9	0.9	0.0	0.0	3.4	0.9	3.4	1.8	2.0	2.9
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	1589	865	516	3582	1108	79	83	70	105	110	91
V/C Ratio(X)	0.79	0.80	0.80	0.06	0.32	0.02	0.65	0.18	0.64	0.27	0.29	0.43
Avail Cap(c_a), veh/h	178	1589	865	516	3582	1108	134	140	119	460	483	399
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	36.0	36.1	18.1	0.0	0.0	56.4	55.3	56.4	54.0	54.1	54.5
Incr Delay (d2), s/veh	4.7	4.2	7.6	0.0	0.1	0.0	3.3	0.4	3.6	0.5	0.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	18.5	20.9	0.4	0.0	0.0	1.6	0.4	1.4	0.8	0.9	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	40.2	43.6	18.1	0.1	0.0	59.8	55.7	60.1	54.5	54.6	55.7
LnGrp LOS	E	D	D	B	A	A	E	E	E	D	D	E
Approach Vol, veh/h		2042			1201			111			99	
Approach Delay, s/veh		42.3			0.6			59.3			55.0	
Approach LOS		D			A			E			E	

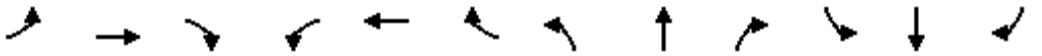
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	39.7	60.0		9.3	11.5	88.2		11.0				
Change Period (Y+Rc), s	4.9	* 4.9		4.0	4.0	4.9		4.0				
Max Green Setting (Gmax), s	8.0	* 55		9.0	12.0	51.1		31.0				
Max Q Clear Time (g_c+I1), s	2.9	42.9		5.4	7.9	2.0		4.9				
Green Ext Time (p_c), s	0.0	11.1		0.0	0.0	24.7		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		28.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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



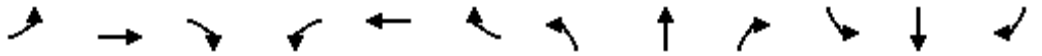
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1799	35	6	1080	28	113	29	20	35	5	5
Future Volume (veh/h)	13	1799	35	6	1080	28	113	29	20	35	5	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	1894	37	6	1137	29	86	78	21	24	24	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	2165	656	48	2255	684	128	102	28	174	145	30
Arrive On Green	0.02	0.85	0.85	0.03	0.44	0.44	0.07	0.07	0.07	0.10	0.10	0.09
Sat Flow, veh/h	1781	5106	1548	1781	5106	1549	1781	1419	382	1781	1481	309
Grp Volume(v), veh/h	14	1894	37	6	1137	29	86	0	99	24	0	29
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1549	1781	0	1802	1781	0	1790
Q Serve(g_s), s	0.9	26.2	0.5	0.4	19.2	1.3	5.6	0.0	6.5	1.5	0.0	1.8
Cycle Q Clear(g_c), s	0.9	26.2	0.5	0.4	19.2	1.3	5.6	0.0	6.5	1.5	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.17
Lane Grp Cap(c), veh/h	17	2165	656	48	2255	684	128	0	130	174	0	175
V/C Ratio(X)	0.84	0.87	0.06	0.13	0.50	0.04	0.67	0.00	0.76	0.14	0.00	0.17
Avail Cap(c_a), veh/h	119	2255	684	119	2255	684	178	0	180	460	0	462
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.8	7.2	5.3	57.0	24.1	19.1	54.3	0.0	54.7	49.5	0.0	49.7
Incr Delay (d2), s/veh	32.1	4.7	0.1	0.4	0.8	0.1	4.5	0.0	10.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.9	0.2	0.2	7.7	0.5	2.7	0.0	3.3	0.7	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.9	12.0	5.4	57.4	24.9	19.2	58.7	0.0	64.6	49.6	0.0	49.9
LnGrp LOS	F	B	A	E	C	B	E	A	E	D	A	D
Approach Vol, veh/h		1945			1172			185			53	
Approach Delay, s/veh		12.4			24.9			61.9			49.8	
Approach LOS		B			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	54.9		15.7	5.1	57.0		12.6				
Change Period (Y+Rc), s	4.0	4.9		4.6	4.0	4.9		4.0				
Max Green Setting (Gmax), s	8.0	52.1		30.4	8.0	52.1		12.0				
Max Q Clear Time (g_c+I1), s	2.4	28.2		3.8	2.9	21.2		8.5				
Green Ext Time (p_c), s	0.0	21.8		0.1	0.0	18.8		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	20.1	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.



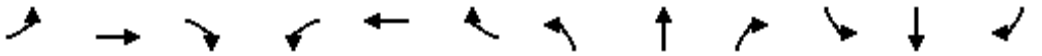
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	1717	58	13	1095	8	14	4	10	16	2	19
Future Volume (veh/h)	47	1717	58	13	1095	8	14	4	10	16	2	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	1807	61	14	1153	8	15	4	11	17	2	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	760	4163	140	17	2072	14	18	11	30	20	4	37
Arrive On Green	0.43	0.82	0.81	0.01	0.40	0.39	0.01	0.03	0.03	0.01	0.03	0.03
Sat Flow, veh/h	1781	5072	171	1781	5231	36	1781	425	1170	1781	140	1400
Grp Volume(v), veh/h	49	1212	656	14	750	411	15	0	15	17	0	22
Grp Sat Flow(s),veh/h/ln	1781	1702	1839	1781	1702	1864	1781	0	1595	1781	0	1540
Q Serve(g_s), s	1.9	11.9	12.0	0.9	20.5	20.5	1.0	0.0	1.1	1.1	0.0	1.7
Cycle Q Clear(g_c), s	1.9	11.9	12.0	0.9	20.5	20.5	1.0	0.0	1.1	1.1	0.0	1.7
Prop In Lane	1.00		0.09	1.00		0.02	1.00		0.73	1.00		0.91
Lane Grp Cap(c), veh/h	760	2794	1509	17	1348	738	18	0	40	20	0	41
V/C Ratio(X)	0.06	0.43	0.43	0.84	0.56	0.56	0.85	0.00	0.37	0.84	0.00	0.53
Avail Cap(c_a), veh/h	760	2794	1509	119	1957	1072	119	0	213	119	0	205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.3	3.0	3.0	59.4	28.1	28.1	59.3	0.0	57.5	59.2	0.0	57.7
Incr Delay (d2), s/veh	0.0	0.5	0.9	32.1	1.2	2.1	64.7	0.0	5.6	56.8	0.0	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.9	3.3	0.6	8.4	9.4	0.8	0.0	0.5	0.8	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	3.5	3.9	91.5	29.2	30.2	124.0	0.0	63.1	116.0	0.0	67.9
LnGrp LOS	C	A	A	F	C	C	F	A	E	F	A	E
Approach Vol, veh/h		1917			1175			30			39	
Approach Delay, s/veh		4.1			30.3			93.6			88.9	
Approach LOS		A			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	102.5	5.2	7.2	56.1	51.5	5.4	7.0
Change Period (Y+Rc), s	4.0	4.9	4.0	4.0	4.9	* 4.9	4.0	4.0
Max Green Setting (Gmax), s	8.0	71.1	8.0	16.0	11.0	* 68	8.0	16.0
Max Q Clear Time (g_c+I1), s	2.9	14.0	3.0	3.7	3.9	22.5	3.1	3.1
Green Ext Time (p_c), s	0.0	46.8	0.0	0.0	0.0	24.1	0.0	0.0

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	1555	89	99	976	107	172	695	392	79	309	26
Future Volume (veh/h)	181	1555	89	99	976	107	172	695	392	79	309	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	1637	0	104	1027	0	181	732	288	83	325	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	2004		523	2447		237	1165	359	131	1082	333
Arrive On Green	0.02	0.13	0.00	0.30	0.96	0.00	0.07	0.23	0.23	0.04	0.21	0.21
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1575	3456	5106	1574
Grp Volume(v), veh/h	191	1637	0	104	1027	0	181	732	288	83	325	5
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1575	1728	1702	1574
Q Serve(g_s), s	6.6	37.5	0.0	2.7	1.7	0.0	6.2	15.5	20.7	2.8	6.4	0.3
Cycle Q Clear(g_c), s	6.6	37.5	0.0	2.7	1.7	0.0	6.2	15.5	20.7	2.8	6.4	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	2004		523	2447		237	1165	359	131	1082	333
V/C Ratio(X)	0.77	0.82		0.20	0.42		0.77	0.63	0.80	0.63	0.30	0.01
Avail Cap(c_a), veh/h	317	2004		523	2447		288	1587	489	202	1477	455
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.6	48.0	0.0	36.4	1.3	0.0	54.9	41.7	43.7	56.9	39.8	37.4
Incr Delay (d2), s/veh	6.0	3.8	0.0	0.1	0.3	0.0	7.3	0.5	6.2	1.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	17.8	0.0	1.1	0.5	0.0	2.9	6.4	8.5	1.3	2.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	51.9	0.0	36.5	1.7	0.0	62.3	42.2	50.0	58.8	40.0	37.4
LnGrp LOS	E	D		D	A		E	D	D	E	D	D
Approach Vol, veh/h		1828	A		1131	A		1201			413	
Approach Delay, s/veh		53.1			4.9			47.1			43.7	
Approach LOS		D			A			D			D	

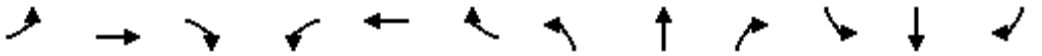
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	52.0	13.2	31.7	12.7	62.4	10.9	34.1
Change Period (Y+Rc), s	4.9	* 4.9	5.0	6.3	4.0	4.9	6.3	* 6.7
Max Green Setting (Gmax), s	8.0	* 47	10.0	34.7	11.0	44.1	7.0	* 37
Max Q Clear Time (g_c+I1), s	4.7	39.5	8.2	8.4	8.6	3.7	4.8	22.7
Green Ext Time (p_c), s	0.0	7.1	0.1	2.1	0.1	18.5	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1556	165	245	1812	152	450	1019	144	185	996	149
Future Volume (veh/h)	159	1556	165	245	1812	152	450	1019	144	185	996	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	1638	58	258	1907	0	474	1073	0	195	1048	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	1872	603	346	2086		518	1375		288	1034	316
Arrive On Green	0.07	0.37	0.38	0.10	0.41	0.00	0.15	0.27	0.00	0.08	0.20	0.20
Sat Flow, veh/h	3456	5106	1573	3456	5106	1585	3456	5106	1585	3456	5106	1562
Grp Volume(v), veh/h	167	1638	58	258	1907	0	474	1073	0	195	1048	25
Grp Sat Flow(s),veh/h/ln	1728	1702	1573	1728	1702	1585	1728	1702	1585	1728	1702	1562
Q Serve(g_s), s	5.6	35.9	1.7	8.7	42.3	0.0	16.2	23.3	0.0	6.6	24.3	1.6
Cycle Q Clear(g_c), s	5.6	35.9	1.7	8.7	42.3	0.0	16.2	23.3	0.0	6.6	24.3	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	1872	603	346	2086		518	1375		288	1034	316
V/C Ratio(X)	0.65	0.87	0.10	0.75	0.91		0.91	0.78		0.68	1.01	0.08
Avail Cap(c_a), veh/h	288	1872	603	346	2086		518	1375		346	1034	316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	35.4	8.4	52.5	33.5	0.0	50.2	40.6	0.0	53.4	47.8	38.8
Incr Delay (d2), s/veh	2.9	6.1	0.3	7.7	6.8	0.0	20.4	3.2	0.0	2.6	31.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	15.1	1.0	4.1	17.7	0.0	8.1	9.6	0.0	2.8	12.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	41.5	8.7	60.2	40.3	0.0	70.7	43.7	0.0	56.0	79.2	39.0
LnGrp LOS	E	D	A	E	D		E	D		E	F	D
Approach Vol, veh/h		1863			2165	A		1547	A		1268	
Approach Delay, s/veh		41.9			42.7			52.0			74.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	50.0	22.0	30.0	13.0	55.0	14.0	38.0
Change Period (Y+Rc), s	6.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	12.0	44.0	18.0	24.3	10.0	48.0	12.0	30.3
Max Q Clear Time (g_c+I1), s	10.7	37.9	18.2	26.3	7.6	44.3	8.6	25.3
Green Ext Time (p_c), s	0.1	5.9	0.0	0.0	0.1	3.6	0.1	4.3

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Notes

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

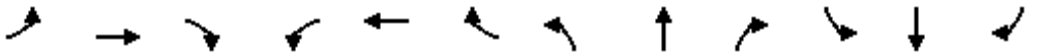
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	356	1342	460	512	1491	847
Future Volume (veh/h)	356	1342	460	512	1491	847
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	375	0	484	357	1569	892
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	418		1037	462	1647	1503
Arrive On Green	0.12	0.00	0.29	0.29	0.48	0.80
Sat Flow, veh/h	3456	2790	3647	1585	3456	1870
Grp Volume(v), veh/h	375	0	484	357	1569	892
Grp Sat Flow(s),veh/h/ln	1728	1395	1777	1585	1728	1870
Q Serve(g_s), s	16.0	0.0	16.8	30.9	65.3	26.9
Cycle Q Clear(g_c), s	16.0	0.0	16.8	30.9	65.3	26.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	418		1037	462	1647	1503
V/C Ratio(X)	0.90		0.47	0.77	0.95	0.59
Avail Cap(c_a), veh/h	431		1037	462	1728	1503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	0.0	43.6	48.6	37.6	5.5
Incr Delay (d2), s/veh	20.6	0.0	0.3	7.9	12.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	0.0	7.4	13.1	29.3	8.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	85.6	0.0	43.9	56.4	49.7	6.2
LnGrp LOS	F		D	E	D	A
Approach Vol, veh/h	375	A	841			2461
Approach Delay, s/veh	85.6		49.2			33.9
Approach LOS	F		D			C

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	77.5	49.1			126.5	23.5
Change Period (Y+Rc), s	6.0	5.3			6.0	5.3
Max Green Setting (Gmax), s	75.0	39.7			120.0	18.7
Max Q Clear Time (g_c+I1), s	67.3	32.9			28.9	18.0
Green Ext Time (p_c), s	4.2	2.5			8.2	0.1

Intersection Summary	
HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	441	1617	31	135	1537	86	64	153	123	52	110	219
Future Volume (veh/h)	441	1617	31	135	1537	86	64	153	123	52	110	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	464	1702	32	142	1618	48	67	161	13	55	116	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	461	1737	33	834	2144	956	95	195	165	71	149	126
Arrive On Green	0.13	0.49	0.49	0.24	0.60	0.60	0.05	0.10	0.10	0.04	0.08	0.08
Sat Flow, veh/h	3456	3568	67	3456	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	464	846	888	142	1618	48	67	161	13	55	116	66
Grp Sat Flow(s),veh/h/ln	1728	1777	1858	1728	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	20.0	70.0	70.5	4.9	49.7	1.9	5.6	12.7	0.7	4.6	9.1	4.7
Cycle Q Clear(g_c), s	20.0	70.0	70.5	4.9	49.7	1.9	5.6	12.7	0.7	4.6	9.1	4.7
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	461	865	904	834	2144	956	95	195	165	71	149	126
V/C Ratio(X)	1.01	0.98	0.98	0.17	0.75	0.05	0.71	0.82	0.08	0.78	0.78	0.52
Avail Cap(c_a), veh/h	461	865	904	834	2144	956	190	338	286	190	324	275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	37.7	37.9	45.0	21.7	12.2	69.9	65.8	26.2	71.4	67.7	40.8
Incr Delay (d2), s/veh	43.7	25.8	25.9	0.0	1.7	0.0	3.6	13.2	0.3	6.7	10.4	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	35.3	37.2	2.1	20.1	0.7	2.6	6.8	0.5	2.2	4.8	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.7	63.5	63.7	45.1	23.3	12.2	73.5	79.1	26.5	78.1	78.1	45.0
LnGrp LOS	F	E	E	D	C	B	E	E	C	E	E	D
Approach Vol, veh/h		2198			1808			241			237	
Approach Delay, s/veh		73.1			24.7			74.7			68.9	
Approach LOS		E			C			E			E	

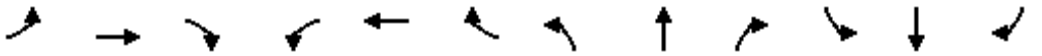
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	20.3	41.5	78.3	12.6	17.6	24.0	95.8
Change Period (Y+Rc), s	4.0	4.6	5.3	* 5.3	4.6	* 5.7	4.0	5.3
Max Green Setting (Gmax), s	16.0	27.1	16.0	* 73	16.0	* 26	20.0	69.0
Max Q Clear Time (g_c+I1), s	6.6	14.7	6.9	72.5	7.6	11.1	22.0	51.7
Green Ext Time (p_c), s	0.0	1.0	0.1	0.5	0.0	0.8	0.0	13.0

Intersection Summary	
HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1828	0	3	1752	7	11	0	28	47	2	23
Future Volume (veh/h)	3	1828	0	3	1752	7	11	0	28	47	2	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1924	0	3	1844	7	12	0	29	49	2	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	2986	0	4	2272	9	45	10	56	135	4	123
Arrive On Green	0.42	1.00	0.00	0.00	0.63	0.62	0.08	0.00	0.06	0.08	0.08	0.08
Sat Flow, veh/h	1781	3647	0	1781	3631	14	178	123	728	1129	46	1585
Grp Volume(v), veh/h	3	1924	0	3	902	949	41	0	0	51	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1868	1029	0	0	1175	0	1585
Q Serve(g_s), s	0.1	0.0	0.0	0.3	57.9	58.0	0.7	0.0	0.0	0.0	0.0	2.1
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.3	57.9	58.0	7.7	0.0	0.0	7.0	0.0	2.1
Prop In Lane	1.00		0.00	1.00		0.01	0.29		0.71	0.96		1.00
Lane Grp Cap(c), veh/h	371	2986	0	4	1112	1169	111	0	0	138	0	123
V/C Ratio(X)	0.01	0.64	0.00	0.72	0.81	0.81	0.37	0.00	0.00	0.37	0.00	0.20
Avail Cap(c_a), veh/h	371	2986	0	95	1350	1420	155	0	0	179	0	169
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.7	0.0	0.0	74.8	21.3	21.4	67.2	0.0	0.0	67.0	0.0	64.8
Incr Delay (d2), s/veh	0.0	1.1	0.0	59.5	3.6	3.4	0.8	0.0	0.0	0.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.0	0.2	23.6	24.8	1.6	0.0	0.0	1.9	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	1.1	0.0	134.3	24.9	24.8	67.9	0.0	0.0	67.7	0.0	65.1
LnGrp LOS	C	A	A	F	C	C	E	A	A	E	A	E
Approach Vol, veh/h		1927			1854			41			75	
Approach Delay, s/veh		1.1			25.0			67.9			66.8	
Approach LOS		A			C			E			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.6	4.4	130.0		15.6	36.5	97.9				
Change Period (Y+Rc), s		7.0	4.0	5.3		7.0	5.3	* 5.3				
Max Green Setting (Gmax), s		13.0	8.0	112.7		13.0	8.0	* 1.1E2				
Max Q Clear Time (g_c+I1), s		9.7	2.3	2.0		9.0	2.1	60.0				
Green Ext Time (p_c), s		0.0	0.0	32.5		0.0	0.0	32.6				

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

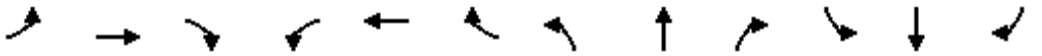
Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1904	8	254	1771	0	349
Future Volume (vph)	1904	8	254	1771	0	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3		6.0	5.3		6.0
Lane Util. Factor	0.91		0.97	0.95		1.00
Frt	1.00		1.00	1.00		0.86
Flt Protected	1.00		0.95	1.00		1.00
Satd. Flow (prot)	5082		3433	3539		1611
Flt Permitted	1.00		0.95	1.00		1.00
Satd. Flow (perm)	5082		3433	3539		1611
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2004	8	267	1864	0	367
RTOR Reduction (vph)	0	0	0	0	0	6
Lane Group Flow (vph)	2012	0	267	1864	0	361
Turn Type	NA		Prot	NA		Over
Protected Phases	4		3	8		3
Permitted Phases						
Actuated Green, G (s)	41.7		20.0	75.0		20.0
Effective Green, g (s)	41.7		20.0	75.0		20.0
Actuated g/C Ratio	0.56		0.27	1.00		0.27
Clearance Time (s)	7.3		6.0	5.3		6.0
Vehicle Extension (s)	3.5		2.0	3.5		2.0
Lane Grp Cap (vph)	2825		915	3539		429
v/s Ratio Prot	c0.40		0.08	0.53		c0.22
v/s Ratio Perm						
v/c Ratio	0.71		0.29	0.53		0.84
Uniform Delay, d1	12.2		21.9	0.0		26.0
Progression Factor	1.05		1.25	1.00		1.00
Incremental Delay, d2	1.2		0.0	0.3		13.4
Delay (s)	14.1		27.4	0.3		39.4
Level of Service	B		C	A		D
Approach Delay (s)	14.1			3.7	39.4	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	956	1067	430	879	225	1115	855	157	169	346	71
Future Volume (veh/h)	237	956	1067	430	879	225	1115	855	157	169	346	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	249	1006	0	453	925	126	1174	900	54	178	364	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1135		438	1256	560	1175	1354	604	224	496	154
Arrive On Green	0.14	0.53	0.00	0.13	0.35	0.35	0.34	0.38	0.38	0.06	0.10	0.10
Sat Flow, veh/h	3456	3554	2790	3456	3554	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	249	1006	0	453	925	126	1174	900	54	178	364	4
Grp Sat Flow(s),veh/h/ln	1728	1777	1395	1728	1777	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	10.6	37.6	0.0	19.0	34.1	6.5	50.9	31.5	3.3	7.6	10.4	0.3
Cycle Q Clear(g_c), s	10.6	37.6	0.0	19.0	34.1	6.5	50.9	31.5	3.3	7.6	10.4	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	1135		438	1256	560	1175	1354	604	224	496	154
V/C Ratio(X)	0.86	0.89		1.03	0.74	0.22	1.00	0.66	0.09	0.80	0.73	0.03
Avail Cap(c_a), veh/h	299	1135		438	1256	560	1175	1354	604	299	579	180
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.6	32.6	0.0	65.5	42.4	20.7	49.5	38.5	29.7	69.2	65.8	61.3
Incr Delay (d2), s/veh	19.8	8.9	0.0	52.3	3.9	0.9	26.0	1.4	0.1	7.4	4.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	14.6	0.0	11.5	15.4	3.3	25.7	13.8	1.3	3.6	4.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.4	41.5	0.0	117.8	46.3	21.7	75.5	39.9	29.8	76.5	70.5	61.4
LnGrp LOS	F	D		F	D	C	E	D	C	E	E	E
Approach Vol, veh/h		1255	A		1504			2128			546	
Approach Delay, s/veh		49.8			65.8			59.3			72.4	
Approach LOS		D			E			E			E	

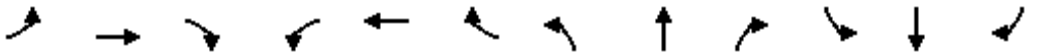
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	61.2	23.0	51.9	56.3	18.6	17.9	57.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	5.3	* 5.3	5.3	* 5.7
Max Green Setting (Gmax), s	13.0	53.7	19.0	45.7	51.0	* 16	13.0	* 51
Max Q Clear Time (g_c+I1), s	9.6	33.5	21.0	39.6	52.9	12.4	12.6	36.1
Green Ext Time (p_c), s	0.1	8.2	0.0	3.8	0.0	0.9	0.0	6.7

Intersection Summary	
HCM 6th Ctrl Delay	60.2
HCM 6th LOS	E

Notes

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

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



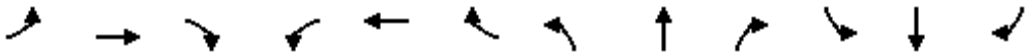
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1084	91	88	1358	4	26	0	563	9	2	7
Future Volume (veh/h)	5	1084	91	88	1358	4	26	0	563	9	2	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2106	2106	2106	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	1141	92	93	1429	4	27	0	522	9	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	2285	184	121	2448	7	200	0	267	14	3	16
Arrive On Green	0.00	0.61	0.61	0.14	1.00	1.00	0.10	0.00	0.10	0.01	0.01	0.00
Sat Flow, veh/h	2006	3750	302	1781	3635	10	1781	0	1585	1470	327	1585
Grp Volume(v), veh/h	5	608	625	93	698	735	27	0	522	11	0	0
Grp Sat Flow(s),veh/h/ln	2006	2001	2052	1781	1777	1869	1781	0	1585	1797	0	1585
Q Serve(g_s), s	0.4	25.6	25.7	7.6	0.0	0.0	2.1	0.0	15.1	0.9	0.0	0.0
Cycle Q Clear(g_c), s	0.4	25.6	25.7	7.6	0.0	0.0	2.1	0.0	15.1	0.9	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.01	1.00		1.00	0.82		1.00
Lane Grp Cap(c), veh/h	8	1219	1250	121	1196	1258	200	0	267	18	0	16
V/C Ratio(X)	0.66	0.50	0.50	0.77	0.58	0.58	0.14	0.00	1.95	0.62	0.00	0.00
Avail Cap(c_a), veh/h	107	1219	1250	582	1196	1258	200	0	267	78	0	69
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	74.6	16.5	16.5	63.7	0.0	0.0	60.8	0.0	62.4	74.0	0.0	0.0
Incr Delay (d2), s/veh	31.2	0.4	0.4	2.9	1.5	1.5	0.1	0.0	442.6	12.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	11.4	11.8	3.3	0.5	0.5	0.9	0.0	42.9	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.8	16.9	16.9	66.5	1.5	1.5	60.9	0.0	504.9	86.7	0.0	0.0
LnGrp LOS	F	B	B	E	A	A	E	A	F	F	A	A
Approach Vol, veh/h		1238			1526			549			11	
Approach Delay, s/veh		17.2			5.5			483.1			86.7	
Approach LOS		B			A			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	97.1		7.2	4.6	106.7		20.8				
Change Period (Y+Rc), s	4.0	5.7		5.7	4.0	* 5.7		5.7				
Max Green Setting (Gmax), s	49.0	58.3		6.5	8.0	* 1E2		15.1				
Max Q Clear Time (g_c+I1), s	9.6	27.7		2.9	2.4	2.0		17.1				
Green Ext Time (p_c), s	0.8	27.3		0.0	0.0	96.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		89.0
HCM 6th LOS		F

Notes

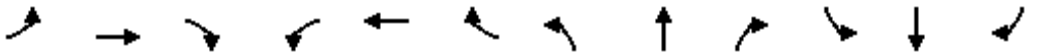
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1652	18	16	1234	0	199	0	70	0	5	0
Future Volume (veh/h)	0	1652	18	16	1234	0	199	0	70	0	5	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	0	1870	0	1870	0
Adj Flow Rate, veh/h	0	1739	19	17	1299	0	209	0	74	0	5	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0	2	0	2	0	2	0
Cap, veh/h	0	2054	22	21	2163	0	232	0	0	0	1	0
Arrive On Green	0.00	0.57	0.57	0.01	0.61	0.00	0.13	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	3694	39	1781	3647	0	1781	209		0	-4634	0
Grp Volume(v), veh/h	0	857	901	17	1299	0	209	90.1		0	5	0
Grp Sat Flow(s),veh/h/ln	0	1777	1863	1781	1777	0	1781	F		0	1870	0
Q Serve(g_s), s	0.0	60.0	60.3	1.4	33.8	0.0	17.3			0.0	0.1	0.0
Cycle Q Clear(g_c), s	0.0	60.0	60.3	1.4	33.8	0.0	17.3			0.0	0.1	0.0
Prop In Lane	0.00		0.02	1.00		0.00	1.00			0.00		0.00
Lane Grp Cap(c), veh/h	0	1013	1063	21	2163	0	232			0	1	0
V/C Ratio(X)	0.00	0.85	0.85	0.82	0.60	0.00	0.90			0.00	4.01	0.00
Avail Cap(c_a), veh/h	0	1013	1063	95	2163	0	273			0	274	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	0.59	0.59	1.00	1.00	0.00	1.00			0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	26.7	26.8	74.0	18.1	0.0	64.3			0.0	75.0	0.0
Incr Delay (d2), s/veh	0.0	4.3	4.2	24.7	1.2	0.0	25.8			0.0	1613.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	25.4	26.7	0.8	13.6	0.0	9.6			0.0	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.0	31.0	98.6	19.3	0.0	90.1			0.0	1688.2	0.0
LnGrp LOS	A	C	C	F	B	A	F			A	F	A
Approach Vol, veh/h		1758			1316						5	
Approach Delay, s/veh		31.0			20.4						1688.2	
Approach LOS		C			C						F	

Timer - Assigned Phs	1	2	3	4		6
Phs Duration (G+Y+Rc), s	5.7	91.3	23.5	3.8		97.0
Change Period (Y+Rc), s	4.0	5.7	4.0	3.0		5.7
Max Green Setting (Gmax), s	8.0	79.3	23.0	23.0		91.3
Max Q Clear Time (g_c+I1), s	3.4	62.3	19.3	2.1		35.8
Green Ext Time (p_c), s	0.0	12.4	0.2	0.0		15.8

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	1058	365	123	870	73	448	1374	227	198	741	134
Future Volume (veh/h)	257	1058	365	123	870	73	448	1374	227	198	741	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	1114	0	129	916	72	472	1446	143	208	780	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	1045		193	936	74	530	1490	653	202	1728	526
Arrive On Green	0.08	0.29	0.00	0.06	0.28	0.28	0.31	0.84	0.84	0.06	0.34	0.34
Sat Flow, veh/h	3456	3554	1585	3456	3332	262	3456	3554	1558	3456	5106	1556
Grp Volume(v), veh/h	271	1114	0	129	488	500	472	1446	143	208	780	39
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1817	1728	1777	1558	1728	1702	1556
Q Serve(g_s), s	9.4	35.3	0.0	4.4	32.7	32.7	15.6	42.4	2.2	7.0	14.3	2.0
Cycle Q Clear(g_c), s	9.4	35.3	0.0	4.4	32.7	32.7	15.6	42.4	2.2	7.0	14.3	2.0
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	1045		193	499	510	530	1490	653	202	1728	526
V/C Ratio(X)	0.94	1.07		0.67	0.98	0.98	0.89	0.97	0.22	1.03	0.45	0.07
Avail Cap(c_a), veh/h	288	1045		230	499	510	691	1490	653	202	1728	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	42.3	0.0	55.6	42.8	42.8	40.6	9.1	5.8	56.5	31.0	26.9
Incr Delay (d2), s/veh	37.1	47.1	0.0	3.5	34.8	34.4	7.1	13.7	0.5	71.9	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	21.8	0.0	2.0	18.7	19.1	5.9	6.5	0.8	5.0	5.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.8	89.4	0.0	59.1	77.6	77.2	47.7	22.8	6.4	128.4	31.3	27.0
LnGrp LOS	F	F		E	E	E	D	C	A	F	C	C
Approach Vol, veh/h		1385	A		1117			2061			1027	
Approach Delay, s/veh		89.9			75.3			27.4			50.8	
Approach LOS		F			E			C			D	

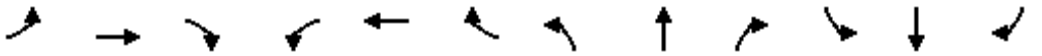
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	41.0	22.4	45.9	14.0	39.0	12.3	56.0
Change Period (Y+Rc), s	5.3	* 5.7	4.0	5.3	4.0	5.3	5.3	* 5.7
Max Green Setting (Gmax), s	8.0	* 35	24.0	33.7	10.0	33.7	7.0	* 50
Max Q Clear Time (g_c+I1), s	6.4	37.3	17.6	16.3	11.4	34.7	9.0	44.4
Green Ext Time (p_c), s	0.0	0.0	0.8	9.1	0.0	0.0	0.0	5.3

Intersection Summary	
HCM 6th Ctrl Delay	56.7
HCM 6th LOS	E

Notes

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

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



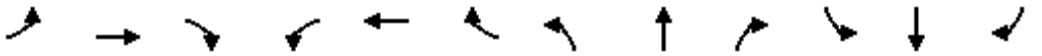
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	1483	10	12	1068	93	38	39	62	22	11	35
Future Volume (veh/h)	133	1483	10	12	1068	93	38	39	62	22	11	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	1561	11	13	1124	95	40	41	2	23	12	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	1857	13	15	1386	117	57	59	99	30	16	40
Arrive On Green	0.10	0.51	0.51	0.01	0.42	0.42	0.06	0.06	0.06	0.03	0.03	0.00
Sat Flow, veh/h	1781	3617	25	1781	3315	280	901	924	1548	1190	621	1585
Grp Volume(v), veh/h	140	766	806	13	602	617	81	0	2	35	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1866	1781	1777	1818	1825	0	1548	1811	0	1585
Q Serve(g_s), s	11.6	55.4	55.5	1.1	44.7	44.9	6.5	0.0	0.2	2.9	0.0	0.0
Cycle Q Clear(g_c), s	11.6	55.4	55.5	1.1	44.7	44.9	6.5	0.0	0.2	2.9	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.15	0.49		1.00	0.66		1.00
Lane Grp Cap(c), veh/h	170	912	958	15	743	760	116	0	99	45	0	40
V/C Ratio(X)	0.82	0.84	0.84	0.85	0.81	0.81	0.70	0.00	0.02	0.77	0.00	0.00
Avail Cap(c_a), veh/h	428	1074	1128	95	743	760	316	0	268	97	0	85
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	66.6	31.2	31.3	74.3	38.4	38.5	68.8	0.0	65.8	72.7	0.0	0.0
Incr Delay (d2), s/veh	3.8	6.4	6.1	34.4	9.3	9.2	2.8	0.0	0.0	9.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	24.4	25.6	0.6	21.0	21.5	3.2	0.0	0.1	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	37.6	37.4	108.7	47.8	47.7	71.6	0.0	65.9	82.6	0.0	0.0
LnGrp LOS	E	D	D	F	D	D	E	A	E	F	A	A
Approach Vol, veh/h		1712			1232			83			35	
Approach Delay, s/veh		40.2			48.4			71.5			82.6	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	82.3		7.8	19.6	68.0		13.5				
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.0				
Max Green Setting (Gmax), s	8.0	90.7		8.0	36.0	* 63		26.0				
Max Q Clear Time (g_c+I1), s	3.1	57.5		4.9	13.6	46.9		8.5				
Green Ext Time (p_c), s	0.0	19.5		0.0	0.2	9.3		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		44.8
HCM 6th LOS		D

Notes

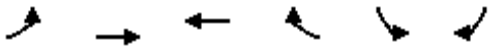
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1467	0	26	855	13	81	2	32	64	0	83
Future Volume (veh/h)	39	1467	0	26	855	13	81	2	32	64	0	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	1544	0	27	900	14	85	2	34	67	0	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1895	0	34	1882	29	235	10	39	379	0	203
Arrive On Green	0.03	0.53	0.00	0.02	0.53	0.53	0.13	0.13	0.13	0.13	0.00	0.13
Sat Flow, veh/h	1781	3647	0	1781	3581	56	690	82	302	1615	0	1585
Grp Volume(v), veh/h	41	1544	0	27	447	467	121	0	0	67	0	87
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1860	1073	0	0	1615	0	1585
Q Serve(g_s), s	1.0	14.9	0.0	0.6	6.6	6.6	3.2	0.0	0.0	0.0	0.0	2.1
Cycle Q Clear(g_c), s	1.0	14.9	0.0	0.6	6.6	6.6	4.8	0.0	0.0	1.5	0.0	2.1
Prop In Lane	1.00		0.00	1.00		0.03	0.70		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	48	1895	0	34	933	977	284	0	0	379	0	203
V/C Ratio(X)	0.85	0.81	0.00	0.78	0.48	0.48	0.43	0.00	0.00	0.18	0.00	0.43
Avail Cap(c_a), veh/h	342	1939	0	342	969	1015	806	0	0	897	0	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	8.0	0.0	20.3	6.3	6.3	18.4	0.0	0.0	16.5	0.0	16.7
Incr Delay (d2), s/veh	13.7	2.8	0.0	13.4	0.4	0.4	0.7	0.0	0.0	0.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.5	0.0	0.3	1.4	1.5	1.1	0.0	0.0	0.5	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	10.8	0.0	33.7	6.7	6.7	19.1	0.0	0.0	16.7	0.0	17.8
LnGrp LOS	C	B	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		1585			941			121			154	
Approach Delay, s/veh		11.4			7.5			19.1			17.3	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	27.2		9.3	4.8	27.5		9.3				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	22.7		21.0	8.0	22.7		21.0				
Max Q Clear Time (g_c+I1), s	3.0	8.6		6.8	2.6	16.9		4.1				
Green Ext Time (p_c), s	0.0	8.0		0.3	0.0	5.3		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			10.8									
HCM 6th LOS			B									



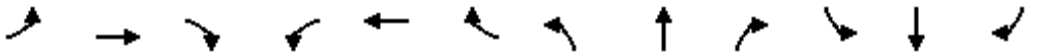
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	686	654	749	377	147	341
Future Volume (veh/h)	686	654	749	377	147	341
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	788	596	788	326	155	342
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1145	601	798	330	623	768
Arrive On Green	0.32	0.32	0.33	0.33	0.18	0.16
Sat Flow, veh/h	3563	1870	2546	1013	3456	1585
Grp Volume(v), veh/h	788	596	571	543	155	342
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1688	1728	1585
Q Serve(g_s), s	14.8	24.4	24.5	24.6	3.0	10.9
Cycle Q Clear(g_c), s	14.8	24.4	24.5	24.6	3.0	10.9
Prop In Lane	1.00			0.60	1.00	1.00
Lane Grp Cap(c), veh/h	1145	601	578	549	623	768
V/C Ratio(X)	0.69	0.99	0.99	0.99	0.25	0.45
Avail Cap(c_a), veh/h	1145	601	578	549	989	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	26.0	25.8	25.8	27.0	13.0
Incr Delay (d2), s/veh	1.5	34.4	34.0	35.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	15.5	14.8	14.3	1.2	6.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.2	60.3	59.8	61.3	27.1	13.2
LnGrp LOS	C	E	E	E	C	B
Approach Vol, veh/h		1384	1114		497	
Approach Delay, s/veh		39.8	60.5		17.5	
Approach LOS		D	E		B	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	29.0				30.0	17.8
Change Period (Y+Rc), s	4.0				4.0	4.0
Max Green Setting (Gmax), s	25.0				26.0	22.0
Max Q Clear Time (g_c+I1), s	26.6				26.4	12.9
Green Ext Time (p_c), s	0.0				0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	497	34	17	968	15	114	15	14	11	8	179
Future Volume (veh/h)	219	497	34	17	968	15	114	15	14	11	8	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	231	523	36	18	1019	16	120	16	15	12	8	188
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	1699	117	48	1324	21	305	39	22	271	148	265
Arrive On Green	0.16	0.50	0.50	0.03	0.37	0.37	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3374	232	1781	3581	56	943	231	129	840	887	1585
Grp Volume(v), veh/h	231	275	284	18	506	529	151	0	0	20	0	188
Grp Sat Flow(s),veh/h/ln	1781	1777	1829	1781	1777	1860	1304	0	0	1726	0	1585
Q Serve(g_s), s	5.5	4.0	4.0	0.4	11.0	11.0	4.3	0.0	0.0	0.0	0.0	4.9
Cycle Q Clear(g_c), s	5.5	4.0	4.0	0.4	11.0	11.0	4.7	0.0	0.0	0.4	0.0	4.9
Prop In Lane	1.00		0.13	1.00		0.03	0.79		0.10	0.60		1.00
Lane Grp Cap(c), veh/h	287	895	921	48	657	688	365	0	0	420	0	265
V/C Ratio(X)	0.81	0.31	0.31	0.38	0.77	0.77	0.41	0.00	0.00	0.05	0.00	0.71
Avail Cap(c_a), veh/h	324	895	921	324	755	790	728	0	0	862	0	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.8	6.4	6.4	21.1	12.2	12.2	17.1	0.0	0.0	15.4	0.0	17.3
Incr Delay (d2), s/veh	11.0	0.3	0.3	1.8	5.0	4.7	0.3	0.0	0.0	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	1.0	1.0	0.2	4.0	4.1	1.3	0.0	0.0	0.2	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	6.7	6.7	22.9	17.2	17.0	17.4	0.0	0.0	15.4	0.0	18.6
LnGrp LOS	C	A	A	C	B	B	B	A	A	B	A	B
Approach Vol, veh/h		790			1053			151			208	
Approach Delay, s/veh		13.2			17.2			17.4			18.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	27.5		11.4	11.1	21.6		11.4				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	18.7		20.0	8.0	18.7		20.0				
Max Q Clear Time (g_c+I1), s	2.4	6.0		6.7	7.5	13.0		6.9				
Green Ext Time (p_c), s	0.0	3.0		0.3	0.0	3.2		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		15.9	
HCM 6th LOS		B	

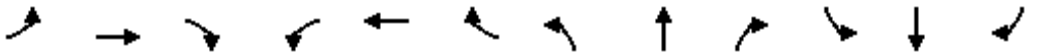
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	251	376	634	521	313	218
Future Volume (veh/h)	251	376	634	521	313	218
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	170	667	493	329	229
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	266	240	776	894	382	1302
Arrive On Green	0.15	0.15	0.42	0.42	0.21	0.70
Sat Flow, veh/h	1781	1610	1870	1585	1781	1870
Grp Volume(v), veh/h	163	170	667	493	329	229
Grp Sat Flow(s),veh/h/ln	1781	1610	1870	1585	1781	1870
Q Serve(g_s), s	5.2	6.0	19.5	11.8	10.7	2.5
Cycle Q Clear(g_c), s	5.2	6.0	19.5	11.8	10.7	2.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	266	240	776	894	382	1302
V/C Ratio(X)	0.61	0.71	0.86	0.55	0.86	0.18
Avail Cap(c_a), veh/h	711	643	831	940	474	1453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	24.3	16.0	8.3	22.7	3.2
Incr Delay (d2), s/veh	0.9	1.4	9.2	0.9	10.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.2	8.9	5.0	5.1	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.8	25.8	25.1	9.2	33.6	3.3
LnGrp LOS	C	C	C	A	C	A
Approach Vol, veh/h	333		1160			558
Approach Delay, s/veh	25.3		18.4			21.1
Approach LOS	C		B			C

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		47.2			16.9	30.3	13.0
Change Period (Y+Rc), s		5.3			4.0	5.3	4.0
Max Green Setting (Gmax), s		46.7			16.0	26.7	24.0
Max Q Clear Time (g_c+I1), s		4.5			12.7	21.5	8.0
Green Ext Time (p_c), s		1.6			0.3	3.5	0.7

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

Notes

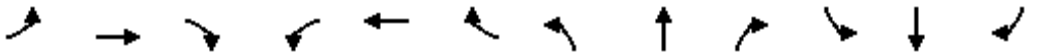
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	10	99	123	7	89	28	621	62	48	830	13
Future Volume (veh/h)	59	10	99	123	7	89	28	621	62	48	830	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	11	104	129	7	94	29	654	65	51	874	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	166	141	171	253	214	49	1436	446	77	1516	470
Arrive On Green	0.05	0.09	0.09	0.10	0.14	0.14	0.03	0.28	0.28	0.04	0.30	0.30
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	62	11	104	129	7	94	29	654	65	51	874	14
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.4	0.2	2.6	2.9	0.1	2.2	0.7	4.3	1.3	1.1	5.9	0.3
Cycle Q Clear(g_c), s	1.4	0.2	2.6	2.9	0.1	2.2	0.7	4.3	1.3	1.1	5.9	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	88	166	141	171	253	214	49	1436	446	77	1516	470
V/C Ratio(X)	0.70	0.07	0.74	0.76	0.03	0.44	0.59	0.46	0.15	0.66	0.58	0.03
Avail Cap(c_a), veh/h	350	1470	1246	656	1791	1518	306	2383	740	306	2383	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	17.0	18.1	17.9	15.3	16.2	19.6	12.1	11.0	19.2	12.1	10.2
Incr Delay (d2), s/veh	9.7	0.2	7.4	6.6	0.0	1.4	10.9	0.2	0.1	9.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	1.1	1.3	0.1	0.8	0.4	1.2	0.4	0.6	1.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	17.2	25.5	24.6	15.3	17.6	30.5	12.3	11.1	28.7	12.5	10.2
LnGrp LOS	C	B	C	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		177			230			748			939	
Approach Delay, s/veh		26.1			21.5			12.9			13.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	16.5	8.9	8.6	6.1	17.1	7.0	10.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	19.0	15.0	32.0	7.0	19.0	8.0	39.0
Max Q Clear Time (g_c+I1), s	3.1	6.3	4.9	4.6	2.7	7.9	3.4	4.2
Green Ext Time (p_c), s	0.0	3.5	0.2	0.4	0.0	4.2	0.0	0.3

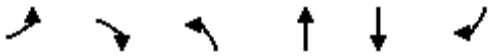
Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	3	136	0	1	26	31	715	0	40	1255	13
Future Volume (veh/h)	43	3	136	0	1	26	31	715	0	40	1255	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	3	143	0	1	27	33	753	0	42	1321	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	388	329	4	94	80	54	2164	672	66	2196	682
Arrive On Green	0.06	0.21	0.21	0.00	0.05	0.05	0.03	0.42	0.00	0.04	0.43	0.43
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	45	3	143	0	1	27	33	753	0	42	1321	14
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.0	0.1	3.3	0.0	0.0	0.7	0.8	4.2	0.0	1.0	8.4	0.2
Cycle Q Clear(g_c), s	1.0	0.1	3.3	0.0	0.0	0.7	0.8	4.2	0.0	1.0	8.4	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	388	329	4	94	80	54	2164	672	66	2196	682
V/C Ratio(X)	0.40	0.01	0.43	0.00	0.01	0.34	0.61	0.35	0.00	0.64	0.60	0.02
Avail Cap(c_a), veh/h	507	1463	1240	507	1463	1240	464	3147	977	464	3147	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	13.3	14.6	0.0	19.0	19.4	20.2	8.2	0.0	20.0	9.2	6.9
Incr Delay (d2), s/veh	2.3	0.0	0.9	0.0	0.0	2.5	10.6	0.1	0.0	9.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.1	0.0	0.0	0.3	0.4	1.0	0.0	0.5	1.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	13.3	15.5	0.0	19.1	21.8	30.8	8.3	0.0	30.0	9.5	6.9
LnGrp LOS	C	B	B	A	B	C	C	A	A	C	A	A
Approach Vol, veh/h		191			28			786			1377	
Approach Delay, s/veh		16.8			21.7			9.3			10.1	
Approach LOS		B			C			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	22.9	0.0	12.8	6.3	23.1	6.6	6.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	26.0	11.0	32.0	11.0	26.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	3.0	6.2	0.0	5.3	2.8	10.4	3.0	2.7
Green Ext Time (p_c), s	0.0	4.6	0.0	0.5	0.0	7.8	0.0	0.1

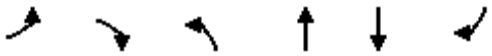
Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	195	124	54	1053	1056	91
Future Volume (veh/h)	195	124	54	1053	1056	91
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	131	57	1108	1112	96
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	328	292	88	2938	2071	641
Arrive On Green	0.18	0.18	0.05	0.58	0.41	0.41
Sat Flow, veh/h	1781	1585	1781	5274	5274	1581
Grp Volume(v), veh/h	205	131	57	1108	1112	96
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1702	1702	1581
Q Serve(g_s), s	3.5	2.4	1.0	3.9	5.5	1.3
Cycle Q Clear(g_c), s	3.5	2.4	1.0	3.9	5.5	1.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	328	292	88	2938	2071	641
V/C Ratio(X)	0.63	0.45	0.65	0.38	0.54	0.15
Avail Cap(c_a), veh/h	1072	954	429	4917	3073	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	12.1	15.5	3.8	7.5	6.2
Incr Delay (d2), s/veh	2.0	1.1	7.8	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.1	0.5	0.2	0.9	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.5	13.1	23.3	3.9	7.7	6.4
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	336			1165	1208	
Approach Delay, s/veh	13.9			4.9	7.6	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		23.1		10.1	5.6	17.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		32.0		20.0	8.0	20.0
Max Q Clear Time (g_c+I1), s		5.9		5.5	3.0	7.5
Green Ext Time (p_c), s		8.0		0.9	0.0	5.9

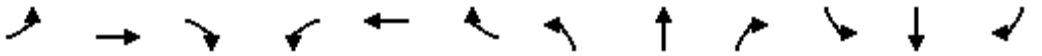
Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	51	18	1058	1168	12
Future Volume (veh/h)	50	51	18	1058	1168	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	54	19	1114	1229	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	141	126	35	3305	2508	777
Arrive On Green	0.08	0.08	0.02	0.65	0.49	0.49
Sat Flow, veh/h	1781	1585	1781	5274	5274	1582
Grp Volume(v), veh/h	53	54	19	1114	1229	13
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1702	1702	1582
Q Serve(g_s), s	0.8	1.0	0.3	2.9	4.7	0.1
Cycle Q Clear(g_c), s	0.8	1.0	0.3	2.9	4.7	0.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	141	126	35	3305	2508	777
V/C Ratio(X)	0.37	0.43	0.55	0.34	0.49	0.02
Avail Cap(c_a), veh/h	1217	1083	487	5582	4186	1297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	12.8	14.2	2.3	5.0	3.8
Incr Delay (d2), s/veh	1.6	2.3	12.6	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	0.2	0.0	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.4	15.1	26.8	2.4	5.1	3.8
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	107			1133	1242	
Approach Delay, s/veh	14.8			2.8	5.1	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		22.9		6.3	4.6	18.4
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		32.0		20.0	8.0	24.0
Max Q Clear Time (g_c+I1), s		4.9		3.0	2.3	6.7
Green Ext Time (p_c), s		8.2		0.2	0.0	7.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	0	104	32	0	13	29	1252	11	3	1140	14
Future Volume (veh/h)	76	0	104	32	0	13	29	1252	11	3	1140	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	0	109	34	0	14	31	1318	12	3	1200	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	0	163	61	0	25	51	2175	674	6	2047	634
Arrive On Green	0.17	0.00	0.17	0.05	0.00	0.05	0.03	0.43	0.43	0.00	0.40	0.40
Sat Flow, veh/h	702	0	957	1215	0	500	1781	5106	1581	1781	5106	1581
Grp Volume(v), veh/h	189	0	0	48	0	0	31	1318	12	3	1200	15
Grp Sat Flow(s),veh/h/ln	1659	0	0	1715	0	0	1781	1702	1581	1781	1702	1581
Q Serve(g_s), s	4.9	0.0	0.0	1.3	0.0	0.0	0.8	9.1	0.2	0.1	8.4	0.3
Cycle Q Clear(g_c), s	4.9	0.0	0.0	1.3	0.0	0.0	0.8	9.1	0.2	0.1	8.4	0.3
Prop In Lane	0.42		0.58	0.71		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	0	0	86	0	0	51	2175	674	6	2047	634
V/C Ratio(X)	0.67	0.00	0.00	0.56	0.00	0.00	0.61	0.61	0.02	0.51	0.59	0.02
Avail Cap(c_a), veh/h	1379	0	0	1425	0	0	312	3238	1003	312	3238	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	0.0	21.2	0.0	0.0	22.0	10.2	7.6	22.8	10.7	8.3
Incr Delay (d2), s/veh	2.7	0.0	0.0	5.6	0.0	0.0	11.3	0.3	0.0	56.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	0.6	0.0	0.0	0.4	2.3	0.0	0.1	2.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	26.8	0.0	0.0	33.3	10.4	7.6	79.1	11.0	8.3
LnGrp LOS	C	A	A	C	A	A	C	B	A	E	B	A
Approach Vol, veh/h		189			48			1361			1218	
Approach Delay, s/veh		20.5			26.8			10.9			11.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	23.5		11.8	5.3	22.3		6.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	29.0		38.0	8.0	29.0		38.0				
Max Q Clear Time (g_c+I1), s	2.1	11.1		6.9	2.8	10.4		3.3				
Green Ext Time (p_c), s	0.0	8.4		1.3	0.0	7.7		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		11.9	
HCM 6th LOS		B	

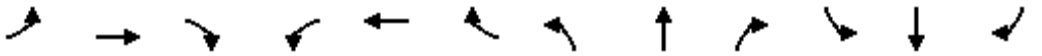
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	698	11	4	523	5	0
Future Volume (veh/h)	698	11	4	523	5	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	735	12	4	551	5	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1892	844	10	2326	22	19
Arrive On Green	0.53	0.53	0.01	0.65	0.01	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	735	12	4	551	5	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	4.2	0.1	0.1	2.2	0.1	0.0
Cycle Q Clear(g_c), s	4.2	0.1	0.1	2.2	0.1	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1892	844	10	2326	22	19
V/C Ratio(X)	0.39	0.01	0.41	0.24	0.23	0.00
Avail Cap(c_a), veh/h	2555	1139	416	3666	1041	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.7	3.8	17.0	2.4	16.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	10.0	0.1	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.9	3.8	27.0	2.5	18.7	0.0
LnGrp LOS	A	A	C	A	B	A
Approach Vol, veh/h	747			555	5	
Approach Delay, s/veh	4.9			2.7	18.7	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	4.2	23.9				28.1	6.1
Change Period (Y+Rc), s	4.0	5.7				* 5.7	5.7
Max Green Setting (Gmax), s	8.0	24.6				* 35	20.0
Max Q Clear Time (g_c+I1), s	2.1	6.2				4.2	2.1
Green Ext Time (p_c), s	0.0	12.0				13.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	4.0
HCM 6th LOS	A

Notes

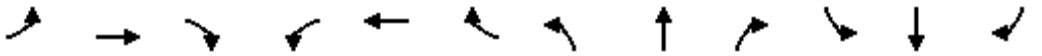
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	10	36	54	18	83	37	861	17	24	853	23
Future Volume (veh/h)	126	10	36	54	18	83	37	861	17	24	853	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	11	38	57	19	87	39	906	18	25	898	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	238	202	84	145	123	63	1542	479	43	1486	461
Arrive On Green	0.10	0.13	0.13	0.05	0.08	0.08	0.04	0.30	0.30	0.02	0.29	0.29
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	133	11	38	57	19	87	39	906	18	25	898	24
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.9	0.2	0.9	1.3	0.4	2.1	0.9	6.0	0.3	0.6	6.1	0.4
Cycle Q Clear(g_c), s	2.9	0.2	0.9	1.3	0.4	2.1	0.9	6.0	0.3	0.6	6.1	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	238	202	84	145	123	63	1542	479	43	1486	461
V/C Ratio(X)	0.77	0.05	0.19	0.68	0.13	0.71	0.62	0.59	0.04	0.58	0.60	0.05
Avail Cap(c_a), veh/h	400	1495	1267	311	1355	1148	311	2295	713	311	2040	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	15.3	15.6	18.8	17.2	18.0	19.1	11.9	9.9	19.3	12.2	10.2
Incr Delay (d2), s/veh	7.1	0.1	0.4	9.4	0.4	7.3	9.7	0.4	0.0	11.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.1	0.3	0.7	0.2	0.9	0.5	1.6	0.1	0.3	1.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	15.4	16.1	28.2	17.6	25.4	28.8	12.2	9.9	31.0	12.6	10.3
LnGrp LOS	C	B	B	C	B	C	C	B	A	C	B	B
Approach Vol, veh/h		182			163			963			947	
Approach Delay, s/veh		22.3			25.4			12.8			13.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	17.1	6.9	10.1	6.4	16.7	8.9	8.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	18.0	7.0	32.0	7.0	16.0	9.0	29.0
Max Q Clear Time (g_c+I1), s	2.6	8.0	3.3	2.9	2.9	8.1	4.9	4.1
Green Ext Time (p_c), s	0.0	4.1	0.0	0.1	0.0	3.5	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	79	125	198	30	0	39	843	109	3	929	12
Future Volume (veh/h)	73	79	125	198	30	0	39	843	109	3	929	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	83	132	208	32	0	41	887	115	3	978	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	245	208	272	428	363	63	1890	587	6	1727	536
Arrive On Green	0.06	0.13	0.13	0.15	0.23	0.00	0.04	0.37	0.37	0.00	0.34	0.34
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	77	83	132	208	32	0	41	887	115	3	978	13
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.0	1.9	3.7	5.2	0.6	0.0	1.1	6.2	2.3	0.1	7.3	0.3
Cycle Q Clear(g_c), s	2.0	1.9	3.7	5.2	0.6	0.0	1.1	6.2	2.3	0.1	7.3	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	98	245	208	272	428	363	63	1890	587	6	1727	536
V/C Ratio(X)	0.79	0.34	0.63	0.77	0.07	0.00	0.65	0.47	0.20	0.52	0.57	0.02
Avail Cap(c_a), veh/h	420	1322	1120	687	1603	1358	305	1969	611	305	1969	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	18.4	19.2	19.0	14.1	0.0	22.2	11.2	10.0	23.2	12.6	10.3
Incr Delay (d2), s/veh	12.8	0.8	3.2	4.5	0.1	0.0	10.8	0.5	0.4	56.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.8	1.4	2.2	0.2	0.0	0.6	1.7	0.7	0.1	2.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	19.2	22.4	23.4	14.2	0.0	33.0	11.7	10.4	79.6	13.5	10.4
LnGrp LOS	C	B	C	C	B	A	C	B	B	E	B	B
Approach Vol, veh/h		292			240			1043			994	
Approach Delay, s/veh		24.7			22.2			12.4			13.6	
Approach LOS		C			C			B			B	

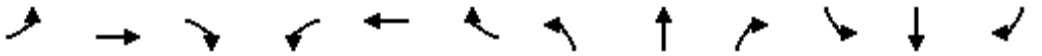
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.2	21.3	11.1	10.1	5.6	19.8	6.6	14.7
Change Period (Y+Rc), s	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	17.0	18.0	33.0	8.0	17.0	11.0	40.0
Max Q Clear Time (g_c+I1), s	2.1	8.2	7.2	5.7	3.1	9.3	4.0	2.6
Green Ext Time (p_c), s	0.0	6.1	0.4	0.8	0.0	5.5	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	62	0	996	21	1	1251
Future Volume (veh/h)	62	0	996	21	1	1251
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	0	1048	22	1	1317
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	163	145	2298	713	65	3201
Arrive On Green	0.09	0.00	0.45	0.45	0.04	0.63
Sat Flow, veh/h	1781	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	65	0	1048	22	1	1317
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1781	1702
Q Serve(g_s), s	1.0	0.0	4.0	0.2	0.0	3.7
Cycle Q Clear(g_c), s	1.0	0.0	4.0	0.2	0.0	3.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	163	145	2298	713	65	3201
V/C Ratio(X)	0.40	0.00	0.46	0.03	0.02	0.41
Avail Cap(c_a), veh/h	1880	1673	3772	1171	752	6645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	5.4	4.4	13.2	2.7
Incr Delay (d2), s/veh	1.6	0.0	0.1	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.7	0.0	5.6	4.4	13.3	2.8
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h	65		1070			1318
Approach Delay, s/veh	13.7		5.5			2.8
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.0	16.8			21.8	6.6
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	20.0			36.0	29.0
Max Q Clear Time (g_c+I1), s	2.0	6.0			5.7	3.0
Green Ext Time (p_c), s	0.0	5.8			10.5	0.1

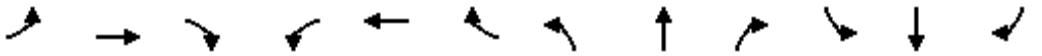
Intersection Summary	
HCM 6th Ctrl Delay	4.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	6	58	143	17	18	16	952	56	5	1255	106
Future Volume (veh/h)	46	6	58	143	17	18	16	952	56	5	1255	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	6	61	151	18	19	17	1002	59	5	1321	112
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	141	119	240	272	231	73	1944	603	52	1884	585
Arrive On Green	0.06	0.08	0.08	0.13	0.15	0.15	0.04	0.38	0.38	0.03	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	48	6	61	151	18	19	17	1002	59	5	1321	112
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.1	0.1	1.6	3.4	0.3	0.4	0.4	6.4	1.0	0.1	9.3	2.0
Cycle Q Clear(g_c), s	1.1	0.1	1.6	3.4	0.3	0.4	0.4	6.4	1.0	0.1	9.3	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	141	119	240	272	231	73	1944	603	52	1884	585
V/C Ratio(X)	0.42	0.04	0.51	0.63	0.07	0.08	0.23	0.52	0.10	0.10	0.70	0.19
Avail Cap(c_a), veh/h	508	1466	1242	719	1688	1430	508	2061	640	508	2061	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	18.1	18.7	17.2	15.5	15.6	19.6	10.0	8.4	19.9	11.3	9.0
Incr Delay (d2), s/veh	2.4	0.1	3.3	2.7	0.1	0.2	1.6	0.2	0.1	0.8	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.6	1.4	0.1	0.1	0.2	1.6	0.3	0.1	2.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	18.2	22.1	19.9	15.6	15.7	21.2	10.3	8.5	20.7	12.3	9.2
LnGrp LOS	C	B	C	B	B	B	C	B	A	C	B	A
Approach Vol, veh/h		115			188			1078			1438	
Approach Delay, s/veh		21.6			19.1			10.3			12.1	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	20.0	9.7	7.2	5.7	19.5	6.7	10.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	16.0	32.0	11.0	16.0	11.0	37.0
Max Q Clear Time (g_c+I1), s	2.1	8.4	5.4	3.6	2.4	11.3	3.1	2.4
Green Ext Time (p_c), s	0.0	3.8	0.3	0.1	0.0	3.3	0.0	0.1

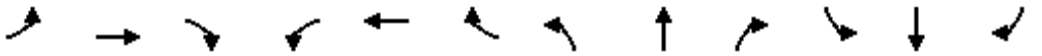
Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	17	5	38	26	140	5	1270	21	35	427	27
Future Volume (veh/h)	74	17	5	38	26	140	5	1270	21	35	427	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	18	5	40	27	147	5	1337	22	37	449	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	296	250	72	259	218	21	1757	782	68	1851	824
Arrive On Green	0.06	0.16	0.16	0.04	0.14	0.14	0.01	0.49	0.49	0.04	0.52	0.52
Sat Flow, veh/h	1781	1870	1579	1781	1870	1578	1781	3554	1582	1781	3554	1582
Grp Volume(v), veh/h	78	18	5	40	27	147	5	1337	22	37	449	28
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	1870	1578	1781	1777	1582	1781	1777	1582
Q Serve(g_s), s	2.6	0.5	0.2	1.3	0.8	5.3	0.2	18.2	0.4	1.2	4.1	0.5
Cycle Q Clear(g_c), s	2.6	0.5	0.2	1.3	0.8	5.3	0.2	18.2	0.4	1.2	4.1	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	296	250	72	259	218	21	1757	782	68	1851	824
V/C Ratio(X)	0.72	0.06	0.02	0.55	0.10	0.67	0.23	0.76	0.03	0.54	0.24	0.03
Avail Cap(c_a), veh/h	239	815	688	239	815	688	269	2382	1060	239	2263	1008
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	21.3	21.2	28.1	22.5	24.4	29.2	12.2	7.7	28.2	7.8	7.0
Incr Delay (d2), s/veh	8.7	0.1	0.0	6.4	0.2	3.6	5.5	1.0	0.0	6.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.2	0.1	0.6	0.3	2.0	0.1	5.4	0.1	0.6	1.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	21.4	21.2	34.5	22.7	28.0	34.7	13.2	7.7	34.7	7.9	7.0
LnGrp LOS	D	C	C	C	C	C	C	B	A	C	A	A
Approach Vol, veh/h		101			214			1364			514	
Approach Delay, s/veh		32.8			28.6			13.2			9.8	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	33.5	6.4	13.5	4.7	35.1	7.6	12.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	40.0	8.0	26.0	9.0	38.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	3.2	20.2	3.3	2.5	2.2	6.1	4.6	7.3
Green Ext Time (p_c), s	0.0	9.3	0.0	0.0	0.0	2.9	0.0	0.5

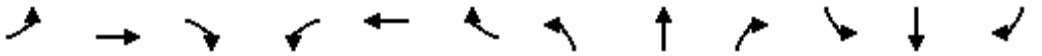
Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1351	5	5	692	19	5	5	5	233	5	51
Future Volume (veh/h)	49	1351	5	5	692	19	5	5	5	233	5	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	52	1422	5	5	728	20	5	5	5	245	5	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	1694	798	168	1357	605	228	168	143	261	543	460
Arrive On Green	0.05	0.53	0.56	0.45	0.42	0.42	0.10	0.10	0.10	0.16	0.32	0.32
Sat Flow, veh/h	1603	3198	1427	338	3198	1427	1210	1683	1427	1603	1683	1427
Grp Volume(v), veh/h	52	1422	5	5	728	20	5	5	5	245	5	54
Grp Sat Flow(s),veh/h/ln	1603	1599	1427	338	1599	1427	1210	1683	1427	1603	1683	1427
Q Serve(g_s), s	2.2	25.4	0.1	0.8	11.5	0.6	0.3	0.2	0.2	10.2	0.1	1.8
Cycle Q Clear(g_c), s	2.2	25.4	0.1	19.1	11.5	0.6	0.3	0.2	0.2	10.2	0.1	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	74	1694	798	168	1357	605	228	168	143	261	543	460
V/C Ratio(X)	0.70	0.84	0.01	0.03	0.54	0.03	0.02	0.03	0.04	0.94	0.01	0.12
Avail Cap(c_a), veh/h	143	1848	867	170	1374	613	1648	2145	1818	261	2519	2135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	13.4	6.6	22.9	14.5	11.3	27.4	27.4	27.4	27.9	15.5	16.1
Incr Delay (d2), s/veh	4.5	3.8	0.0	0.1	0.7	0.0	0.0	0.0	0.0	38.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.7	0.0	0.1	3.5	0.2	0.1	0.1	0.1	6.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	17.3	6.6	23.0	15.2	11.4	27.5	27.4	27.5	66.5	15.5	16.2
LnGrp LOS	D	B	A	C	B	B	C	C	C	E	B	B
Approach Vol, veh/h		1479			753			15			304	
Approach Delay, s/veh		17.9			15.1			27.5			56.7	
Approach LOS		B			B			C			E	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		41.7		25.8	7.1	34.6	15.0	10.8				
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0	4.0	4.0				
Max Green Setting (Gmax), s		39.0		101.0	6.0	29.0	11.0	86.0				
Max Q Clear Time (g_c+I1), s		27.4		3.8	4.2	21.1	12.2	2.3				
Green Ext Time (p_c), s		8.3		0.2	0.0	3.6	0.0	0.0				

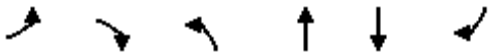
Intersection Summary												
HCM 6th Ctrl Delay			21.8									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	2	318	41	2	12	52	1341	12	2	827	15
Future Volume (veh/h)	126	2	318	41	2	12	52	1341	12	2	827	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	2	335	43	2	13	55	1412	13	2	871	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	455	7	411	96	4	89	98	1757	784	175	1336	596
Arrive On Green	0.26	0.26	0.26	0.06	0.06	0.06	0.06	0.49	0.49	0.38	0.38	0.38
Sat Flow, veh/h	1756	26	1585	1706	79	1585	1781	3554	1585	376	3554	1585
Grp Volume(v), veh/h	135	0	335	45	0	13	55	1412	13	2	871	16
Grp Sat Flow(s),veh/h/ln	1783	0	1585	1785	0	1585	1781	1777	1585	376	1777	1585
Q Serve(g_s), s	3.8	0.0	12.5	1.5	0.0	0.5	1.9	21.0	0.3	0.3	12.8	0.4
Cycle Q Clear(g_c), s	3.8	0.0	12.5	1.5	0.0	0.5	1.9	21.0	0.3	13.9	12.8	0.4
Prop In Lane	0.99		1.00	0.96		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	462	0	411	100	0	89	98	1757	784	175	1336	596
V/C Ratio(X)	0.29	0.00	0.82	0.45	0.00	0.15	0.56	0.80	0.02	0.01	0.65	0.03
Avail Cap(c_a), veh/h	565	0	502	481	0	427	339	2026	904	175	1336	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	22.0	28.8	0.0	28.3	29.1	13.4	8.1	22.3	16.3	12.4
Incr Delay (d2), s/veh	0.3	0.0	8.4	3.1	0.0	0.7	4.9	2.1	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	5.3	0.7	0.0	0.2	0.9	6.7	0.1	0.0	4.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	30.3	31.9	0.0	29.1	34.0	15.5	8.1	22.4	17.4	12.4
LnGrp LOS	B	A	C	C	A	C	C	B	A	C	B	B
Approach Vol, veh/h		470			58			1480			889	
Approach Delay, s/veh		27.1			31.3			16.2			17.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		35.2		20.4	7.5	27.7		7.6				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		35.0		19.0	11.0	19.0		16.0				
Max Q Clear Time (g_c+I1), s		23.0		14.5	3.9	15.9		3.5				
Green Ext Time (p_c), s		7.2		0.8	0.0	1.6		0.1				

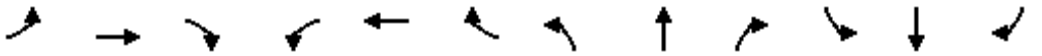
Intersection Summary												
HCM 6th Ctrl Delay			18.6									
HCM 6th LOS			B									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	159	140	107	1335	1088	72
Future Volume (veh/h)	159	140	107	1335	1088	72
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	147	113	1405	1145	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	314	279	147	2223	1649	736
Arrive On Green	0.18	0.18	0.08	0.63	0.46	0.46
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	167	147	113	1405	1145	76
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	4.3	4.2	3.1	12.4	12.9	1.4
Cycle Q Clear(g_c), s	4.3	4.2	3.1	12.4	12.9	1.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	314	279	147	2223	1649	736
V/C Ratio(X)	0.53	0.53	0.77	0.63	0.69	0.10
Avail Cap(c_a), veh/h	706	628	424	3169	2042	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	18.9	22.7	5.8	10.7	7.6
Incr Delay (d2), s/veh	0.5	0.6	3.2	0.6	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.8	1.3	2.1	3.6	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.4	19.4	25.9	6.4	11.9	7.7
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	314			1518	1221	
Approach Delay, s/veh	19.4			7.9	11.6	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.6		12.9	8.2	29.4
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		45.0		20.0	12.0	29.0
Max Q Clear Time (g_c+I1), s		14.4		6.3	5.1	14.9
Green Ext Time (p_c), s		16.6		0.6	0.1	8.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	63	111	53	12	31	74	1037	47	39	1079	79
Future Volume (veh/h)	133	63	111	53	12	31	74	1037	47	39	1079	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	66	117	56	13	33	78	1092	49	41	1136	83
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	233	198	184	193	163	156	1528	681	111	1437	641
Arrive On Green	0.12	0.12	0.12	0.10	0.10	0.10	0.09	0.43	0.43	0.06	0.40	0.40
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	140	66	117	56	13	33	78	1092	49	41	1136	83
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.4	2.3	5.0	2.1	0.5	1.4	3.0	18.2	1.3	1.6	20.2	2.4
Cycle Q Clear(g_c), s	5.4	2.3	5.0	2.1	0.5	1.4	3.0	18.2	1.3	1.6	20.2	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	222	233	198	184	193	163	156	1528	681	111	1437	641
V/C Ratio(X)	0.63	0.28	0.59	0.30	0.07	0.20	0.50	0.71	0.07	0.37	0.79	0.13
Avail Cap(c_a), veh/h	494	519	440	484	509	431	297	1637	730	297	1637	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	28.6	29.8	29.9	29.2	29.6	31.4	16.9	12.1	32.5	18.8	13.5
Incr Delay (d2), s/veh	3.1	0.7	2.9	1.0	0.2	0.6	0.9	1.8	0.1	0.8	3.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.0	2.0	0.9	0.2	0.5	1.2	6.2	0.4	0.6	7.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	29.3	32.8	30.9	29.3	30.2	32.3	18.7	12.2	33.2	21.8	13.7
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	C	B
Approach Vol, veh/h		323			102			1219			1260	
Approach Delay, s/veh		32.2			30.5			19.3			21.6	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	37.0		12.7	10.3	35.1		13.9				
Change Period (Y+Rc), s	4.0	6.0		4.9	4.0	6.0		4.9				
Max Green Setting (Gmax), s	12.0	33.2		20.0	12.0	33.2		20.0				
Max Q Clear Time (g_c+I1), s	3.6	20.2		4.1	5.0	22.2		7.4				
Green Ext Time (p_c), s	0.0	7.4		0.3	0.0	7.0		1.1				

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

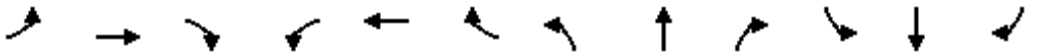
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	18	1710	40	63	1409
Future Volume (veh/h)	73	18	1710	40	63	1409
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	19	1800	42	66	1483
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	136	33	2587	803	141	3529
Arrive On Green	0.10	0.07	0.51	0.51	0.08	0.69
Sat Flow, veh/h	1381	341	5274	1585	1781	5274
Grp Volume(v), veh/h	97	0	1800	42	66	1483
Grp Sat Flow(s),veh/h/ln	1740	0	1702	1585	1781	1702
Q Serve(g_s), s	2.0	0.0	10.2	0.5	1.3	4.8
Cycle Q Clear(g_c), s	2.0	0.0	10.2	0.5	1.3	4.8
Prop In Lane	0.79	0.20		1.00	1.00	
Lane Grp Cap(c), veh/h	171	0	2587	803	141	3529
V/C Ratio(X)	0.57	0.00	0.70	0.05	0.47	0.42
Avail Cap(c_a), veh/h	1374	0	2823	876	563	4974
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	7.1	4.7	16.7	2.6
Incr Delay (d2), s/veh	2.9	0.0	0.7	0.0	2.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.7	0.1	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.4	0.0	7.8	4.8	19.1	2.6
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h	97		1842			1549
Approach Delay, s/veh	19.4		7.8			3.3
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.0	23.2			30.3	7.7
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	20.0			36.0	29.0
Max Q Clear Time (g_c+I1), s	3.3	12.2			6.8	4.0
Green Ext Time (p_c), s	0.1	6.0			12.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

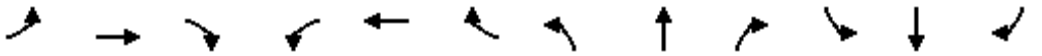
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1	95	51	2	34	11	1656	16	9	1366	108
Future Volume (veh/h)	60	1	95	51	2	34	11	1656	16	9	1366	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	1	100	54	2	36	12	1743	17	9	1438	114
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	2	186	76	10	173	22	2545	789	17	2530	784
Arrive On Green	0.05	0.12	0.12	0.04	0.11	0.11	0.01	0.50	0.50	0.01	0.50	0.50
Sat Flow, veh/h	1781	16	1564	1781	84	1506	1781	5106	1582	1781	5106	1582
Grp Volume(v), veh/h	63	0	101	54	0	38	12	1743	17	9	1438	114
Grp Sat Flow(s),veh/h/ln	1781	0	1580	1781	0	1590	1781	1702	1582	1781	1702	1582
Q Serve(g_s), s	1.7	0.0	2.9	1.4	0.0	1.1	0.3	12.6	0.3	0.2	9.6	1.9
Cycle Q Clear(g_c), s	1.7	0.0	2.9	1.4	0.0	1.1	0.3	12.6	0.3	0.2	9.6	1.9
Prop In Lane	1.00		0.99	1.00		0.95	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	0	188	76	0	182	22	2545	789	17	2530	784
V/C Ratio(X)	0.75	0.00	0.54	0.71	0.00	0.21	0.55	0.68	0.02	0.54	0.57	0.15
Avail Cap(c_a), veh/h	294	0	1011	294	0	1018	294	2545	789	294	2530	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	20.1	22.9	0.0	19.5	23.8	9.2	6.2	23.9	8.6	6.6
Incr Delay (d2), s/veh	12.4	0.0	2.4	11.6	0.0	0.6	19.5	1.5	0.1	24.1	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.0	0.8	0.0	0.4	0.2	3.2	0.1	0.2	2.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	0.0	22.4	34.4	0.0	20.0	43.3	10.8	6.2	47.9	9.5	7.0
LnGrp LOS	D	A	C	C	A	C	D	B	A	D	A	A
Approach Vol, veh/h		164			92			1772			1561	
Approach Delay, s/veh		27.4			28.5			10.9			9.5	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	28.1	6.1	9.8	4.6	28.0	6.3	9.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	24.0	8.0	31.0	8.0	24.0	8.0	31.0
Max Q Clear Time (g_c+I1), s	2.2	14.6	3.4	4.9	2.3	11.6	3.7	3.1
Green Ext Time (p_c), s	0.0	6.9	0.0	0.5	0.0	7.5	0.0	0.1

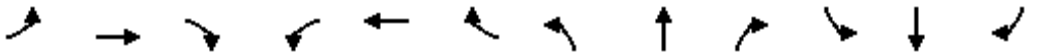
Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	8	160	128	10	48	62	651	40	9	192	21
Future Volume (veh/h)	129	8	160	128	10	48	62	651	40	9	192	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	8	168	135	11	51	65	685	42	9	202	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	18	294	245	20	235	126	1030	459	55	890	397
Arrive On Green	0.19	0.19	0.19	0.15	0.15	0.15	0.07	0.29	0.29	0.03	0.25	0.25
Sat Flow, veh/h	1687	99	1585	1653	135	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	144	0	168	146	0	51	65	685	42	9	202	22
Grp Sat Flow(s),veh/h/ln	1786	0	1585	1788	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.3	0.0	4.5	3.5	0.0	1.3	1.6	7.9	0.9	0.2	2.1	0.5
Cycle Q Clear(g_c), s	3.3	0.0	4.5	3.5	0.0	1.3	1.6	7.9	0.9	0.2	2.1	0.5
Prop In Lane	0.94		1.00	0.92		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	0	294	265	0	235	126	1030	459	55	890	397
V/C Ratio(X)	0.43	0.00	0.57	0.55	0.00	0.22	0.52	0.67	0.09	0.16	0.23	0.06
Avail Cap(c_a), veh/h	1041	0	924	1042	0	924	461	1381	616	461	1381	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	17.2	18.3	0.0	17.4	20.8	14.5	12.0	21.9	13.8	13.2
Incr Delay (d2), s/veh	0.9	0.0	1.8	1.8	0.0	0.5	3.3	0.7	0.1	1.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.5	1.4	0.0	0.4	0.7	2.6	0.3	0.1	0.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	0.0	18.9	20.1	0.0	17.8	24.0	15.2	12.1	23.2	13.9	13.3
LnGrp LOS	B	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		312			197			792			233	
Approach Delay, s/veh		18.3			19.5			15.8			14.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	17.4		12.6	7.3	15.6		10.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	11.0	17.0		26.0	11.0	17.0		26.0				
Max Q Clear Time (g_c+I1), s	2.2	9.9		6.5	3.6	4.1		5.5				
Green Ext Time (p_c), s	0.0	2.6		1.3	0.1	0.9		0.9				

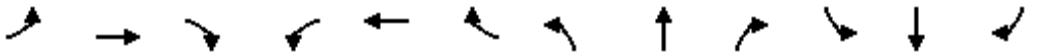
Intersection Summary			
HCM 6th Ctrl Delay		16.5	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	25	90	47	8	43	53	648	14	14	440	26
Future Volume (veh/h)	62	25	90	47	8	43	53	648	14	14	440	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	26	95	49	8	45	56	682	15	15	463	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	70	214	147	24	151	130	1105	493	74	993	443
Arrive On Green	0.13	0.13	0.13	0.10	0.10	0.10	0.07	0.31	0.31	0.04	0.28	0.28
Sat Flow, veh/h	1290	516	1585	1542	252	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	91	0	95	57	0	45	56	682	15	15	463	27
Grp Sat Flow(s),veh/h/ln	1806	0	1585	1793	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.8	0.0	2.1	1.1	0.0	1.0	1.2	6.3	0.3	0.3	4.1	0.5
Cycle Q Clear(g_c), s	1.8	0.0	2.1	1.1	0.0	1.0	1.2	6.3	0.3	0.3	4.1	0.5
Prop In Lane	0.71		1.00	0.86		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	0	214	171	0	151	130	1105	493	74	993	443
V/C Ratio(X)	0.37	0.00	0.44	0.33	0.00	0.30	0.43	0.62	0.03	0.20	0.47	0.06
Avail Cap(c_a), veh/h	1272	0	1117	1264	0	1117	465	1577	703	837	2319	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	15.3	16.2	0.0	16.1	17.0	11.3	9.2	17.8	11.4	10.1
Incr Delay (d2), s/veh	1.0	0.0	1.4	1.1	0.0	1.1	2.2	0.6	0.0	1.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.7	0.4	0.0	0.3	0.5	1.8	0.1	0.1	1.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	16.7	17.3	0.0	17.2	19.2	11.8	9.2	19.1	11.8	10.2
LnGrp LOS	B	A	B	B	A	B	B	B	A	B	B	B
Approach Vol, veh/h		186			102			753			505	
Approach Delay, s/veh		16.4			17.3			12.3			11.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	15.9		9.2	6.8	14.7		7.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	17.0	16.0		26.0	9.0	24.0		26.0				
Max Q Clear Time (g_c+I1), s	2.3	8.3		4.1	3.2	6.1		3.1				
Green Ext Time (p_c), s	0.0	2.6		0.7	0.0	2.7		0.4				

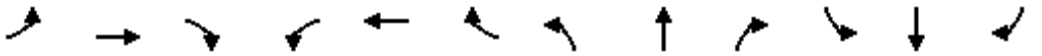
Intersection Summary			
HCM 6th Ctrl Delay		13.0	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	5	32	5	5	5	38	842	5	5	252	5
Future Volume (veh/h)	48	5	32	5	5	5	38	842	5	5	252	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	5	34	5	5	5	40	886	5	5	265	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	18	124	10	90	76	67	1387	619	10	1273	568
Arrive On Green	0.05	0.09	0.09	0.01	0.05	0.05	0.04	0.39	0.39	0.01	0.36	0.36
Sat Flow, veh/h	1781	207	1409	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	51	0	39	5	5	5	40	886	5	5	265	5
Grp Sat Flow(s),veh/h/ln	1781	0	1617	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.9	0.0	0.7	0.1	0.1	0.1	0.7	6.3	0.1	0.1	1.6	0.1
Cycle Q Clear(g_c), s	0.9	0.0	0.7	0.1	0.1	0.1	0.7	6.3	0.1	0.1	1.6	0.1
Prop In Lane	1.00		0.87	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	0	143	10	90	76	67	1387	619	10	1273	568
V/C Ratio(X)	0.63	0.00	0.27	0.52	0.06	0.07	0.60	0.64	0.01	0.52	0.21	0.01
Avail Cap(c_a), veh/h	455	0	1187	455	1373	1163	455	2041	911	455	2041	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	13.3	15.5	14.2	14.2	14.8	7.8	5.8	15.5	7.0	6.5
Incr Delay (d2), s/veh	7.6	0.0	1.0	36.7	0.3	0.4	8.3	0.5	0.0	36.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.1	0.0	0.0	0.3	1.1	0.0	0.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	14.4	52.2	14.5	14.6	23.1	8.3	5.8	52.2	7.1	6.5
LnGrp LOS	C	A	B	D	B	B	C	A	A	D	A	A
Approach Vol, veh/h		90			15			931			275	
Approach Delay, s/veh		18.9			27.1			8.9			7.9	
Approach LOS		B			C			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.2	16.2	4.2	6.8	5.2	15.2	5.4	5.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	18.0	8.0	23.0	8.0	18.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	2.1	8.3	2.1	2.7	2.7	3.6	2.9	2.1
Green Ext Time (p_c), s	0.0	3.9	0.0	0.1	0.0	1.2	0.0	0.0

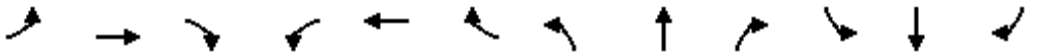
Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	41	15	64	4	47	10	799	224	19	256	9
Future Volume (veh/h)	34	41	15	64	4	47	10	799	224	19	256	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	43	16	67	4	49	11	841	236	20	269	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	75	119	150	158	133	21	1389	618	36	1419	631
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.39	0.39	0.02	0.40	0.40
Sat Flow, veh/h	833	995	1576	1781	1870	1576	1781	3554	1581	1781	3554	1581
Grp Volume(v), veh/h	79	0	16	67	4	49	11	841	236	20	269	9
Grp Sat Flow(s),veh/h/ln	1829	0	1576	1781	1870	1576	1781	1777	1581	1781	1777	1581
Q Serve(g_s), s	1.6	0.0	0.4	1.3	0.1	1.1	0.2	7.0	4.0	0.4	1.8	0.1
Cycle Q Clear(g_c), s	1.6	0.0	0.4	1.3	0.1	1.1	0.2	7.0	4.0	0.4	1.8	0.1
Prop In Lane	0.46		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	0	119	150	158	133	21	1389	618	36	1419	631
V/C Ratio(X)	0.57	0.00	0.13	0.45	0.03	0.37	0.53	0.61	0.38	0.56	0.19	0.01
Avail Cap(c_a), veh/h	1522	0	1312	1483	1557	1312	383	2195	976	383	2195	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	16.1	16.2	15.6	16.1	18.3	9.1	8.1	18.1	7.3	6.8
Incr Delay (d2), s/veh	3.7	0.0	0.5	2.1	0.1	1.7	19.8	0.4	0.4	13.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.1	0.5	0.0	0.4	0.2	1.7	0.9	0.3	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	0.0	16.6	18.3	15.7	17.8	38.1	9.5	8.5	31.0	7.3	6.8
LnGrp LOS	C	A	B	B	B	B	D	A	A	C	A	A
Approach Vol, veh/h		95			120			1088			298	
Approach Delay, s/veh		19.7			18.0			9.6			8.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	18.6		6.8	4.4	18.9		7.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	23.0		31.0	8.0	23.0		31.0				
Max Q Clear Time (g_c+I1), s	2.4	9.0		3.6	2.2	3.8		3.3				
Green Ext Time (p_c), s	0.0	5.4		0.4	0.0	1.5		0.3				

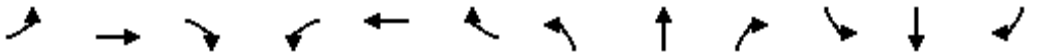
Intersection Summary			
HCM 6th Ctrl Delay		10.7	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	2	59	21	7	40	46	907	7	10	348	90
Future Volume (veh/h)	105	2	59	21	7	40	46	907	7	10	348	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	2	62	22	7	42	48	955	7	11	366	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	5	243	149	47	172	84	1455	11	20	1026	263
Arrive On Green	0.15	0.15	0.15	0.11	0.11	0.11	0.05	0.40	0.40	0.01	0.37	0.37
Sat Flow, veh/h	1751	32	1585	1367	435	1585	1781	3616	27	1781	2800	718
Grp Volume(v), veh/h	113	0	62	29	0	42	48	469	493	11	231	230
Grp Sat Flow(s),veh/h/ln	1783	0	1585	1802	0	1585	1781	1777	1866	1781	1777	1741
Q Serve(g_s), s	3.1	0.0	1.9	0.8	0.0	1.3	1.4	11.7	11.7	0.3	5.2	5.3
Cycle Q Clear(g_c), s	3.1	0.0	1.9	0.8	0.0	1.3	1.4	11.7	11.7	0.3	5.2	5.3
Prop In Lane	0.98		1.00	0.76		1.00	1.00		0.01	1.00		0.41
Lane Grp Cap(c), veh/h	273	0	243	196	0	172	84	715	751	20	651	638
V/C Ratio(X)	0.41	0.00	0.26	0.15	0.00	0.24	0.57	0.66	0.66	0.55	0.35	0.36
Avail Cap(c_a), veh/h	653	0	581	660	0	581	392	824	865	392	824	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	20.4	22.0	0.0	22.3	25.4	13.2	13.2	26.8	12.6	12.6
Incr Delay (d2), s/veh	0.4	0.0	0.2	0.1	0.0	0.3	2.2	1.8	1.8	8.4	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.7	0.3	0.0	0.5	0.6	3.9	4.1	0.2	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	0.0	20.6	22.2	0.0	22.5	27.7	15.1	15.0	35.2	13.0	13.1
LnGrp LOS	C	A	C	C	A	C	C	B	B	D	B	B
Approach Vol, veh/h		175			71			1010			472	
Approach Delay, s/veh		21.0			22.4			15.6			13.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	27.7		9.9	6.6	25.7		12.4				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	25.3		20.0	12.0	25.3		20.0				
Max Q Clear Time (g_c+I1), s	2.3	13.7		3.3	3.4	7.3		5.1				
Green Ext Time (p_c), s	0.0	8.3		0.1	0.0	5.7		0.3				

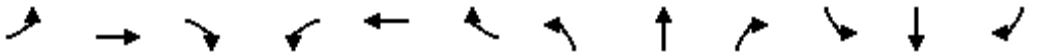
Intersection Summary			
HCM 6th Ctrl Delay		15.9	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	29	76	37	4	28	29	851	18	4	407	35
Future Volume (veh/h)	112	29	76	37	4	28	29	851	18	4	407	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	31	80	39	4	29	31	896	19	4	428	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	59	251	106	11	79	63	1382	29	12	1191	103
Arrive On Green	0.16	0.16	0.16	0.12	0.12	0.12	0.04	0.39	0.35	0.01	0.36	0.32
Sat Flow, veh/h	1425	374	1585	921	95	685	1781	3558	75	1781	3311	285
Grp Volume(v), veh/h	149	0	80	72	0	0	31	447	468	4	229	236
Grp Sat Flow(s),veh/h/ln	1799	0	1585	1701	0	0	1781	1777	1857	1781	1777	1819
Q Serve(g_s), s	3.7	0.0	2.2	1.9	0.0	0.0	0.8	9.9	9.9	0.1	4.6	4.6
Cycle Q Clear(g_c), s	3.7	0.0	2.2	1.9	0.0	0.0	0.8	9.9	9.9	0.1	4.6	4.6
Prop In Lane	0.79		1.00	0.54		0.40	1.00		0.04	1.00		0.16
Lane Grp Cap(c), veh/h	284	0	251	196	0	0	63	690	721	12	639	654
V/C Ratio(X)	0.52	0.00	0.32	0.37	0.00	0.00	0.49	0.65	0.65	0.35	0.36	0.36
Avail Cap(c_a), veh/h	522	0	460	423	0	0	443	957	1001	443	957	980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	18.0	19.7	0.0	0.0	22.9	12.1	12.1	23.9	11.4	11.5
Incr Delay (d2), s/veh	0.6	0.0	0.3	0.4	0.0	0.0	2.2	1.2	1.2	6.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.7	0.7	0.0	0.0	0.3	3.1	3.3	0.1	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	0.0	18.3	20.1	0.0	0.0	25.1	13.3	13.3	30.3	11.8	11.9
LnGrp LOS	B	A	B	C	A	A	C	B	B	C	B	B
Approach Vol, veh/h		229			72			946			469	
Approach Delay, s/veh		18.9			20.1			13.7			12.0	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	22.7		11.6	5.7	21.4		9.6				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	24.3		14.0	12.0	24.3		12.0				
Max Q Clear Time (g_c+I1), s	2.1	11.9		5.7	2.8	6.6		3.9				
Green Ext Time (p_c), s	0.0	5.1		0.4	0.0	2.8		0.1				

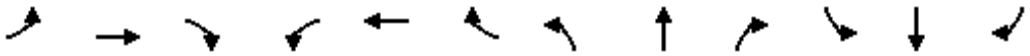
Intersection Summary			
HCM 6th Ctrl Delay		14.2	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	8	151	17	15	14	84	836	13	5	578	0
Future Volume (veh/h)	71	8	151	17	15	14	84	836	13	5	578	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	8	159	18	16	15	88	880	14	5	608	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	293	31	287	87	77	143	154	1256	20	12	963	0
Arrive On Green	0.18	0.18	0.18	0.09	0.09	0.09	0.09	0.35	0.35	0.01	0.27	0.00
Sat Flow, veh/h	1617	172	1585	965	857	1585	1781	3580	57	1781	3647	0
Grp Volume(v), veh/h	83	0	159	34	0	15	88	437	457	5	608	0
Grp Sat Flow(s),veh/h/ln	1790	0	1585	1822	0	1585	1781	1777	1860	1781	1777	0
Q Serve(g_s), s	1.9	0.0	4.4	0.8	0.0	0.4	2.3	10.1	10.1	0.1	7.2	0.0
Cycle Q Clear(g_c), s	1.9	0.0	4.4	0.8	0.0	0.4	2.3	10.1	10.1	0.1	7.2	0.0
Prop In Lane	0.90		1.00	0.53		1.00	1.00		0.03	1.00		0.00
Lane Grp Cap(c), veh/h	324	0	287	164	0	143	154	623	652	12	963	0
V/C Ratio(X)	0.26	0.00	0.55	0.21	0.00	0.11	0.57	0.70	0.70	0.42	0.63	0.00
Avail Cap(c_a), veh/h	751	0	665	764	0	665	299	1018	1065	299	1886	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.8	0.0	17.8	20.1	0.0	19.9	20.9	13.3	13.3	23.6	15.3	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.7	0.6	0.0	0.3	1.2	1.9	1.8	8.4	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.6	0.4	0.0	0.2	0.9	3.4	3.5	0.1	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	19.4	20.7	0.0	20.2	22.2	15.2	15.2	32.0	16.2	0.0
LnGrp LOS	B	A	B	C	A	C	C	B	B	C	B	A
Approach Vol, veh/h		242			49			982			613	
Approach Delay, s/veh		18.7			20.6			15.8			16.3	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	18.6		12.6	4.3	22.4		8.3				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	25.3		20.0	8.0	27.3		20.0				
Max Q Clear Time (g_c+I1), s	4.3	9.2		6.4	2.1	12.1		2.8				
Green Ext Time (p_c), s	0.0	3.4		0.8	0.0	4.6		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		16.5	
HCM 6th LOS		B	



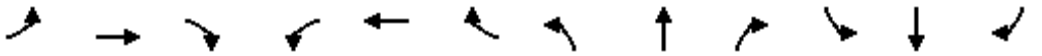
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	34	36	154	73	89	64	1344	21	224	579	56
Future Volume (veh/h)	85	34	36	154	73	89	64	1344	21	224	579	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	73	3	162	77	5	67	1415	21	236	609	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	261	212	177	186	158	102	1361	20	263	1554	132
Arrive On Green	0.14	0.14	0.14	0.10	0.10	0.10	0.06	0.38	0.38	0.15	0.47	0.47
Sat Flow, veh/h	1781	1870	1517	1781	1870	1585	1781	3583	53	1781	3307	282
Grp Volume(v), veh/h	62	73	3	162	77	5	67	701	735	236	327	334
Grp Sat Flow(s),veh/h/ln	1781	1870	1517	1781	1870	1585	1781	1777	1859	1781	1777	1812
Q Serve(g_s), s	2.5	2.8	0.1	7.3	3.1	0.2	3.0	30.9	30.9	10.6	9.7	9.8
Cycle Q Clear(g_c), s	2.5	2.8	0.1	7.3	3.1	0.2	3.0	30.9	30.9	10.6	9.7	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.16
Lane Grp Cap(c), veh/h	249	261	212	177	186	158	102	675	706	263	835	851
V/C Ratio(X)	0.25	0.28	0.01	0.91	0.41	0.03	0.65	1.04	1.04	0.90	0.39	0.39
Avail Cap(c_a), veh/h	482	506	410	177	186	158	175	675	706	263	835	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	31.3	30.2	36.3	34.4	33.1	37.5	25.2	25.2	34.1	14.0	14.0
Incr Delay (d2), s/veh	0.4	0.4	0.0	43.3	1.1	0.1	2.6	45.2	44.9	29.8	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.3	0.1	5.3	1.5	0.1	1.3	19.7	20.6	6.4	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	31.8	30.2	79.6	35.5	33.1	40.2	70.4	70.1	63.9	14.4	14.4
LnGrp LOS	C	C	C	E	D	C	D	F	F	E	B	B
Approach Vol, veh/h		138			244			1503			897	
Approach Delay, s/veh		31.6			64.7			68.9			27.4	
Approach LOS		C			E			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	36.6		13.4	8.7	43.9		15.4				
Change Period (Y+Rc), s	4.0	5.7		5.3	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	30.9		8.1	8.0	34.9		22.0				
Max Q Clear Time (g_c+I1), s	12.6	32.9		9.3	5.0	11.8		4.8				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.6		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		53.3	
HCM 6th LOS		D	

Notes

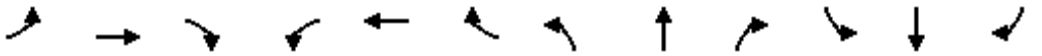
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	0	140	50	0	76	150	1381	41	56	576	55
Future Volume (veh/h)	89	0	140	50	0	76	150	1381	41	56	576	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	0	147	53	0	80	158	1454	43	59	606	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	249	0	0	174	0	0	208	1723	51	104	1529	744
Arrive On Green	0.14	0.00	0.00	0.10	0.00	0.00	0.12	0.49	0.49	0.06	0.43	0.47
Sat Flow, veh/h	1781	94		1781	53		1781	3524	104	1781	3554	1585
Grp Volume(v), veh/h	94	17.5		53	18.7		158	732	765	59	606	58
Grp Sat Flow(s),veh/h/ln	1781	B		1781	B		1781	1777	1852	1781	1777	1585
Q Serve(g_s), s	2.1			1.2			3.8	15.7	15.8	1.4	5.1	0.9
Cycle Q Clear(g_c), s	2.1			1.2			3.8	15.7	15.8	1.4	5.1	0.9
Prop In Lane	1.00			1.00			1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	249			174			208	869	905	104	1529	744
V/C Ratio(X)	0.38			0.30			0.76	0.84	0.85	0.57	0.40	0.08
Avail Cap(c_a), veh/h	488			488			488	904	943	488	1809	868
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1			18.4			18.7	9.7	9.8	20.1	8.6	6.4
Incr Delay (d2), s/veh	0.3			0.4			2.1	7.6	7.5	1.8	0.3	0.1
Initial Q Delay(d3),s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8			0.5			1.4	5.4	5.6	0.5	1.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5			18.7			20.9	17.4	17.2	21.9	8.9	6.5
LnGrp LOS	B			B			C	B	B	C	A	A
Approach Vol, veh/h								1655			723	
Approach Delay, s/veh								17.6			9.7	
Approach LOS								B			A	

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	6.6	27.1	10.1		9.1	24.6	8.3					
Change Period (Y+Rc), s	4.0	5.7	4.0		4.0	5.7	4.0					
Max Green Setting (Gmax), s	12.0	22.3	12.0		12.0	22.3	12.0					
Max Q Clear Time (g_c+I1), s	3.4	17.8	4.1		5.8	7.1	3.2					
Green Ext Time (p_c), s	0.0	3.6	0.1		0.1	4.4	0.0					

Intersection Summary			
HCM 6th Ctrl Delay		15.4	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	7	50	82	4	15	294	1052	155	88	760	711
Future Volume (veh/h)	91	7	50	82	4	15	294	1052	155	88	760	711
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	0	0	86	4	0	309	1107	0	93	800	233
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	0		185	9		355	2189		152	1118	499
Arrive On Green	0.11	0.00	0.00	0.11	0.11	0.00	0.20	0.43	0.00	0.09	0.31	0.31
Sat Flow, veh/h	3563	0	1585	1706	79	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	101	0	0	90	0	0	309	1107	0	93	800	233
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1785	0	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	1.8	0.0	0.0	3.2	0.0	0.0	11.4	10.7	0.0	3.4	13.5	8.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	3.2	0.0	0.0	11.4	10.7	0.0	3.4	13.5	8.0
Prop In Lane	1.00		1.00	0.96		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	402	0		193	0		355	2189		152	1118	499
V/C Ratio(X)	0.25	0.00		0.47	0.00		0.87	0.51		0.61	0.72	0.47
Avail Cap(c_a), veh/h	1049	0		237	0		420	2405		288	1413	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	0.0	28.4	0.0	0.0	26.3	14.2	0.0	30.0	20.6	18.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.7	0.0	0.0	14.1	0.3	0.0	4.0	1.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.4	0.0	0.0	5.5	3.3	0.0	1.5	4.9	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	0.0	0.0	30.2	0.0	0.0	40.4	14.5	0.0	33.9	22.5	19.9
LnGrp LOS	C	A		C	A		D	B		C	C	B
Approach Vol, veh/h		101	A		90	A		1416	A		1126	
Approach Delay, s/veh		27.8			30.2			20.1			22.9	
Approach LOS		C			C			C			C	

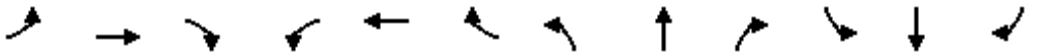
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	35.1		11.7	17.5	27.4		11.4				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	11.0	32.0		20.0	16.0	27.0		9.0				
Max Q Clear Time (g_c+I1), s	5.4	12.7		3.8	13.4	15.5		5.2				
Green Ext Time (p_c), s	0.1	8.7		0.3	0.2	5.8		0.1				

Intersection Summary		
HCM 6th Ctrl Delay	21.9	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

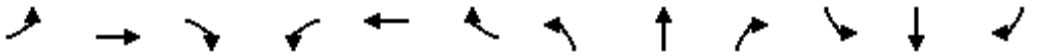
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	4	1	42	0	80	4	1289	314	381	696	0
Future Volume (veh/h)	0	4	1	42	0	80	4	1289	314	381	696	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	4	0	44	0	2	4	1357	260	401	733	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	8	7	74	0	66	7	3006	1341	300	2862	1277
Arrive On Green	0.00	0.00	0.00	0.04	0.00	0.03	0.00	0.85	0.85	0.81	0.81	0.00
Sat Flow, veh/h	0	1870	1585	1781	0	1585	1781	3554	1585	313	3554	1585
Grp Volume(v), veh/h	0	4	0	44	0	2	4	1357	260	401	733	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	0	1585	1781	1777	1585	313	1777	1585
Q Serve(g_s), s	0.0	0.2	0.0	2.7	0.0	0.1	0.2	10.5	3.3	82.9	5.6	0.0
Cycle Q Clear(g_c), s	0.0	0.2	0.0	2.7	0.0	0.1	0.2	10.5	3.3	89.0	5.6	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	8	7	74	0	66	7	3006	1341	300	2862	1277
V/C Ratio(X)	0.00	0.51	0.00	0.60	0.00	0.03	0.54	0.45	0.19	1.34	0.26	0.00
Avail Cap(c_a), veh/h	0	271	230	274	0	244	193	3377	1506	300	2862	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	54.9	0.0	52.1	0.0	51.3	54.9	2.1	1.6	22.8	2.6	0.0
Incr Delay (d2), s/veh	0.0	43.4	0.0	7.5	0.0	0.2	49.0	0.1	0.1	172.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	1.4	0.0	0.1	0.2	0.9	0.3	22.4	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	98.3	0.0	59.5	0.0	51.5	103.9	2.2	1.6	195.6	2.7	0.0
LnGrp LOS	A	F	A	E	A	D	F	A	A	F	A	A
Approach Vol, veh/h		4			46			1621			1134	
Approach Delay, s/veh		98.3			59.2			2.4			70.9	
Approach LOS		F			E			A			E	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		97.5		4.5	4.5	93.0		8.6				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		5.0				
Max Green Setting (Gmax), s		105.0		16.0	12.0	89.0		16.0				
Max Q Clear Time (g_c+I1), s		12.5		2.2	2.2	91.0		4.7				
Green Ext Time (p_c), s		9.4		0.0	0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									



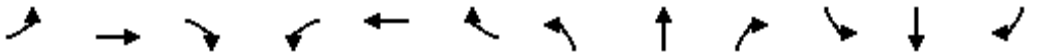
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	11	93	0	5	91	323	1510	0	303	436	0
Future Volume (veh/h)	6	11	93	0	5	91	323	1510	0	303	436	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	12	2	0	5	3	340	1589	0	319	459	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	56	47	36	38	32	409	1934	0	378	1873	835
Arrive On Green	0.03	0.03	0.03	0.00	0.02	0.02	0.23	0.54	0.00	0.21	0.53	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3647	0	1781	3554	1585
Grp Volume(v), veh/h	6	12	2	0	5	3	340	1589	0	319	459	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	0	1781	1777	1585
Q Serve(g_s), s	0.3	0.5	0.1	0.0	0.2	0.2	15.0	30.5	0.0	14.2	5.8	0.0
Cycle Q Clear(g_c), s	0.3	0.5	0.1	0.0	0.2	0.2	15.0	30.5	0.0	14.2	5.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	56	47	36	38	32	409	1934	0	378	1873	835
V/C Ratio(X)	0.11	0.21	0.04	0.00	0.13	0.09	0.83	0.82	0.00	0.84	0.25	0.00
Avail Cap(c_a), veh/h	581	610	517	581	610	517	883	2319	0	452	1873	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.1	39.2	39.0	0.0	39.8	39.8	30.4	15.5	0.0	31.3	10.6	0.0
Incr Delay (d2), s/veh	0.9	1.9	0.4	0.0	1.6	1.3	4.4	2.1	0.0	11.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.0	0.0	0.1	0.1	6.4	10.5	0.0	6.9	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	41.1	39.3	0.0	41.4	41.0	34.8	17.7	0.0	43.1	10.7	0.0
LnGrp LOS	D	D	D	A	D	D	C	B	A	D	B	A
Approach Vol, veh/h		20			8			1929			778	
Approach Delay, s/veh		40.6			41.3			20.7			24.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.6	49.0		6.5	23.0	47.6		5.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	53.0		26.0	40.0	33.0		26.0				
Max Q Clear Time (g_c+I1), s	16.2	32.5		2.5	17.0	7.8		2.2				
Green Ext Time (p_c), s	0.3	11.5		0.0	1.0	2.8		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		21.8	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.



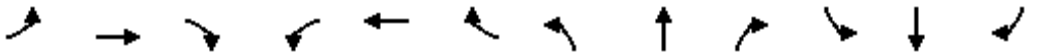
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	0	47	15	0	0	5	1667	337	48	493	6
Future Volume (veh/h)	50	0	47	15	0	0	5	1667	337	48	493	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	0	49	16	0	0	5	1755	355	51	519	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	0	143	117	0	52	14	2295	1058	65	3511	41
Arrive On Green	0.09	0.00	0.09	0.03	0.00	0.00	0.01	0.65	0.67	0.04	0.67	0.67
Sat Flow, veh/h	1781	0	1585	3563	0	1585	1781	3554	1585	1781	5204	60
Grp Volume(v), veh/h	53	0	49	16	0	0	5	1755	355	51	339	186
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1702	1860
Q Serve(g_s), s	2.6	0.0	2.7	0.4	0.0	0.0	0.3	32.0	8.9	2.6	3.3	3.3
Cycle Q Clear(g_c), s	2.6	0.0	2.7	0.4	0.0	0.0	0.3	32.0	8.9	2.6	3.3	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	161	0	143	117	0	52	14	2295	1058	65	2297	1255
V/C Ratio(X)	0.33	0.00	0.34	0.14	0.00	0.00	0.36	0.76	0.34	0.78	0.15	0.15
Avail Cap(c_a), veh/h	385	0	343	770	0	343	154	3226	1473	154	3090	1688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	0.0	39.5	43.5	0.0	0.0	45.7	11.5	6.6	44.2	5.4	5.4
Incr Delay (d2), s/veh	0.4	0.0	0.5	0.2	0.0	0.0	5.7	0.9	0.3	7.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.1	0.2	0.0	0.0	0.1	9.1	2.1	1.2	0.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	0.0	40.0	43.7	0.0	0.0	51.4	12.4	6.8	51.6	5.5	5.5
LnGrp LOS	D	A	D	D	A	A	D	B	A	D	A	A
Approach Vol, veh/h		102			16			2115			576	
Approach Delay, s/veh		40.0			43.7			11.5			9.6	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	65.8		12.3	4.7	68.4		7.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	8.0	84.0		20.0	8.0	84.0		20.0				
Max Q Clear Time (g_c+I1), s	4.6	34.0		4.7	2.3	5.3		2.4				
Green Ext Time (p_c), s	0.0	25.8		0.0	0.0	3.3		0.0				

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

Notes

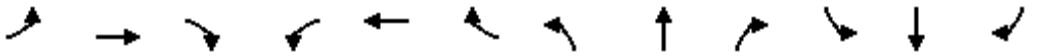
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	8	103	84	15	49	131	1671	19	6	955	22
Future Volume (veh/h)	113	8	103	84	15	49	131	1671	19	6	955	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	8	108	88	16	52	138	1759	20	6	1005	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	12	164	163	30	170	176	2439	28	8	1925	44
Arrive On Green	0.11	0.11	0.11	0.09	0.11	0.11	0.10	0.47	0.47	0.00	0.37	0.37
Sat Flow, veh/h	1674	113	1540	1518	276	1585	1781	5204	59	1781	5134	117
Grp Volume(v), veh/h	127	0	108	104	0	52	138	1151	628	6	666	362
Grp Sat Flow(s),veh/h/ln	1787	0	1540	1794	0	1585	1781	1702	1859	1781	1702	1847
Q Serve(g_s), s	4.2	0.0	4.2	3.4	0.0	1.9	4.7	16.7	16.7	0.2	9.4	9.4
Cycle Q Clear(g_c), s	4.2	0.0	4.2	3.4	0.0	1.9	4.7	16.7	16.7	0.2	9.4	9.4
Prop In Lane	0.94		1.00	0.85		1.00	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	190	0	164	192	0	170	176	1596	871	8	1276	693
V/C Ratio(X)	0.67	0.00	0.66	0.54	0.00	0.31	0.79	0.72	0.72	0.71	0.52	0.52
Avail Cap(c_a), veh/h	582	0	502	622	0	550	260	1721	940	231	1390	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	26.5	26.6	0.0	25.4	27.2	13.2	13.2	30.7	15.0	15.0
Incr Delay (d2), s/veh	1.5	0.0	1.7	0.9	0.0	0.4	4.9	1.9	3.4	33.2	0.7	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.5	1.5	0.0	0.7	1.9	4.8	5.6	0.2	2.9	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	28.2	27.5	0.0	25.8	32.1	15.0	16.6	63.8	15.7	16.4
LnGrp LOS	C	A	C	C	A	C	C	B	B	E	B	B
Approach Vol, veh/h		235			156			1917			1034	
Approach Delay, s/veh		28.1			27.0			16.8			16.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	29.1		10.6	4.3	34.9		11.9				
Change Period (Y+Rc), s	4.0	6.0		5.3	4.0	6.0		5.3				
Max Green Setting (Gmax), s	9.0	25.2		20.1	8.0	31.2		20.1				
Max Q Clear Time (g_c+I1), s	6.7	11.4		5.4	2.2	18.7		6.2				
Green Ext Time (p_c), s	0.0	7.1		0.3	0.0	10.2		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		17.9	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	752	217	163	268	161	67	1632	97	171	883	99
Future Volume (veh/h)	180	752	217	163	268	161	67	1632	97	171	883	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	792	124	172	282	72	71	1718	0	180	929	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	853	376	195	1435	441	153	2318		225	2424	
Arrive On Green	0.07	0.24	0.24	0.11	0.28	0.28	0.04	0.45	0.00	0.07	0.47	0.00
Sat Flow, veh/h	3456	3554	1565	1781	5106	1568	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	189	792	124	172	282	72	71	1718	0	180	929	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1565	1781	1702	1568	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	8.1	32.7	9.8	14.3	6.3	5.2	3.0	41.5	0.0	7.7	17.5	0.0
Cycle Q Clear(g_c), s	8.1	32.7	9.8	14.3	6.3	5.2	3.0	41.5	0.0	7.7	17.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	853	376	195	1435	441	153	2318		225	2424	
V/C Ratio(X)	0.80	0.93	0.33	0.88	0.20	0.16	0.46	0.74		0.80	0.38	
Avail Cap(c_a), veh/h	392	884	389	285	1508	463	184	2318		253	2424	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	68.8	55.7	47.0	65.8	41.0	40.6	69.9	33.7	0.0	69.2	25.3	0.0
Incr Delay (d2), s/veh	2.3	15.6	0.6	14.5	0.1	0.2	0.8	1.5	0.0	13.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	16.0	3.8	7.1	2.6	2.0	1.3	16.8	0.0	3.8	7.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	71.3	47.7	80.4	41.1	40.9	70.8	35.2	0.0	82.3	25.8	0.0
LnGrp LOS	E	E	D	F	D	D	E	D		F	C	
Approach Vol, veh/h		1105			526			1789	A		1109	A
Approach Delay, s/veh		68.6			53.9			36.6			34.9	
Approach LOS		E			D			D			C	

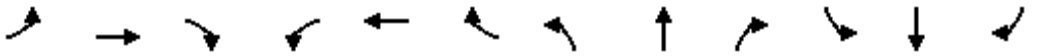
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	77.2	14.3	47.8	13.8	74.1	20.4	41.7
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	* 6	4.0	5.7
Max Green Setting (Gmax), s	8.0	61.0	17.0	44.3	11.0	* 58	24.0	37.3
Max Q Clear Time (g_c+I1), s	5.0	19.5	10.1	8.3	9.7	43.5	16.3	34.7
Green Ext Time (p_c), s	0.0	7.9	0.2	2.0	0.1	10.9	0.2	1.3

Intersection Summary	
HCM 6th Ctrl Delay	46.0
HCM 6th LOS	D

Notes

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

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



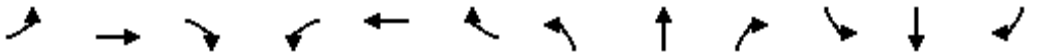
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1	33	37	1	19	18	1782	2	7	1272	8
Future Volume (veh/h)	33	1	33	37	1	19	18	1782	2	7	1272	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	1	35	39	1	20	19	1876	2	7	1339	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	1	44	138	2	30	712	3998	4	10	1792	11
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.40	0.76	0.74	0.01	0.34	0.34
Sat Flow, veh/h	835	24	835	1117	29	573	1781	5268	6	1781	5237	31
Grp Volume(v), veh/h	71	0	0	60	0	0	19	1212	666	7	870	477
Grp Sat Flow(s),veh/h/ln	1694	0	0	1719	0	0	1781	1702	1869	1781	1702	1865
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	0.5	10.0	10.0	0.3	16.9	16.9
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.4	0.0	0.0	0.5	10.0	10.0	0.3	16.9	16.9
Prop In Lane	0.49		0.49	0.65		0.33	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	161	0	0	170	0	0	712	2583	1419	10	1164	638
V/C Ratio(X)	0.44	0.00	0.00	0.35	0.00	0.00	0.03	0.47	0.47	0.72	0.75	0.75
Avail Cap(c_a), veh/h	499	0	0	498	0	0	712	2583	1419	190	1466	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	0.0	0.0	34.8	0.0	0.0	13.7	3.4	3.4	37.2	21.8	21.8
Incr Delay (d2), s/veh	1.9	0.0	0.0	1.2	0.0	0.0	0.0	0.6	1.1	31.3	1.9	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.1	0.0	0.0	0.2	1.4	1.8	0.2	6.1	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	0.0	36.0	0.0	0.0	13.7	4.0	4.5	68.5	23.7	25.2
LnGrp LOS	D	A	A	D	A	A	B	A	A	E	C	C
Approach Vol, veh/h		71			60			1897			1354	
Approach Delay, s/veh		36.9			36.0			4.3			24.5	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	62.6		8.0	35.7	31.4		8.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	5.7	* 5.7		4.0				
Max Green Setting (Gmax), s	8.0	32.3		21.0	8.0	* 32		21.0				
Max Q Clear Time (g_c+I1), s	2.3	12.0		5.0	2.5	18.9		4.4				
Green Ext Time (p_c), s	0.0	12.4		0.2	0.0	6.7		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes

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



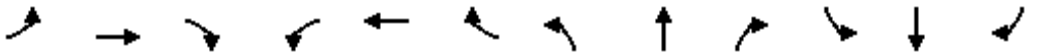
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	160	300	108	74	41	149	1733	48	98	1772	41
Future Volume (veh/h)	135	160	300	108	74	41	149	1733	48	98	1772	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	168	207	114	78	0	157	1824	0	103	1865	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	530	234	158	365		202	2974		147	2913	64
Arrive On Green	0.09	0.15	0.15	0.05	0.10	0.00	0.06	0.58	0.00	0.04	0.57	0.57
Sat Flow, veh/h	1781	3554	1569	3456	3554	1585	3456	5106	1585	3456	5141	113
Grp Volume(v), veh/h	142	168	207	114	78	0	157	1824	0	103	1235	671
Grp Sat Flow(s),veh/h/ln	1781	1777	1569	1728	1777	1585	1728	1702	1585	1728	1702	1850
Q Serve(g_s), s	11.8	6.3	19.4	4.9	3.0	0.0	6.7	34.8	0.0	4.4	37.0	37.0
Cycle Q Clear(g_c), s	11.8	6.3	19.4	4.9	3.0	0.0	6.7	34.8	0.0	4.4	37.0	37.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	164	530	234	158	365		202	2974		147	1929	1048
V/C Ratio(X)	0.87	0.32	0.88	0.72	0.21		0.78	0.61		0.70	0.64	0.64
Avail Cap(c_a), veh/h	190	623	275	207	457		230	2974		253	1929	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.2	57.0	62.6	70.6	61.7	0.0	69.7	20.3	0.0	70.9	22.1	22.1
Incr Delay (d2), s/veh	26.3	0.5	25.6	4.9	0.4	0.0	11.6	0.4	0.0	2.2	1.6	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	2.9	9.3	2.3	1.4	0.0	3.3	13.4	0.0	2.0	14.7	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.5	57.4	88.1	75.5	62.1	0.0	81.3	20.8	0.0	73.1	23.7	25.1
LnGrp LOS	F	E	F	E	E		F	C		E	C	C
Approach Vol, veh/h		517			192	A		1981	A		2009	
Approach Delay, s/veh		79.6			70.0			25.6			26.7	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	21.1	10.4	93.4	10.9	28.1	12.8	91.0
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	16.0	19.3	11.0	84.0	9.0	26.3	10.0	85.0
Max Q Clear Time (g_c+I1), s	13.8	5.0	6.4	36.8	6.9	21.4	8.7	39.0
Green Ext Time (p_c), s	0.1	0.3	0.1	16.8	0.0	1.0	0.0	16.5

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	18	55	95	14	168	175	1045	336	638	1214	5
Future Volume (veh/h)	5	18	55	95	14	168	175	1045	336	638	1214	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	19	0	100	15	2	184	1100	225	672	1278	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	32	27	150	79	67	208	2203	983	741	2550	1137
Arrive On Green	0.02	0.02	0.00	0.04	0.04	0.04	0.12	0.62	0.62	0.21	0.72	0.72
Sat Flow, veh/h	3456	1870	1585	3563	1870	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	5	19	0	100	15	2	184	1100	225	672	1278	3
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.2	1.5	0.0	4.1	1.2	0.2	15.3	25.6	9.4	28.4	23.8	0.1
Cycle Q Clear(g_c), s	0.2	1.5	0.0	4.1	1.2	0.2	15.3	25.6	9.4	28.4	23.8	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	32	27	150	79	67	208	2203	983	741	2550	1137
V/C Ratio(X)	0.09	0.60	0.00	0.67	0.19	0.03	0.88	0.50	0.23	0.91	0.50	0.00
Avail Cap(c_a), veh/h	369	200	169	380	200	169	297	2203	983	898	2550	1137
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.6	73.2	0.0	70.8	69.4	68.9	65.2	15.7	12.6	57.5	9.3	6.0
Incr Delay (d2), s/veh	0.6	17.1	0.0	5.0	1.2	0.2	19.4	0.8	0.5	11.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.9	0.0	2.0	0.6	0.1	7.9	10.0	3.4	13.3	8.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	90.3	0.0	75.8	70.5	69.1	84.7	16.5	13.2	68.7	10.1	6.0
LnGrp LOS	E	F	A	E	E	E	F	B	B	E	B	A
Approach Vol, veh/h		24			117			1509			1953	
Approach Delay, s/veh		86.8			75.0			24.3			30.2	
Approach LOS		F			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	36.2	97.0		6.5	21.5	111.6		10.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	39.0	63.0		16.0	25.0	77.0		16.0				
Max Q Clear Time (g_c+I1), s	30.4	27.6		3.5	17.3	25.8		6.1				
Green Ext Time (p_c), s	1.7	9.9		0.0	0.3	11.8		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		29.6	
HCM 6th LOS		C	

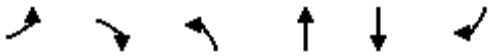
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	42	529	131	28	575
Future Volume (veh/h)	80	42	529	131	28	575
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	44	557	138	29	605
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	336	299	1216	542	76	1800
Arrive On Green	0.19	0.19	0.34	0.34	0.04	0.51
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	84	44	557	138	29	605
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	1.3	0.8	4.0	2.1	0.5	3.3
Cycle Q Clear(g_c), s	1.3	0.8	4.0	2.1	0.5	3.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	336	299	1216	542	76	1800
V/C Ratio(X)	0.25	0.15	0.46	0.25	0.38	0.34
Avail Cap(c_a), veh/h	1303	1159	2274	1014	434	3356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	11.1	8.4	7.8	15.3	4.8
Incr Delay (d2), s/veh	0.4	0.2	0.5	0.5	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	1.1	0.5	0.2	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.7	11.3	8.9	8.3	16.5	5.0
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	128		695			634
Approach Delay, s/veh	11.6		8.8			5.6
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.4	17.2			22.6	10.2
Change Period (Y+Rc), s	4.0	6.0			6.0	4.0
Max Green Setting (Gmax), s	8.0	21.0			31.0	24.0
Max Q Clear Time (g_c+I1), s	2.5	6.0			5.3	3.3
Green Ext Time (p_c), s	0.0	5.2			5.8	0.4

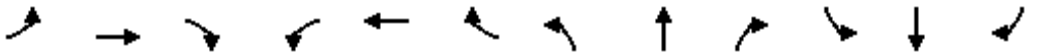
Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	211	403	1179	699	9
Future Volume (veh/h)	2	211	403	1179	699	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	222	424	1241	736	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	339	302	515	2327	1025	457
Arrive On Green	0.19	0.19	0.29	0.65	0.29	0.29
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	2	222	424	1241	736	9
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	0.0	6.8	11.5	9.6	9.6	0.2
Cycle Q Clear(g_c), s	0.0	6.8	11.5	9.6	9.6	0.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	339	302	515	2327	1025	457
V/C Ratio(X)	0.01	0.74	0.82	0.53	0.72	0.02
Avail Cap(c_a), veh/h	585	521	619	2746	1236	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	19.7	17.2	4.7	16.5	13.2
Incr Delay (d2), s/veh	0.0	3.5	7.5	0.2	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	5.1	2.0	3.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.0	23.2	24.7	4.9	18.1	13.2
LnGrp LOS	B	C	C	A	B	B
Approach Vol, veh/h	224			1665	745	
Approach Delay, s/veh	23.1			10.0	18.1	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.9		13.9	19.0	18.9
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		39.0		16.0	17.0	17.0
Max Q Clear Time (g_c+I1), s		11.6		8.8	13.5	11.6
Green Ext Time (p_c), s		11.0		0.4	0.5	2.3

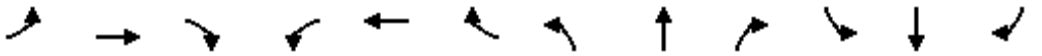
Intersection Summary		
HCM 6th Ctrl Delay		13.4
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	10	13	66	0	200	5	1244	106	177	575	27
Future Volume (veh/h)	8	10	13	66	0	200	5	1244	106	177	575	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	11	14	69	0	211	5	1309	112	186	605	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	122	114	351	0	261	17	1622	138	226	2100	97
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.01	0.49	0.49	0.13	0.61	0.61
Sat Flow, veh/h	201	734	689	1424	0	1571	1781	3312	282	1781	3458	160
Grp Volume(v), veh/h	33	0	0	69	0	211	5	700	721	186	311	322
Grp Sat Flow(s),veh/h/ln	1624	0	0	1424	0	1571	1781	1777	1818	1781	1777	1841
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	8.2	0.2	20.9	21.1	6.4	5.2	5.3
Cycle Q Clear(g_c), s	1.0	0.0	0.0	2.5	0.0	8.2	0.2	20.9	21.1	6.4	5.2	5.3
Prop In Lane	0.24		0.42	1.00		1.00	1.00		0.16	1.00		0.09
Lane Grp Cap(c), veh/h	341	0	0	351	0	261	17	870	890	226	1079	1118
V/C Ratio(X)	0.10	0.00	0.00	0.20	0.00	0.81	0.30	0.80	0.81	0.82	0.29	0.29
Avail Cap(c_a), veh/h	571	0	0	560	0	498	226	882	902	226	1079	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	0.0	22.9	0.0	25.3	31.0	13.5	13.6	26.8	5.9	5.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	2.3	3.7	5.9	6.0	20.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.9	0.0	3.1	0.1	7.4	7.6	3.6	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	0.0	23.0	0.0	27.6	34.8	19.5	19.6	46.9	6.1	6.1
LnGrp LOS	C	A	A	C	A	C	C	B	B	D	A	A
Approach Vol, veh/h		33			280			1426			819	
Approach Delay, s/veh		22.4			26.5			19.6			15.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	36.6		14.5	4.6	44.0		14.5				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	31.3		20.0	8.0	29.3		20.0				
Max Q Clear Time (g_c+I1), s	8.4	23.1		3.0	2.2	7.3		10.2				
Green Ext Time (p_c), s	0.0	7.8		0.0	0.0	10.9		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		19.0	
HCM 6th LOS		B	



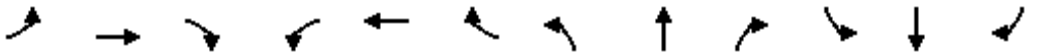
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	1	58	18	1	15	30	1236	54	17	596	24
Future Volume (veh/h)	101	1	58	18	1	15	30	1236	54	17	596	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	1	61	19	1	16	32	1301	57	18	627	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	1	132	45	2	41	405	2423	1079	22	1560	62
Arrive On Green	0.08	0.08	0.08	0.03	0.03	0.03	0.23	0.68	0.68	0.01	0.45	0.45
Sat Flow, veh/h	1765	17	1585	1696	89	1542	1781	3554	1583	1781	3483	139
Grp Volume(v), veh/h	107	0	61	20	0	16	32	1301	57	18	320	332
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1786	0	1542	1781	1777	1583	1781	1777	1845
Q Serve(g_s), s	5.3	0.0	3.3	1.0	0.0	0.9	1.3	16.5	1.1	0.9	10.9	10.9
Cycle Q Clear(g_c), s	5.3	0.0	3.3	1.0	0.0	0.9	1.3	16.5	1.1	0.9	10.9	10.9
Prop In Lane	0.99		1.00	0.95		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	148	0	132	47	0	41	405	2423	1079	22	796	826
V/C Ratio(X)	0.72	0.00	0.46	0.42	0.00	0.39	0.08	0.54	0.05	0.84	0.40	0.40
Avail Cap(c_a), veh/h	317	0	282	159	0	137	405	2423	1079	158	796	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	0.0	39.4	43.1	0.0	43.1	27.4	7.2	4.7	44.4	16.7	16.7
Incr Delay (d2), s/veh	2.5	0.0	0.9	2.2	0.0	2.3	0.0	0.5	0.0	25.5	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.3	0.5	0.0	0.4	0.5	4.2	0.2	0.5	4.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	0.0	40.3	45.4	0.0	45.4	27.4	7.7	4.8	69.9	18.2	18.2
LnGrp LOS	D	A	D	D	A	D	C	A	A	E	B	B
Approach Vol, veh/h		168			36			1390			670	
Approach Delay, s/veh		41.9			45.4			8.0			19.6	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.2	46.0		6.4	5.1	67.1		11.5				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	* 40		8.0	8.0	40.3		16.0				
Max Q Clear Time (g_c+I1), s	3.3	12.9		3.0	2.9	18.5		7.3				
Green Ext Time (p_c), s	0.0	15.3		0.0	0.0	20.2		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		14.5	
HCM 6th LOS		B	

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	385	0	899	3	3	1	364	930	0	2	556	118
Future Volume (veh/h)	385	0	899	3	3	1	364	930	0	2	556	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	405	0	0	3	3	1	383	979	0	2	585	124
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	507	0		29	22	7	457	2278	0	7	1861	830
Arrive On Green	0.14	0.00	0.00	0.02	0.02	0.02	0.13	0.64	0.00	0.00	0.52	0.52
Sat Flow, veh/h	3563	0	1585	1781	1342	447	3456	3647	0	1781	3554	1585
Grp Volume(v), veh/h	405	0	0	3	0	4	383	979	0	2	585	124
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1790	1728	1777	0	1781	1777	1585
Q Serve(g_s), s	9.9	0.0	0.0	0.1	0.0	0.2	9.7	12.3	0.0	0.1	8.4	3.6
Cycle Q Clear(g_c), s	9.9	0.0	0.0	0.1	0.0	0.2	9.7	12.3	0.0	0.1	8.4	3.6
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	507	0		29	0	29	457	2278	0	7	1861	830
V/C Ratio(X)	0.80	0.00		0.10	0.00	0.14	0.84	0.43	0.00	0.30	0.31	0.15
Avail Cap(c_a), veh/h	910	0		238	0	239	499	2278	0	158	1861	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	0.0	43.6	0.0	43.7	38.1	8.0	0.0	44.7	12.2	11.1
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.6	0.0	0.8	10.2	0.6	0.0	8.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	0.1	0.0	0.1	4.7	4.3	0.0	0.1	2.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	0.0	0.0	44.2	0.0	44.5	48.3	8.6	0.0	53.5	12.4	11.2
LnGrp LOS	D	A		D	A	D	D	A	A	D	B	B
Approach Vol, veh/h		405	A		7			1362			711	
Approach Delay, s/veh		38.5			44.4			19.8			12.3	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	63.4		5.4	14.9	52.8		16.8				
Change Period (Y+Rc), s	4.0	5.7		4.0	3.0	* 5.7		4.0				
Max Green Setting (Gmax), s	8.0	29.3		12.0	13.0	* 26		23.0				
Max Q Clear Time (g_c+I1), s	2.1	14.3		2.2	11.7	10.4		11.9				
Green Ext Time (p_c), s	0.0	6.1		0.0	0.2	4.4		0.9				

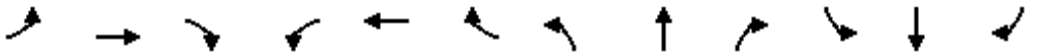
Intersection Summary		
HCM 6th Ctrl Delay		20.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	0	45	52	1	63	68	661	11	43	537	95
Future Volume (veh/h)	93	0	45	52	1	63	68	661	11	43	537	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	0	47	55	1	66	72	696	12	45	565	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	0	239	254	3	223	154	1231	549	98	1118	499
Arrive On Green	0.15	0.00	0.15	0.14	0.14	0.14	0.09	0.35	0.35	0.06	0.31	0.31
Sat Flow, veh/h	3563	0	1585	1781	24	1565	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	98	0	47	55	0	67	72	696	12	45	565	100
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1589	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.3	0.0	1.4	1.4	0.0	2.0	2.0	8.3	0.3	1.3	6.8	2.4
Cycle Q Clear(g_c), s	1.3	0.0	1.4	1.4	0.0	2.0	2.0	8.3	0.3	1.3	6.8	2.4
Prop In Lane	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	537	0	239	254	0	227	154	1231	549	98	1118	499
V/C Ratio(X)	0.18	0.00	0.20	0.22	0.00	0.30	0.47	0.57	0.02	0.46	0.51	0.20
Avail Cap(c_a), veh/h	1359	0	605	679	0	606	408	2508	1118	408	2508	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	19.5	19.9	0.0	20.1	22.8	13.9	11.3	24.0	14.6	13.1
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.2	0.0	0.3	0.8	0.6	0.0	1.2	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.5	0.6	0.0	0.7	0.8	2.8	0.1	0.5	2.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	19.6	20.0	0.0	20.4	23.6	14.5	11.3	25.3	15.1	13.4
LnGrp LOS	B	A	B	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		145			122			780			710	
Approach Delay, s/veh		19.5			20.2			15.3			15.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	22.2		11.5	8.5	20.5		11.9				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	12.0	35.7		20.0	12.0	35.7		20.0				
Max Q Clear Time (g_c+I1), s	3.3	10.3		4.0	4.0	8.8		3.4				
Green Ext Time (p_c), s	0.0	6.5		0.2	0.0	5.7		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		16.1
HCM 6th LOS		B

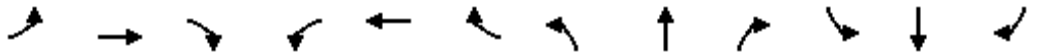
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	39	30	6	54	23
Future Volume (veh/h)	5	39	30	6	54	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	41	32	6	57	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	226	201	307	260	230	910
Arrive On Green	0.13	0.13	0.16	0.16	0.13	0.49
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	5	41	32	6	57	24
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	0.1	0.5	0.3	0.1	0.6	0.1
Cycle Q Clear(g_c), s	0.1	0.5	0.3	0.1	0.6	0.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	226	201	307	260	230	910
V/C Ratio(X)	0.02	0.20	0.10	0.02	0.25	0.03
Avail Cap(c_a), veh/h	1893	1684	2078	1761	688	3162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.9	8.1	7.4	7.3	8.1	2.8
Incr Delay (d2), s/veh	0.0	0.5	0.1	0.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.0	8.6	7.5	7.3	8.7	2.8
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	46		38			81
Approach Delay, s/veh	8.5		7.5			6.9
Approach LOS	A		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.7	7.4			14.1	6.6
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	7.0	22.0			34.0	21.0
Max Q Clear Time (g_c+I1), s	2.6	2.3			2.1	2.5
Green Ext Time (p_c), s	0.0	0.1			0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A



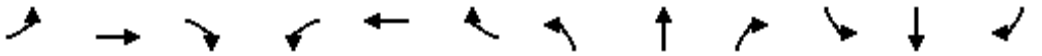
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	575	17	51	668	12	39	7	21	7	49	9
Future Volume (veh/h)	4	575	17	51	668	12	39	7	21	7	49	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	605	18	54	703	13	46	0	22	7	52	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	1125	502	84	1281	571	199	0	89	10	78	13
Arrive On Green	0.00	0.32	0.32	0.05	0.36	0.36	0.06	0.00	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	187	1390	241
Grp Volume(v), veh/h	4	605	18	54	703	13	46	0	22	68	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1818	0	0
Q Serve(g_s), s	0.1	4.7	0.3	1.0	5.3	0.2	0.4	0.0	0.4	1.2	0.0	0.0
Cycle Q Clear(g_c), s	0.1	4.7	0.3	1.0	5.3	0.2	0.4	0.0	0.4	1.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.10		0.13
Lane Grp Cap(c), veh/h	6	1125	502	84	1281	571	199	0	89	102	0	0
V/C Ratio(X)	0.69	0.54	0.04	0.64	0.55	0.02	0.23	0.00	0.25	0.67	0.00	0.00
Avail Cap(c_a), veh/h	634	2770	1236	634	2770	1236	1584	0	705	754	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.8	9.5	8.0	15.8	8.6	7.0	15.2	0.0	15.2	15.6	0.0	0.0
Incr Delay (d2), s/veh	41.8	0.6	0.0	3.1	0.5	0.0	0.2	0.0	0.5	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.1	0.1	0.4	1.1	0.0	0.1	0.0	0.1	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.6	10.1	8.0	18.9	9.1	7.0	15.5	0.0	15.8	18.4	0.0	0.0
LnGrp LOS	E	B	A	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		627			770			68			68	
Approach Delay, s/veh		10.3			9.8			15.6			18.4	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.9	5.6	16.4		5.9	4.1	17.9				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		14.0	12.0	26.3		15.0	12.0	26.3				
Max Q Clear Time (g_c+I1), s		3.2	3.0	6.7		2.4	2.1	7.3				
Green Ext Time (p_c), s		0.1	0.0	3.9		0.1	0.0	4.6				

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

Notes

User approved volume balancing among the lanes for turning movement.



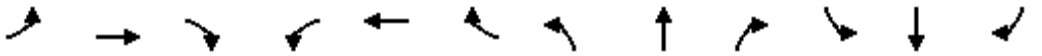
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	349	149	28	388	13	52	6	16	22	25	74
Future Volume (veh/h)	41	349	149	28	388	13	52	6	16	22	25	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	367	157	29	408	14	59	0	17	23	26	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	1055	470	38	1025	457	214	0	95	152	159	135
Arrive On Green	0.03	0.30	0.30	0.02	0.29	0.29	0.06	0.00	0.06	0.09	0.09	0.09
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	1781	1870	1585
Grp Volume(v), veh/h	43	367	157	29	408	14	59	0	17	23	26	78
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1781	1870	1585
Q Serve(g_s), s	0.8	2.8	2.6	0.6	3.1	0.2	0.5	0.0	0.3	0.4	0.4	1.6
Cycle Q Clear(g_c), s	0.8	2.8	2.6	0.6	3.1	0.2	0.5	0.0	0.3	0.4	0.4	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	1055	470	38	1025	457	214	0	95	152	159	135
V/C Ratio(X)	0.82	0.35	0.33	0.77	0.40	0.03	0.28	0.00	0.18	0.15	0.16	0.58
Avail Cap(c_a), veh/h	418	1980	883	418	1980	883	836	0	372	820	861	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	9.4	9.4	16.6	9.8	8.7	15.3	0.0	15.2	14.5	14.5	15.0
Incr Delay (d2), s/veh	11.1	0.3	0.6	11.6	0.4	0.0	0.3	0.0	0.3	0.7	0.7	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7	0.6	0.3	0.8	0.0	0.2	0.0	0.1	0.2	0.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	9.7	9.9	28.2	10.1	8.7	15.6	0.0	15.5	15.1	15.1	20.5
LnGrp LOS	C	A	A	C	B	A	B	A	B	B	B	C
Approach Vol, veh/h		567			451			76			127	
Approach Delay, s/veh		11.1			11.2			15.6			18.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.1	4.7	15.8		7.5	5.0	15.5				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.6	4.0	5.7				
Max Green Setting (Gmax), s		8.0	8.0	19.0		15.7	8.0	19.0				
Max Q Clear Time (g_c+I1), s		2.5	2.6	4.8		3.6	2.8	5.1				
Green Ext Time (p_c), s		0.1	0.0	5.0		0.5	0.0	4.7				

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

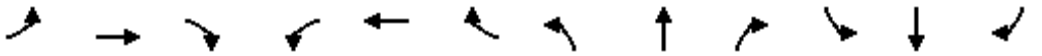
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	268	60	17	301	3	33	7	2	0	7	23
Future Volume (veh/h)	77	268	60	17	301	3	33	7	2	0	7	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	81	282	63	18	317	3	35	7	2	0	7	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	1116	498	25	969	432	62	12	66	0	57	48
Arrive On Green	0.06	0.31	0.31	0.01	0.27	0.27	0.04	0.04	0.04	0.00	0.03	0.03
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1496	299	1585	0	1870	1585
Grp Volume(v), veh/h	81	282	63	18	317	3	42	0	2	0	7	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1796	0	1585	0	1870	1585
Q Serve(g_s), s	1.3	1.7	0.8	0.3	2.0	0.0	0.7	0.0	0.0	0.0	0.1	0.4
Cycle Q Clear(g_c), s	1.3	1.7	0.8	0.3	2.0	0.0	0.7	0.0	0.0	0.0	0.1	0.4
Prop In Lane	1.00		1.00	1.00		1.00	0.83		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	98	1116	498	25	969	432	74	0	66	0	57	48
V/C Ratio(X)	0.82	0.25	0.13	0.72	0.33	0.01	0.57	0.00	0.03	0.00	0.12	0.50
Avail Cap(c_a), veh/h	503	2384	1063	503	2133	951	1395	0	1231	0	1453	1231
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	7.2	6.9	13.9	8.2	7.5	13.3	0.0	13.0	0.0	13.4	13.5
Incr Delay (d2), s/veh	6.4	0.2	0.2	13.6	0.3	0.0	7.9	0.0	0.2	0.0	1.1	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.3	0.2	0.2	0.5	0.0	0.4	0.0	0.0	0.0	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	7.4	7.1	27.5	8.5	7.5	21.3	0.0	13.3	0.0	14.5	22.7
LnGrp LOS	B	A	A	C	A	A	C	A	B	A	B	C
Approach Vol, veh/h		426			338			44			31	
Approach Delay, s/veh		9.7			9.5			20.9			20.8	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.9	4.4	13.9		5.2	5.6	12.7				
Change Period (Y+Rc), s		4.0	4.0	5.0		4.0	4.0	5.0				
Max Green Setting (Gmax), s		22.0	8.0	19.0		22.0	8.0	17.0				
Max Q Clear Time (g_c+I1), s		2.4	2.3	3.7		2.7	3.3	4.0				
Green Ext Time (p_c), s		0.1	0.0	4.0		0.1	0.0	3.7				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	154	122	3	203	69	62	12	5	28	56	13
Future Volume (veh/h)	26	154	122	3	203	69	62	12	5	28	56	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	162	128	3	214	73	74	0	5	29	59	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	836	477	6	643	287	235	0	104	48	97	125
Arrive On Green	0.02	0.24	0.24	0.00	0.18	0.18	0.07	0.00	0.07	0.08	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	606	1234	1585
Grp Volume(v), veh/h	27	162	128	3	214	73	74	0	5	88	0	14
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1840	0	1585
Q Serve(g_s), s	0.4	1.0	1.7	0.0	1.4	1.1	0.5	0.0	0.1	1.3	0.0	0.2
Cycle Q Clear(g_c), s	0.4	1.0	1.7	0.0	1.4	1.1	0.5	0.0	0.1	1.3	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.33		1.00
Lane Grp Cap(c), veh/h	36	836	477	6	643	287	235	0	104	145	0	125
V/C Ratio(X)	0.75	0.19	0.27	0.46	0.33	0.25	0.32	0.00	0.05	0.61	0.00	0.11
Avail Cap(c_a), veh/h	518	2324	1141	518	2195	979	3107	0	1382	535	0	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	8.4	7.3	13.7	9.8	9.7	12.3	0.0	12.0	12.3	0.0	11.8
Incr Delay (d2), s/veh	10.7	0.2	0.5	17.9	0.5	0.7	0.9	0.0	0.2	1.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.4	0.0	0.4	0.3	0.2	0.0	0.0	0.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	8.6	7.8	31.6	10.3	10.4	13.2	0.0	12.3	13.8	0.0	11.9
LnGrp LOS	C	A	A	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h		317			290			79			102	
Approach Delay, s/veh		9.6			10.5			13.1			13.5	
Approach LOS		A			B			B			B	

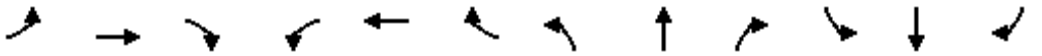
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.8	4.1	11.5		6.2	5.6	10.0				
Change Period (Y+Rc), s		4.0	4.0	5.0		4.0	5.0	* 5				
Max Green Setting (Gmax), s		24.0	8.0	18.0		8.0	8.0	* 17				
Max Q Clear Time (g_c+I1), s		2.5	2.0	3.7		3.3	2.4	3.4				
Green Ext Time (p_c), s		0.3	0.0	1.6		0.1	0.0	1.5				

Intersection Summary		
HCM 6th Ctrl Delay		10.8
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

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



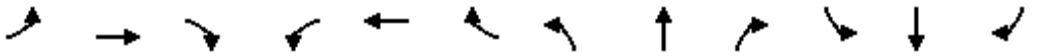
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	35	86	50	15	7	23	494	73	26	1075	105
Future Volume (veh/h)	152	35	86	50	15	7	23	494	73	26	1075	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1864	1864	1870	1870	1870	1776	1776	1776	2027	2027	2027
Adj Flow Rate, veh/h	160	37	91	53	16	7	24	520	77	27	1132	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	66	162	375	78	34	47	1906	590	59	2191	678
Arrive On Green	0.18	0.14	0.14	0.11	0.06	0.06	0.03	0.39	0.39	0.03	0.40	0.40
Sat Flow, veh/h	1776	476	1172	3456	1232	539	1692	4849	1501	1931	5535	1714
Grp Volume(v), veh/h	160	0	128	53	0	23	24	520	77	27	1132	111
Grp Sat Flow(s),veh/h/ln	1776	0	1648	1728	0	1771	1692	1616	1501	1931	1845	1714
Q Serve(g_s), s	4.7	0.0	4.2	0.8	0.0	0.7	0.8	4.3	1.9	0.8	9.1	0.9
Cycle Q Clear(g_c), s	4.7	0.0	4.2	0.8	0.0	0.7	0.8	4.3	1.9	0.8	9.1	0.9
Prop In Lane	1.00		0.71	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	0	228	375	0	112	47	1906	590	59	2191	678
V/C Ratio(X)	0.49	0.00	0.56	0.14	0.00	0.21	0.51	0.27	0.13	0.46	0.52	0.16
Avail Cap(c_a), veh/h	326	0	564	650	0	675	231	2047	634	264	2337	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	23.6	23.6	0.0	26.0	28.1	12.1	11.4	27.9	13.4	1.6
Incr Delay (d2), s/veh	0.4	0.0	1.9	0.1	0.0	0.3	3.2	0.1	0.2	2.1	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.6	0.3	0.0	0.3	0.3	1.2	0.6	0.4	2.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	0.0	25.4	23.7	0.0	26.3	31.3	12.2	11.5	30.0	13.8	1.8
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	A
Approach Vol, veh/h		288			76			621			1270	
Approach Delay, s/veh		23.4			24.5			12.9			13.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	29.0	10.4	13.4	5.6	29.2	16.0	7.7
Change Period (Y+Rc), s	4.0	6.0	4.0	5.3	4.0	6.0	5.3	* 4
Max Green Setting (Gmax), s	8.0	24.7	11.0	20.0	8.0	24.7	10.0	* 22
Max Q Clear Time (g_c+I1), s	2.8	6.3	2.8	6.2	2.8	11.1	6.7	2.7
Green Ext Time (p_c), s	0.0	9.4	0.0	0.6	0.0	12.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

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



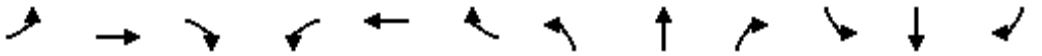
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	99	75	167	259	12	46	561	55	31	1154	33
Future Volume (veh/h)	35	99	75	167	259	12	46	561	55	31	1154	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	104	79	176	273	13	48	591	58	33	1215	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	521	233	223	327	16	81	3358	1042	59	3363	1044
Arrive On Green	0.03	0.15	0.15	0.06	0.18	0.18	0.05	1.00	1.00	0.02	0.66	0.66
Sat Flow, veh/h	1781	3554	1585	3456	1771	84	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	37	104	79	176	0	286	48	591	58	33	1215	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	0	1855	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	3.1	3.9	6.7	7.5	0.0	22.3	2.0	0.0	0.0	1.4	16.0	1.2
Cycle Q Clear(g_c), s	3.1	3.9	6.7	7.5	0.0	22.3	2.0	0.0	0.0	1.4	16.0	1.2
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	521	233	223	0	342	81	3358	1042	59	3363	1044
V/C Ratio(X)	0.78	0.20	0.34	0.79	0.00	0.84	0.59	0.18	0.06	0.56	0.36	0.03
Avail Cap(c_a), veh/h	166	1019	454	369	0	557	276	3358	1042	276	3363	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.5	56.3	57.5	69.2	0.0	59.0	70.8	0.0	0.0	73.2	11.5	8.9
Incr Delay (d2), s/veh	9.6	0.2	1.1	2.4	0.0	7.5	2.6	0.1	0.1	3.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.7	2.8	3.4	0.0	11.2	0.9	0.0	0.0	0.7	5.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.1	56.5	58.6	71.5	0.0	66.5	73.3	0.1	0.1	76.2	11.6	9.0
LnGrp LOS	F	E	E	E	A	E	E	A	A	E	B	A
Approach Vol, veh/h		220			462			697			1283	
Approach Delay, s/veh		61.6			68.4			5.2			13.2	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	103.7	13.7	26.0	7.5	102.8	8.0	31.7
Change Period (Y+Rc), s	4.0	* 6.4	4.0	5.3	4.0	6.4	4.0	5.3
Max Green Setting (Gmax), s	12.0	* 62	16.0	41.7	12.0	60.6	14.0	43.7
Max Q Clear Time (g_c+I1), s	3.4	2.0	9.5	8.7	4.0	18.0	5.1	24.3
Green Ext Time (p_c), s	0.0	11.3	0.2	1.2	0.0	17.5	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Notes

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



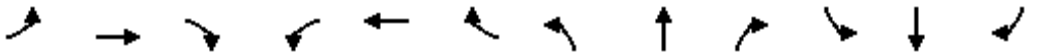
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	21	120	145	38	59	121	686	151	40	1335	28
Future Volume (veh/h)	18	21	120	145	38	59	121	686	151	40	1335	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	0	141	155	37	62	127	722	159	42	1405	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	0	215	303	53	90	194	2791	1005	670	3494	1085
Arrive On Green	0.07	0.00	0.07	0.09	0.09	0.08	0.11	1.00	1.00	0.19	0.68	0.68
Sat Flow, veh/h	1781	0	3170	3563	628	1053	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	19	0	141	155	0	99	127	722	159	42	1405	29
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1681	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	1.5	0.0	6.5	6.2	0.0	8.6	5.3	0.0	0.0	1.5	18.0	0.9
Cycle Q Clear(g_c), s	1.5	0.0	6.5	6.2	0.0	8.6	5.3	0.0	0.0	1.5	18.0	0.9
Prop In Lane	1.00		1.00	1.00		0.63	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	0	215	303	0	143	194	2791	1005	670	3494	1085
V/C Ratio(X)	0.16	0.00	0.66	0.51	0.00	0.69	0.65	0.26	0.16	0.06	0.40	0.03
Avail Cap(c_a), veh/h	238	0	423	594	0	280	369	2791	1005	670	3494	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	0.0	68.2	65.6	0.0	67.1	65.2	0.0	0.0	49.3	10.3	7.6
Incr Delay (d2), s/veh	0.6	0.0	3.4	1.3	0.0	5.9	3.7	0.2	0.3	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.8	2.9	0.0	4.0	2.3	0.1	0.1	0.6	6.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	0.0	71.6	67.0	0.0	73.0	68.8	0.2	0.3	49.4	10.4	7.6
LnGrp LOS	E	A	E	E	A	E	E	A	A	D	B	A
Approach Vol, veh/h		160			254			1008			1476	
Approach Delay, s/veh		71.0			69.3			8.9			11.5	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.1	86.0		14.2	12.4	106.6		16.8				
Change Period (Y+Rc), s	4.0	5.0		5.3	5.0	4.0		5.3				
Max Green Setting (Gmax), s	7.0	81.0		18.7	15.0	73.0		23.7				
Max Q Clear Time (g_c+I1), s	3.5	2.0		8.5	7.3	20.0		10.6				
Green Ext Time (p_c), s	0.0	6.1		0.4	0.2	23.3		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		18.9	
HCM 6th LOS		B	

Notes

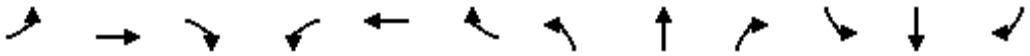
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	334	0	0	469	400	969	0	0	1446	43
Future Volume (vph)	0	0	334	0	0	469	400	969	0	0	1446	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0	4.0	5.0			5.0	5.0
Lane Util. Factor			1.00			1.00	0.97	0.91			0.91	1.00
Frt			0.86			0.86	1.00	1.00			1.00	0.85
Flt Protected			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)			1611			1611	3433	5085			5085	1583
Flt Permitted			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)			1611			1611	3433	5085			5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	352	0	0	494	421	1020	0	0	1522	45
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	14
Lane Group Flow (vph)	0	0	352	0	0	494	421	1020	0	0	1522	31
Turn Type			Free			Free	Prot	NA			NA	Perm
Protected Phases							5	2			6	
Permitted Phases			Free			Free						6
Actuated Green, G (s)			75.0			75.0	14.3	75.0			51.7	51.7
Effective Green, g (s)			75.0			75.0	14.3	75.0			51.7	51.7
Actuated g/C Ratio			1.00			1.00	0.19	1.00			0.69	0.69
Clearance Time (s)							4.0	5.0			5.0	5.0
Vehicle Extension (s)							3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			1611			1611	654	5085			3505	1091
v/s Ratio Prot							c0.12	0.20			c0.30	
v/s Ratio Perm			0.22			0.31						0.02
v/c Ratio			0.22			0.31	0.64	0.20			0.43	0.03
Uniform Delay, d1			0.0			0.0	28.0	0.0			5.2	3.7
Progression Factor			1.00			1.00	1.03	1.00			0.76	0.28
Incremental Delay, d2			0.3			0.5	2.0	0.1			0.4	0.0
Delay (s)			0.3			0.5	30.9	0.1			4.3	1.1
Level of Service			A			A	C	A			A	A
Approach Delay (s)		0.3			0.5			9.1			4.2	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

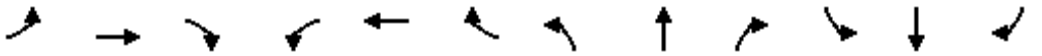
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	828	0	0	182	0	1187	184	718	1062	0
Future Volume (vph)	0	0	828	0	0	182	0	1187	184	718	1062	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.3			4.0		5.7	5.7	5.7	5.7	
Lane Util. Factor			0.88			1.00		0.91	1.00	0.97	0.91	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	3433	5085	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	3433	5085	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	872	0	0	192	0	1249	194	756	1118	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	41	0	0	0
Lane Group Flow (vph)	0	0	872	0	0	192	0	1249	153	756	1118	0
Turn Type			Perm			Free		NA	Perm	Prot	NA	
Protected Phases								2		1	6	
Permitted Phases			5			Free			2			
Actuated Green, G (s)			58.1			150.0		79.3	79.3	59.3	80.9	
Effective Green, g (s)			58.1			150.0		79.3	79.3	59.3	80.9	
Actuated g/C Ratio			0.39			1.00		0.53	0.53	0.40	0.54	
Clearance Time (s)			5.3					5.7	5.7	5.7	5.7	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			1079			1611		2688	836	1357	2742	
v/s Ratio Prot								c0.25		c0.22	0.22	
v/s Ratio Perm			c0.31			0.12			0.10			
v/c Ratio			0.81			0.12		0.46	0.18	0.56	0.41	
Uniform Delay, d1			41.0			0.0		22.1	18.5	35.2	20.4	
Progression Factor			1.00			1.00		0.50	0.21	0.56	0.70	
Incremental Delay, d2			4.5			0.2		0.6	0.5	0.5	0.4	
Delay (s)			45.5			0.2		11.7	4.4	20.3	14.7	
Level of Service			D			A		B	A	C	B	
Approach Delay (s)		45.5			0.2			10.7			16.9	
Approach LOS		D			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

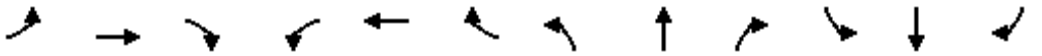
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	1	5	4	5	16	19	0	1	8	9
Future Volume (veh/h)	1	2	1	5	4	5	16	19	0	1	8	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	2	1	5	4	5	17	20	0	1	8	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	4	2	7	6	7	24	702	0	8	149	167
Arrive On Green	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.20	0.00	0.00	0.18	0.18
Sat Flow, veh/h	442	884	442	617	494	617	1781	3647	0	1781	804	904
Grp Volume(v), veh/h	4	0	0	14	0	0	17	20	0	1	0	17
Grp Sat Flow(s),veh/h/ln	1769	0	0	1728	0	0	1781	1777	0	1781	0	1708
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.2
Prop In Lane	0.25		0.25	0.36		0.36	1.00		0.00	1.00		0.53
Lane Grp Cap(c), veh/h	8	0	0	19	0	0	24	702	0	8	0	316
V/C Ratio(X)	0.49	0.00	0.00	0.72	0.00	0.00	0.71	0.03	0.00	0.12	0.00	0.05
Avail Cap(c_a), veh/h	1308	0	0	639	0	0	659	986	0	659	0	474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.7	0.0	0.0	10.7	0.0	0.0	10.6	7.0	0.0	10.8	0.0	7.3
Incr Delay (d2), s/veh	38.9	0.0	0.0	17.2	0.0	0.0	13.3	0.0	0.0	2.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	0.0	0.0	27.9	0.0	0.0	23.9	7.0	0.0	13.2	0.0	7.3
LnGrp LOS	D	A	A	C	A	A	C	A	A	B	A	A
Approach Vol, veh/h		4			14			37			18	
Approach Delay, s/veh		49.7			27.9			14.8			7.6	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.0	8.3		4.2	4.3	8.0		5.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		5.0				
Max Green Setting (Gmax), s	8.0	6.0		8.0	8.0	6.0		16.0				
Max Q Clear Time (g_c+I1), s	2.0	2.1		2.2	2.2	2.2		2.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	8	5	53	7	74	17	1180	73	317	1336	128
Future Volume (veh/h)	47	8	5	53	7	74	17	1180	73	317	1336	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	49	8	0	56	7	0	18	1242	0	334	1406	135
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	5	5	5
Cap, veh/h	129	45		132	46		47	2519		396	3034	937
Arrive On Green	0.02	0.02	0.00	0.02	0.02	0.00	0.01	0.51	0.00	0.23	1.00	1.00
Sat Flow, veh/h	5344	1870	1585	5344	1870	1585	3374	4985	1547	3374	4985	1540
Grp Volume(v), veh/h	49	8	0	56	7	0	18	1242	0	334	1406	135
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1687	1662	1547	1687	1662	1540
Q Serve(g_s), s	1.4	0.6	0.0	1.5	0.5	0.0	0.8	24.6	0.0	14.2	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.6	0.0	1.5	0.5	0.0	0.8	24.6	0.0	14.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	45		132	46		47	2519		396	3034	937
V/C Ratio(X)	0.38	0.18		0.42	0.15		0.38	0.49		0.84	0.46	0.14
Avail Cap(c_a), veh/h	499	175		467	163		292	2519		720	3034	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.1	71.7	0.0	72.1	71.6	0.0	73.3	24.5	0.0	56.1	0.0	0.0
Incr Delay (d2), s/veh	1.8	1.8	0.0	2.9	2.1	0.0	1.8	0.3	0.0	1.9	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.0	0.7	0.3	0.0	0.4	9.6	0.0	5.4	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.9	73.6	0.0	75.0	73.7	0.0	75.1	24.7	0.0	58.0	0.5	0.3
LnGrp LOS	E	E		E	E		E	C		E	A	A
Approach Vol, veh/h		57	A		63	A		1260	A		1875	
Approach Delay, s/veh		73.9			74.9			25.4			10.7	
Approach LOS		E			E			C			B	

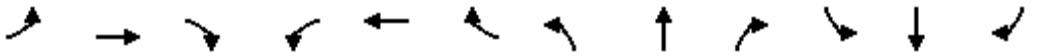
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.6	81.5		8.6	6.1	97.0		7.6				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.0				
Max Green Setting (Gmax), s	32.0	72.3		13.1	13.0	91.3		14.0				
Max Q Clear Time (g_c+I1), s	16.2	26.6		3.5	2.8	2.0		3.4				
Green Ext Time (p_c), s	1.5	35.5		0.2	0.0	68.5		0.1				

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

Notes

User approved volume balancing among the lanes for turning movement.

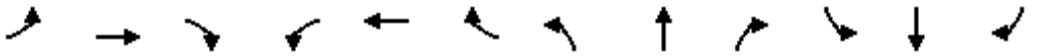
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	0	243	4	1	3	264	1382	2	6	1023	116
Future Volume (veh/h)	110	0	243	4	1	3	264	1382	2	6	1023	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	0	27	4	1	0	278	1455	2	6	1077	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	0	222	39	10	43	214	1970	3	14	1523	679
Arrive On Green	0.14	0.00	0.14	0.01	0.03	0.00	0.12	0.54	0.54	0.01	0.43	0.43
Sat Flow, veh/h	1781	0	1585	1439	360	1585	1781	3641	5	1781	3554	1585
Grp Volume(v), veh/h	116	0	27	5	0	0	278	710	747	6	1077	64
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1798	0	1585	1781	1777	1869	1781	1777	1585
Q Serve(g_s), s	4.0	0.0	1.0	0.2	0.0	0.0	8.0	20.3	20.3	0.2	16.5	1.6
Cycle Q Clear(g_c), s	4.0	0.0	1.0	0.2	0.0	0.0	8.0	20.3	20.3	0.2	16.5	1.6
Prop In Lane	1.00		1.00	0.80		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	0	222	48	0	43	214	961	1011	14	1523	679
V/C Ratio(X)	0.47	0.00	0.12	0.10	0.00	0.00	1.30	0.74	0.74	0.43	0.71	0.09
Avail Cap(c_a), veh/h	536	0	477	566	0	499	214	1343	1413	214	2685	1198
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	25.0	31.9	0.0	0.0	29.2	11.7	11.7	32.8	15.6	11.3
Incr Delay (d2), s/veh	0.5	0.0	0.1	0.3	0.0	0.0	163.2	1.9	1.8	7.4	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.4	0.1	0.0	0.0	12.8	6.3	6.6	0.1	5.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	0.0	25.1	32.2	0.0	0.0	192.4	13.5	13.4	40.3	16.5	11.4
LnGrp LOS	C	A	C	C	A	A	F	B	B	D	B	B
Approach Vol, veh/h		143			5			1735			1147	
Approach Delay, s/veh		26.5			32.2			42.1			16.3	
Approach LOS		C			C			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	41.9		5.8	12.0	34.5		14.2				
Change Period (Y+Rc), s	4.0	6.0		4.9	4.0	6.0		4.9				
Max Green Setting (Gmax), s	8.0	50.2		20.0	8.0	50.2		20.0				
Max Q Clear Time (g_c+I1), s	2.2	22.3		2.2	10.0	18.5		6.0				
Green Ext Time (p_c), s	0.0	12.5		0.0	0.0	10.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		31.6	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	15	374	4	5	6	172	1433	12	4	982	290
Future Volume (veh/h)	205	15	374	4	5	6	172	1433	12	4	982	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	0	394	4	5	6	181	1508	13	4	1034	305
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	988	0	439	11	14	22	251	1874	16	6	1598	713
Arrive On Green	0.28	0.00	0.28	0.01	0.01	0.01	0.07	0.52	0.52	0.00	0.45	0.45
Sat Flow, veh/h	3563	0	1585	813	1017	1585	3456	3610	31	1781	3554	1585
Grp Volume(v), veh/h	227	0	394	9	0	6	181	742	779	4	1034	305
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1830	0	1585	1728	1777	1865	1781	1777	1585
Q Serve(g_s), s	4.6	0.0	22.4	0.5	0.0	0.4	4.8	32.3	32.3	0.2	21.2	12.3
Cycle Q Clear(g_c), s	4.6	0.0	22.4	0.5	0.0	0.4	4.8	32.3	32.3	0.2	21.2	12.3
Prop In Lane	1.00		1.00	0.44		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	988	0	439	25	0	22	251	922	968	6	1598	713
V/C Ratio(X)	0.23	0.00	0.90	0.36	0.00	0.27	0.72	0.80	0.81	0.71	0.65	0.43
Avail Cap(c_a), veh/h	1141	0	508	586	0	508	295	1034	1085	152	2030	905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	32.6	45.8	0.0	45.7	42.5	18.6	18.6	46.6	20.0	17.6
Incr Delay (d2), s/veh	0.1	0.0	16.9	8.3	0.0	6.6	5.2	5.4	5.2	46.2	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	10.5	0.3	0.0	0.2	2.2	13.1	13.7	0.2	8.2	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	0.0	49.5	54.1	0.0	52.3	47.7	24.0	23.8	92.8	21.0	18.5
LnGrp LOS	C	A	D	D	A	D	D	C	C	F	C	B
Approach Vol, veh/h		621			15			1702			1343	
Approach Delay, s/veh		41.0			53.4			26.4			20.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	54.1		5.3	10.8	47.6		30.0				
Change Period (Y+Rc), s	4.0	5.5		4.0	4.0	5.5		4.0				
Max Green Setting (Gmax), s	8.0	54.5		30.0	8.0	53.5		30.0				
Max Q Clear Time (g_c+I1), s	2.2	34.3		2.5	6.8	23.2		24.4				
Green Ext Time (p_c), s	0.0	14.3		0.0	0.1	16.1		1.6				

Intersection Summary			
HCM 6th Ctrl Delay		26.9	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	214	575	1013	450	740	482
Future Volume (veh/h)	214	575	1013	450	740	482
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	225	605	1066	474	779	507
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	325	1284	1345	600	769	2415
Arrive On Green	0.18	0.18	0.38	0.38	0.22	0.68
Sat Flow, veh/h	1781	3170	3647	1585	3456	3647
Grp Volume(v), veh/h	225	605	1066	474	779	507
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	8.0	0.0	18.0	17.9	15.0	3.6
Cycle Q Clear(g_c), s	8.0	0.0	18.0	17.9	15.0	3.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	325	1284	1345	600	769	2415
V/C Ratio(X)	0.69	0.47	0.79	0.79	1.01	0.21
Avail Cap(c_a), veh/h	634	1834	1460	651	769	2461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	14.7	18.6	18.6	26.2	4.0
Incr Delay (d2), s/veh	1.0	0.1	3.1	6.5	35.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	7.3	7.0	9.6	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.8	14.8	21.7	25.1	62.0	4.1
LnGrp LOS	C	B	C	C	F	A
Approach Vol, veh/h	830		1540			1286
Approach Delay, s/veh	18.1		22.7			39.2
Approach LOS	B		C			D

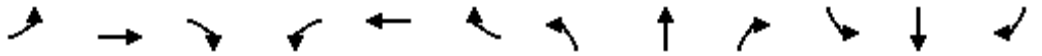
Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				51.1		16.3	20.3	30.8
Change Period (Y+Rc), s				5.3		4.0	5.3	* 5.3
Max Green Setting (Gmax), s				46.7		24.0	15.0	* 28
Max Q Clear Time (g_c+I1), s				5.6		10.0	17.0	20.0
Green Ext Time (p_c), s				3.2		2.3	0.0	5.6

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	15	28	32	20	39	27	1141	0	73	522	65
Future Volume (veh/h)	322	15	28	32	20	39	27	1141	0	73	522	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	377	0	0	34	21	41	28	1201	0	77	549	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	514	270	0	60	37	85	33	1677	0	98	1640	203
Arrive On Green	0.14	0.00	0.00	0.05	0.05	0.05	0.02	0.47	0.00	0.06	0.52	0.49
Sat Flow, veh/h	3563	1870	0	1122	693	1585	1781	3647	0	1781	3183	393
Grp Volume(v), veh/h	377	0	0	55	0	41	28	1201	0	77	306	311
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1814	0	1585	1781	1777	0	1781	1777	1800
Q Serve(g_s), s	6.0	0.0	0.0	1.8	0.0	1.5	0.9	16.1	0.0	2.5	6.0	6.1
Cycle Q Clear(g_c), s	6.0	0.0	0.0	1.8	0.0	1.5	0.9	16.1	0.0	2.5	6.0	6.1
Prop In Lane	1.00		0.00	0.62		1.00	1.00		0.00	1.00		0.22
Lane Grp Cap(c), veh/h	514	270	0	97	0	85	33	1677	0	98	915	927
V/C Ratio(X)	0.73	0.00	0.00	0.57	0.00	0.48	0.84	0.72	0.00	0.78	0.33	0.34
Avail Cap(c_a), veh/h	1136	596	0	578	0	505	239	1968	0	239	984	997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	0.0	27.5	0.0	27.4	29.2	12.6	0.0	27.8	8.5	8.6
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.9	0.0	1.6	18.4	1.3	0.0	5.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	0.8	0.0	0.6	0.5	5.4	0.0	1.1	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.2	0.0	0.0	29.5	0.0	29.0	47.5	13.8	0.0	32.8	8.7	8.8
LnGrp LOS	C	A	A	C	A	C	D	B	A	C	A	A
Approach Vol, veh/h		377			96			1229			694	
Approach Delay, s/veh		25.2			29.3			14.6			11.4	
Approach LOS		C			C			B			B	

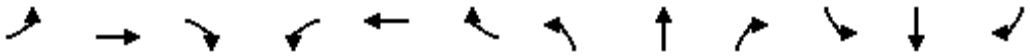
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	32.5		7.2	5.1	34.7		12.6				
Change Period (Y+Rc), s	4.0	* 5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	* 32		19.0	8.0	31.7		19.0				
Max Q Clear Time (g_c+I1), s	4.5	18.1		3.8	2.9	8.1		8.0				
Green Ext Time (p_c), s	0.0	9.1		0.1	0.0	4.1		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		15.9
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	7	19	38	2	7	25	1158	7	12	536	25
Future Volume (veh/h)	46	7	19	38	2	7	25	1158	7	12	536	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	7	20	40	2	7	26	1219	7	13	564	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	12	86	70	3	65	435	1929	11	18	963	44
Arrive On Green	0.05	0.05	0.05	0.04	0.04	0.04	0.24	0.53	0.51	0.01	0.28	0.26
Sat Flow, veh/h	1564	228	1585	1700	85	1585	1781	3623	21	1781	3459	159
Grp Volume(v), veh/h	55	0	20	42	0	7	26	598	628	13	289	301
Grp Sat Flow(s),veh/h/ln	1792	0	1585	1785	0	1585	1781	1777	1867	1781	1777	1842
Q Serve(g_s), s	1.3	0.0	0.5	1.0	0.0	0.2	0.5	10.5	10.5	0.3	6.2	6.2
Cycle Q Clear(g_c), s	1.3	0.0	0.5	1.0	0.0	0.2	0.5	10.5	10.5	0.3	6.2	6.2
Prop In Lane	0.87		1.00	0.95		1.00	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	98	0	86	73	0	65	435	946	994	18	494	512
V/C Ratio(X)	0.56	0.00	0.23	0.58	0.00	0.11	0.06	0.63	0.63	0.73	0.59	0.59
Avail Cap(c_a), veh/h	811	0	717	808	0	717	645	1206	1267	322	724	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	20.0	20.8	0.0	20.4	12.8	7.3	7.3	21.8	13.8	13.8
Incr Delay (d2), s/veh	1.9	0.0	0.5	2.6	0.0	0.3	0.0	1.1	1.0	18.9	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.2	0.4	0.0	0.1	0.2	2.7	2.8	0.2	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	20.5	23.5	0.0	20.7	12.8	8.3	8.3	40.7	15.4	15.4
LnGrp LOS	C	A	C	C	A	C	B	A	A	D	B	B
Approach Vol, veh/h		75			49			1252			603	
Approach Delay, s/veh		21.8			23.1			8.4			16.0	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	27.5		5.8	15.7	16.3		6.4				
Change Period (Y+Rc), s	4.0	4.9		4.0	4.9	* 4.9		4.0				
Max Green Setting (Gmax), s	8.0	29.1		20.0	16.0	* 17		20.0				
Max Q Clear Time (g_c+I1), s	2.3	12.5		3.0	2.5	8.2		3.3				
Green Ext Time (p_c), s	0.0	10.2		0.1	0.0	3.2		0.1				

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

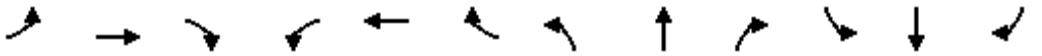
Notes

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	108	352	16	341	485
Future Volume (veh/h)	18	108	352	16	341	485
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	114	371	17	359	511
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	628	288	1362	423	432	3060
Arrive On Green	0.18	0.18	0.27	0.27	0.24	0.60
Sat Flow, veh/h	3456	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	19	114	371	17	359	511
Grp Sat Flow(s),veh/h/ln	1728	1585	1702	1585	1781	1702
Q Serve(g_s), s	0.2	2.8	2.5	0.4	8.5	2.0
Cycle Q Clear(g_c), s	0.2	2.8	2.5	0.4	8.5	2.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	628	288	1362	423	432	3060
V/C Ratio(X)	0.03	0.40	0.27	0.04	0.83	0.17
Avail Cap(c_a), veh/h	1560	715	3491	1084	643	5796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	16.0	12.8	12.0	15.9	4.0
Incr Delay (d2), s/veh	0.0	0.3	0.2	0.1	3.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	0.7	0.1	2.9	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	16.3	13.0	12.1	19.6	4.0
LnGrp LOS	B	B	B	B	B	A
Approach Vol, veh/h	133		388			870
Approach Delay, s/veh	16.1		13.0			10.4
Approach LOS	B		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.7	17.5			32.3	12.1
Change Period (Y+Rc), s	4.0	5.7			5.7	4.0
Max Green Setting (Gmax), s	16.0	30.3			50.3	20.0
Max Q Clear Time (g_c+I1), s	10.5	4.5			4.0	4.8
Green Ext Time (p_c), s	0.4	7.3			12.9	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	227	61	276	291	77	29	4	40	92	4	12
Future Volume (veh/h)	69	227	61	276	291	77	29	4	40	92	4	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	239	64	291	306	81	31	4	42	100	0	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	685	174	301	1191	370	213	28	213	582	0	259
Arrive On Green	0.10	0.17	0.17	0.17	0.23	0.23	0.13	0.13	0.13	0.16	0.00	0.16
Sat Flow, veh/h	1781	4059	1030	1781	5106	1585	1586	205	1585	3563	0	1585
Grp Volume(v), veh/h	73	198	105	291	306	81	35	0	42	100	0	13
Grp Sat Flow(s),veh/h/ln	1781	1702	1685	1781	1702	1585	1791	0	1585	1781	0	1585
Q Serve(g_s), s	1.8	2.4	2.6	7.7	2.3	2.0	0.8	0.0	1.1	1.1	0.0	0.3
Cycle Q Clear(g_c), s	1.8	2.4	2.6	7.7	2.3	2.0	0.8	0.0	1.1	1.1	0.0	0.3
Prop In Lane	1.00		0.61	1.00		1.00	0.89		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	574	284	301	1191	370	241	0	213	582	0	259
V/C Ratio(X)	0.39	0.35	0.37	0.97	0.26	0.22	0.15	0.00	0.20	0.17	0.00	0.05
Avail Cap(c_a), veh/h	751	2204	1091	301	1906	592	378	0	334	751	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.8	17.4	17.5	19.6	14.8	14.7	18.1	0.0	18.2	17.1	0.0	16.7
Incr Delay (d2), s/veh	0.5	0.7	1.6	42.9	0.2	0.6	0.1	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.9	1.0	6.2	0.8	0.6	0.3	0.0	0.4	0.4	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	18.1	19.1	62.5	15.1	15.3	18.2	0.0	18.4	17.1	0.0	16.8
LnGrp LOS	C	B	B	E	B	B	B	A	B	B	A	B
Approach Vol, veh/h		376			678			77			113	
Approach Delay, s/veh		18.8			35.5			18.3			17.1	
Approach LOS		B			D			B			B	

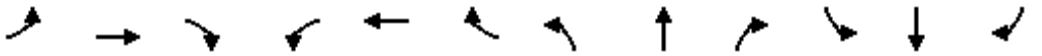
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	13.3		11.7	8.9	16.4		10.4				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	30.7		10.0	20.0	17.7		10.0				
Max Q Clear Time (g_c+I1), s	9.7	4.6		3.1	3.8	4.3		3.1				
Green Ext Time (p_c), s	0.0	2.6		0.1	0.1	2.6		0.1				

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

Notes

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

User approved volume balancing among the lanes for turning movement.



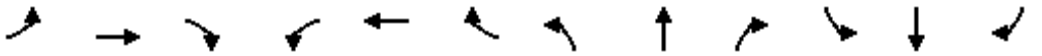
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	720	233	35	349	59	364	389	87	44	230	51
Future Volume (veh/h)	211	720	233	35	349	59	364	389	87	44	230	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	2145	2145	2145
Adj Flow Rate, veh/h	222	758	245	37	367	62	383	409	92	46	242	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	1110	495	105	806	359	427	1493	464	139	707	219
Arrive On Green	0.14	0.31	0.31	0.06	0.23	0.23	0.24	0.29	0.29	0.07	0.12	0.12
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	2043	5857	1818
Grp Volume(v), veh/h	222	758	245	37	367	62	383	409	92	46	242	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	2043	1952	1818
Q Serve(g_s), s	8.4	12.9	8.7	1.4	6.2	2.2	14.4	4.3	3.0	1.5	2.6	1.9
Cycle Q Clear(g_c), s	8.4	12.9	8.7	1.4	6.2	2.2	14.4	4.3	3.0	1.5	2.6	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	1110	495	105	806	359	427	1493	464	139	707	219
V/C Ratio(X)	0.86	0.68	0.49	0.35	0.46	0.17	0.90	0.27	0.20	0.33	0.34	0.25
Avail Cap(c_a), veh/h	257	1221	545	206	1098	490	463	2949	916	295	2706	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	20.8	19.4	31.3	23.1	21.5	25.5	18.8	18.4	30.8	27.9	27.6
Incr Delay (d2), s/veh	23.8	2.0	1.6	0.8	0.6	0.4	18.1	0.2	0.3	0.5	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	5.3	3.1	0.6	2.5	0.8	7.6	1.5	1.0	0.7	1.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	22.8	20.9	32.1	23.7	21.9	43.6	19.0	18.7	31.3	28.4	28.5
LnGrp LOS	D	C	C	C	C	C	D	B	B	C	C	C
Approach Vol, veh/h		1225			466			884			342	
Approach Delay, s/veh		27.9			24.1			29.6			28.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	26.9	20.6	13.7	14.0	21.0	8.7	25.6
Change Period (Y+Rc), s	4.0	* 5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	8.0	* 24	18.0	32.0	10.0	21.4	10.0	40.0
Max Q Clear Time (g_c+I1), s	3.4	14.9	16.4	4.6	10.4	8.2	3.5	6.3
Green Ext Time (p_c), s	0.0	6.7	0.2	3.7	0.0	4.2	0.0	5.3

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1	8	21	9	73	36	825	36	114	313	7
Future Volume (veh/h)	7	1	8	21	9	73	36	825	36	114	313	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1988	1988	1988	1870	1945	1870	2145	2231	2145
Adj Flow Rate, veh/h	7	1	8	22	9	77	38	868	38	120	329	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	8	57	176	72	358	89	1406	62	170	2580	819
Arrive On Green	0.04	0.04	0.04	0.13	0.13	0.13	0.05	0.39	0.39	0.08	0.42	0.45
Sat Flow, veh/h	1568	224	1585	1362	557	1682	1781	3605	158	2043	6091	1818
Grp Volume(v), veh/h	8	0	8	31	0	77	38	445	461	120	329	7
Grp Sat Flow(s),veh/h/ln	1792	0	1585	1920	0	1682	1781	1848	1915	2043	2030	1818
Q Serve(g_s), s	0.2	0.0	0.2	0.7	0.0	1.8	1.0	9.3	9.3	2.7	1.6	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.2	0.7	0.0	1.8	1.0	9.3	9.3	2.7	1.6	0.1
Prop In Lane	0.87		1.00	0.71		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	65	0	57	248	0	358	89	721	747	170	2580	819
V/C Ratio(X)	0.12	0.00	0.14	0.12	0.00	0.22	0.43	0.62	0.62	0.71	0.13	0.01
Avail Cap(c_a), veh/h	337	0	298	830	0	867	298	811	840	341	2799	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	22.4	18.4	0.0	15.6	22.1	11.7	11.7	21.4	8.4	7.2
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.1	0.0	0.1	1.2	2.1	2.1	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.3	0.0	0.6	0.4	3.2	3.3	1.2	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	0.0	22.8	18.5	0.0	15.7	23.3	13.9	13.8	23.4	8.5	7.3
LnGrp LOS	C	A	C	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		16			108			944			456	
Approach Delay, s/veh		22.7			16.5			14.2			12.4	
Approach LOS		C			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.7	6.4	25.6		10.2	8.0	24.0				
Change Period (Y+Rc), s		4.0	4.0	5.3		4.0	4.0	5.3				
Max Green Setting (Gmax), s		9.0	8.0	22.0		20.7	8.0	21.0				
Max Q Clear Time (g_c+I1), s		2.2	3.0	3.6		3.8	4.7	11.3				
Green Ext Time (p_c), s		0.0	0.0	4.8		0.2	0.1	7.3				

Intersection Summary												
HCM 6th Ctrl Delay			13.9									
HCM 6th LOS			B									

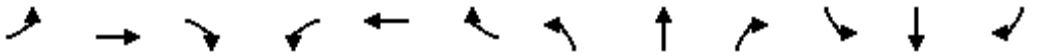
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	159	789	9	34	354
Future Volume (veh/h)	9	159	789	9	34	354
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	167	831	9	36	373
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	342	304	1316	14	106	1932
Arrive On Green	0.19	0.19	0.37	0.37	0.06	0.54
Sat Flow, veh/h	1781	1585	3695	39	1781	3647
Grp Volume(v), veh/h	9	167	410	430	36	373
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1863	1781	1777
Q Serve(g_s), s	0.1	3.2	6.4	6.4	0.7	1.8
Cycle Q Clear(g_c), s	0.1	3.2	6.4	6.4	0.7	1.8
Prop In Lane	1.00	1.00		0.02	1.00	
Lane Grp Cap(c), veh/h	342	304	649	681	106	1932
V/C Ratio(X)	0.03	0.55	0.63	0.63	0.34	0.19
Avail Cap(c_a), veh/h	1069	951	1056	1107	423	3263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.0	12.3	8.8	8.8	15.2	3.9
Incr Delay (d2), s/veh	0.0	0.6	1.4	1.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	1.6	1.7	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.1	12.9	10.2	10.1	15.9	4.0
LnGrp LOS	B	B	B	B	B	A
Approach Vol, veh/h	176		840			409
Approach Delay, s/veh	12.8		10.2			5.0
Approach LOS	B		B			A

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	23.2	10.5	6.0	17.2
Change Period (Y+Rc), s	4.9	4.0	4.0	* 4.9
Max Green Setting (Gmax), s	30.9	20.2	8.0	* 20
Max Q Clear Time (g_c+I1), s	3.8	5.2	2.7	8.4
Green Ext Time (p_c), s	1.5	0.4	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

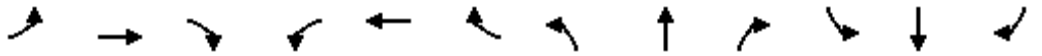
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	14	0	21	0	1593	26	12	1176	0
Future Volume (veh/h)	0	0	0	14	0	21	0	1593	26	12	1176	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	15	0	22	0	1677	27	13	1238	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	3	3	56	0	50	3	2588	42	18	2864	1304
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.72	0.72	0.01	0.81	0.00
Sat Flow, veh/h	0	1870	1585	1781	0	1585	1781	3579	58	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	15	0	22	0	831	873	13	1238	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	0	1585	1781	1777	1860	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.7	0.0	13.3	13.4	0.4	5.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.5	0.0	0.7	0.0	13.3	13.4	0.4	5.7	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	0	3	3	56	0	50	3	1285	1345	18	2864	1304
V/C Ratio(X)	0.00	0.00	0.00	0.27	0.00	0.44	0.00	0.65	0.65	0.74	0.43	0.00
Avail Cap(c_a), veh/h	0	820	695	781	0	695	391	1529	1601	260	2864	1304
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	25.9	0.0	26.0	0.0	3.9	4.0	27.0	1.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.9	0.0	2.3	0.0	1.6	1.6	20.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.0	0.3	0.0	1.9	2.0	0.3	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	26.8	0.0	28.3	0.0	5.6	5.5	47.3	1.8	0.0
LnGrp LOS	A	A	A	C	A	C	A	A	A	D	A	A
Approach Vol, veh/h		0			37			1704			1251	
Approach Delay, s/veh		0.0			27.7			5.5			2.3	
Approach LOS					C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	44.5		5.7	0.0	49.0		0.0				
Change Period (Y+Rc), s	4.0	4.9		4.0	5.0	4.9		4.0				
Max Green Setting (Gmax), s	8.0	47.1		24.0	11.0	38.1		24.0				
Max Q Clear Time (g_c+I1), s	2.4	15.4		2.7	0.0	7.7		0.0				
Green Ext Time (p_c), s	0.0	24.2		0.0	0.0	15.9		0.0				

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



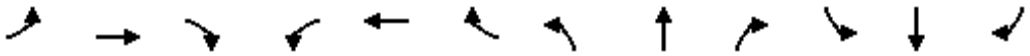
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	23	33	41	27	64	18	1555	36	54	1082	32
Future Volume (veh/h)	43	23	33	41	27	64	18	1555	36	54	1082	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	24	35	43	28	67	19	1637	38	57	1139	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	59	87	162	43	104	53	1979	46	109	2073	62
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	0.56	0.56	0.06	0.59	0.59
Sat Flow, veh/h	1781	687	1002	1781	478	1143	1781	3549	82	1781	3522	105
Grp Volume(v), veh/h	45	0	59	43	0	95	19	818	857	57	574	599
Grp Sat Flow(s),veh/h/ln	1781	0	1690	1781	0	1620	1781	1777	1855	1781	1777	1850
Q Serve(g_s), s	2.0	0.0	2.8	1.9	0.0	4.8	0.9	31.9	32.2	2.6	16.6	16.6
Cycle Q Clear(g_c), s	2.0	0.0	2.8	1.9	0.0	4.8	0.9	31.9	32.2	2.6	16.6	16.6
Prop In Lane	1.00		0.59	1.00		0.71	1.00		0.04	1.00		0.06
Lane Grp Cap(c), veh/h	154	0	146	162	0	147	53	991	1034	109	1046	1089
V/C Ratio(X)	0.29	0.00	0.40	0.27	0.00	0.65	0.36	0.83	0.83	0.52	0.55	0.55
Avail Cap(c_a), veh/h	337	0	319	337	0	306	168	1127	1177	168	1136	1183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	36.6	35.9	0.0	37.2	40.3	15.4	15.4	38.5	10.6	10.6
Incr Delay (d2), s/veh	0.9	0.0	1.5	0.7	0.0	4.0	1.5	5.2	5.1	1.5	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.2	0.9	0.0	2.1	0.4	11.9	12.5	1.1	5.4	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	0.0	38.2	36.6	0.0	41.2	41.8	20.5	20.5	40.0	11.2	11.2
LnGrp LOS	D	A	D	D	A	D	D	C	C	D	B	B
Approach Vol, veh/h		104			138			1694			1230	
Approach Delay, s/veh		37.7			39.8			20.8			12.5	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	55.1		11.3	9.2	52.5		11.7				
Change Period (Y+Rc), s	4.0	* 5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	* 54		16.0	8.0	53.7		16.0				
Max Q Clear Time (g_c+I1), s	2.9	18.6		4.8	4.6	34.2		6.8				
Green Ext Time (p_c), s	0.0	9.0		0.2	0.0	13.0		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		18.9
HCM 6th LOS		B

Notes

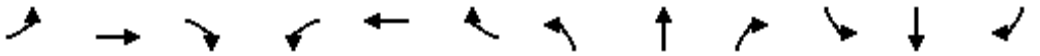
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	23	5	60	19	52	7	2124	16	21	1095	48
Future Volume (veh/h)	48	23	5	60	19	52	7	2124	16	21	1095	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1945	1870	1870	1841	1841	1870	1841	1841
Adj Flow Rate, veh/h	51	24	5	63	20	55	7	2236	17	22	1153	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	4	4
Cap, veh/h	66	31	6	75	24	66	9	3544	27	27	3447	152
Arrive On Green	0.06	0.06	0.06	0.09	0.09	0.09	0.01	1.00	1.00	0.02	0.70	0.70
Sat Flow, veh/h	1188	559	116	809	257	706	1781	5145	39	1781	4933	218
Grp Volume(v), veh/h	80	0	0	138	0	0	7	1455	798	22	783	421
Grp Sat Flow(s),veh/h/ln	1863	0	0	1772	0	0	1781	1675	1834	1781	1675	1801
Q Serve(g_s), s	5.1	0.0	0.0	9.2	0.0	0.0	0.5	0.0	0.0	1.5	11.0	11.0
Cycle Q Clear(g_c), s	5.1	0.0	0.0	9.2	0.0	0.0	0.5	0.0	0.0	1.5	11.0	11.0
Prop In Lane	0.64		0.06	0.46		0.40	1.00		0.02	1.00		0.12
Lane Grp Cap(c), veh/h	104	0	0	165	0	0	9	2308	1263	27	2341	1259
V/C Ratio(X)	0.77	0.00	0.00	0.84	0.00	0.00	0.76	0.63	0.63	0.82	0.33	0.33
Avail Cap(c_a), veh/h	155	0	0	207	0	0	119	2308	1263	119	2341	1259
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.62	0.62	0.62	0.91	0.91	0.91
Uniform Delay (d), s/veh	55.9	0.0	0.0	53.5	0.0	0.0	59.3	0.0	0.0	58.9	7.1	7.1
Incr Delay (d2), s/veh	6.0	0.0	0.0	17.6	0.0	0.0	24.4	0.8	1.5	18.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	4.9	0.0	0.0	0.3	0.3	0.5	0.8	3.4	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	0.0	0.0	71.1	0.0	0.0	83.7	0.8	1.5	77.0	7.2	7.3
LnGrp LOS	E	A	A	E	A	A	F	A	A	E	A	A
Approach Vol, veh/h		80			138			2260			1226	
Approach Delay, s/veh		62.0			71.1			1.3			8.5	
Approach LOS		E			E			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.7	5.8	88.4		15.2	4.6	89.5				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		10.0	8.0	70.3		14.0	8.0	70.3				
Max Q Clear Time (g_c+I1), s		7.1	3.5	2.0		11.2	2.5	13.0				
Green Ext Time (p_c), s		0.0	0.0	64.0		0.1	0.0	32.1				

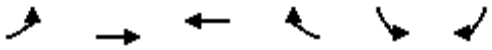
Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	0	19	61	0	37	6	1878	21	18	1104	12
Future Volume (vph)	241	0	19	61	0	37	6	1878	21	18	1104	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Lane Util. Factor	1.00		1.00	1.00		1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00		0.98	1.00		0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Frt	1.00		0.85	1.00		0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770		1549	1770		1549	1764	5075		1770	5075	
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770		1549	1770		1549	1764	5075		1770	5075	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	254	0	20	64	0	39	6	1977	22	19	1162	13
RTOR Reduction (vph)	0	0	17	0	0	32	0	1	0	0	1	0
Lane Group Flow (vph)	254	0	3	64	0	7	6	1998	0	19	1174	0
Confl. Peds. (#/hr)	4		4	4		4	4		4	4		4
Confl. Bikes (#/hr)			2			2			2			2
Turn Type	Prot		Perm	Prot		Perm	Prot	NA		Prot	NA	
Protected Phases	6			5			7	4		3	8	
Permitted Phases			6			5						
Actuated Green, G (s)	20.6		20.6	20.6		20.6	0.6	63.4		1.3	64.1	
Effective Green, g (s)	20.6		20.6	20.6		20.6	0.6	63.4		1.3	64.1	
Actuated g/C Ratio	0.17		0.17	0.17		0.17	0.00	0.53		0.01	0.53	
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Vehicle Extension (s)	2.0		2.0	2.0		2.0	2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)	303		265	303		265	8	2681		19	2710	
v/s Ratio Prot	c0.14			0.04			0.00	c0.39		c0.01	0.23	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.84		0.01	0.21		0.03	0.75	0.75		1.00	0.43	
Uniform Delay, d1	48.1		41.3	42.7		41.3	59.6	22.0		59.4	16.9	
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00		0.70	0.97	
Incremental Delay, d2	17.3		0.0	0.1		0.0	153.9	1.9		201.8	0.1	
Delay (s)	65.4		41.3	42.8		41.4	213.5	23.9		243.3	16.6	
Level of Service	E		D	D		D	F	C		F	B	
Approach Delay (s)		63.6			42.3			24.5			20.2	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		

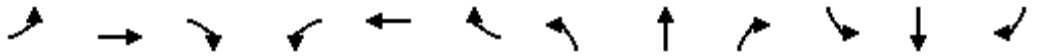
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	177	306	74	14	11
Future Volume (veh/h)	16	177	306	74	14	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	186	322	78	15	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	24	1759	1062	474	37	33
Arrive On Green	0.01	0.50	0.30	0.30	0.02	0.02
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	17	186	322	78	15	12
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.2	0.6	1.5	0.8	0.2	0.2
Cycle Q Clear(g_c), s	0.2	0.6	1.5	0.8	0.2	0.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	24	1759	1062	474	37	33
V/C Ratio(X)	0.71	0.11	0.30	0.16	0.41	0.36
Avail Cap(c_a), veh/h	1302	7353	4107	1832	1961	1745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	2.9	5.9	5.7	10.6	10.6
Incr Delay (d2), s/veh	13.3	0.0	0.3	0.3	2.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.1	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.1	3.0	6.2	5.9	13.2	13.1
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		203	400		27	
Approach Delay, s/veh		4.8	6.1		13.2	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			16.5		5.4	4.3	12.2
Change Period (Y+Rc), s			5.7		4.9	4.0	5.7
Max Green Setting (Gmax), s			45.3		24.1	16.0	25.3
Max Q Clear Time (g_c+I1), s			2.6		2.2	2.2	3.5
Green Ext Time (p_c), s			1.5		0.0	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	408	255	71	150	30	337	419	101	9	308	50
Future Volume (veh/h)	33	408	255	71	150	30	337	419	101	9	308	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	429	0	75	158	0	355	441	0	9	324	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	687		158	840		374	1203		29	740	
Arrive On Green	0.05	0.19	0.00	0.09	0.24	0.00	0.21	0.34	0.00	0.02	0.15	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	5274	0
Grp Volume(v), veh/h	35	429	0	75	158	0	355	441	0	9	324	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1702	0
Q Serve(g_s), s	1.0	5.8	0.0	2.1	1.9	0.0	10.3	4.9	0.0	0.3	3.0	0.0
Cycle Q Clear(g_c), s	1.0	5.8	0.0	2.1	1.9	0.0	10.3	4.9	0.0	0.3	3.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	81	687		158	840		374	1203		29	740	
V/C Ratio(X)	0.43	0.62		0.47	0.19		0.95	0.37		0.31	0.44	
Avail Cap(c_a), veh/h	272	1357		272	1452		374	1832		272	2242	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.3	19.4	0.0	22.7	16.0	0.0	20.4	13.1	0.0	25.5	20.4	0.0
Incr Delay (d2), s/veh	1.3	1.5	0.0	0.8	0.2	0.0	33.2	0.4	0.0	2.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.2	0.0	0.8	0.7	0.0	7.2	1.7	0.0	0.1	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	20.9	0.0	23.5	16.2	0.0	53.6	13.5	0.0	27.6	21.3	0.0
LnGrp LOS	C	C		C	B		D	B		C	C	
Approach Vol, veh/h		464	A		233	A		796	A		333	A
Approach Delay, s/veh		21.2			18.6			31.3			21.4	
Approach LOS		C			B			C			C	

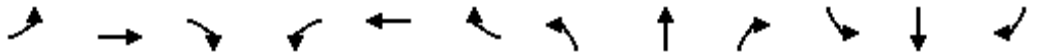
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	15.8	15.0	12.9	6.4	18.1	4.9	23.0
Change Period (Y+Rc), s	4.0	5.7	4.0	5.3	4.0	* 5.7	4.0	5.3
Max Green Setting (Gmax), s	8.0	20.0	11.0	23.0	8.0	* 21	8.0	27.0
Max Q Clear Time (g_c+I1), s	4.1	7.8	12.3	5.0	3.0	3.9	2.3	6.9
Green Ext Time (p_c), s	0.0	2.4	0.0	2.6	0.0	1.0	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	35	41	36	7	24	20	1244	74	81	371	6
Future Volume (veh/h)	40	35	41	36	7	24	20	1244	74	81	371	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	37	43	38	7	0	21	1309	78	85	391	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	50	94	49	9		260	2337	139	107	2082	
Arrive On Green	0.06	0.06	0.06	0.03	0.03	0.00	0.15	0.69	0.69	0.06	0.59	0.00
Sat Flow, veh/h	969	853	1585	1515	279	1585	1781	3408	203	1781	3647	0
Grp Volume(v), veh/h	79	0	43	45	0	0	21	681	706	85	391	0
Grp Sat Flow(s),veh/h/ln	1822	0	1585	1795	0	1585	1781	1777	1834	1781	1777	0
Q Serve(g_s), s	5.1	0.0	3.1	3.0	0.0	0.0	1.2	23.4	23.6	5.7	6.1	0.0
Cycle Q Clear(g_c), s	5.1	0.0	3.1	3.0	0.0	0.0	1.2	23.4	23.6	5.7	6.1	0.0
Prop In Lane	0.53		1.00	0.84		1.00	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	108	0	94	58	0		260	1219	1258	107	2082	
V/C Ratio(X)	0.73	0.00	0.46	0.77	0.00		0.08	0.56	0.56	0.79	0.19	
Avail Cap(c_a), veh/h	169	0	147	166	0		260	1219	1258	134	2082	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.5	0.0	54.6	57.6	0.0	0.0	44.3	9.6	9.6	55.7	11.6	0.0
Incr Delay (d2), s/veh	7.0	0.0	2.6	14.7	0.0	0.0	0.0	0.7	0.7	17.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	1.3	1.6	0.0	0.0	0.5	7.9	8.2	3.0	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	0.0	57.2	72.3	0.0	0.0	44.3	10.3	10.3	73.6	11.8	0.0
LnGrp LOS	E	A	E	E	A		D	B	B	E	B	
Approach Vol, veh/h		122			45	A		1408			476	A
Approach Delay, s/veh		60.6			72.3			10.8			22.8	
Approach LOS		E			E			B			C	

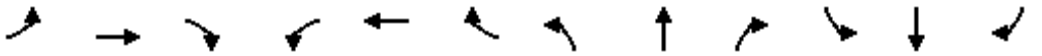
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.0	23.2	76.0		8.8	11.2	88.0				
Change Period (Y+Rc), s		4.9	5.7	* 5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		11.1	8.0	* 70		11.1	9.0	69.3				
Max Q Clear Time (g_c+I1), s		7.1	3.2	8.1		5.0	7.7	25.6				
Green Ext Time (p_c), s		0.1	0.0	2.5		0.0	0.0	11.7				

Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	3	5	5	0	7	3	1292	31	40	392	5
Future Volume (veh/h)	11	3	5	5	0	7	3	1292	31	40	392	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	3	5	5	0	7	3	1360	33	42	413	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	0	26	60	0	26	391	2976	72	54	2286	28
Arrive On Green	0.02	0.02	0.02	0.02	0.00	0.02	0.22	0.84	0.84	0.03	0.64	0.64
Sat Flow, veh/h	0	0	1585	0	0	1585	1781	3546	86	1781	3596	44
Grp Volume(v), veh/h	15	0	5	5	0	7	3	681	712	42	204	214
Grp Sat Flow(s),veh/h/ln	0	0	1585	0	0	1585	1781	1777	1855	1781	1777	1863
Q Serve(g_s), s	0.0	0.0	0.4	0.0	0.0	0.5	0.2	12.0	12.0	2.8	5.7	5.7
Cycle Q Clear(g_c), s	1.9	0.0	0.4	1.9	0.0	0.5	0.2	12.0	12.0	2.8	5.7	5.7
Prop In Lane	0.80		1.00	1.00		1.00	1.00		0.05	1.00		0.02
Lane Grp Cap(c), veh/h	54	0	26	60	0	26	391	1491	1557	54	1130	1184
V/C Ratio(X)	0.28	0.00	0.19	0.08	0.00	0.27	0.01	0.46	0.46	0.78	0.18	0.18
Avail Cap(c_a), veh/h	302	0	291	295	0	291	391	1491	1557	119	1130	1184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.0	0.0	58.3	60.0	0.0	58.3	36.6	2.5	2.5	57.8	9.0	9.0
Incr Delay (d2), s/veh	1.0	0.0	1.4	0.2	0.0	2.1	0.0	0.3	0.3	8.7	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.2	0.2	0.0	0.2	0.1	2.6	2.7	1.4	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	0.0	59.6	60.2	0.0	60.4	36.6	2.8	2.8	66.5	9.3	9.3
LnGrp LOS	E	A	E	E	A	E	D	A	A	E	A	A
Approach Vol, veh/h		20			12			1396			460	
Approach Delay, s/veh		60.7			60.3			2.9			14.5	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	32.1	82.0		5.9	7.6	106.4		5.9				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	* 76		22.0	8.0	76.3		22.0				
Max Q Clear Time (g_c+I1), s	2.2	7.7		3.9	4.8	14.0		3.9				
Green Ext Time (p_c), s	0.0	3.0		0.0	0.0	17.2		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

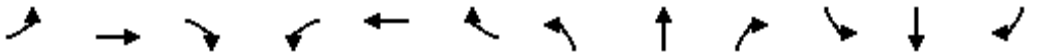
Notes

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	53	108	1228	56	41	380
Future Volume (veh/h)	53	108	1228	56	41	380
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	114	1293	59	43	400
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	182	162	2216	101	52	2617
Arrive On Green	0.10	0.10	0.64	0.64	0.06	1.00
Sat Flow, veh/h	1781	1585	3555	158	1781	3647
Grp Volume(v), veh/h	56	114	663	689	43	400
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1842	1781	1777
Q Serve(g_s), s	1.7	4.2	12.8	12.9	1.4	0.0
Cycle Q Clear(g_c), s	1.7	4.2	12.8	12.9	1.4	0.0
Prop In Lane	1.00	1.00		0.09	1.00	
Lane Grp Cap(c), veh/h	182	162	1138	1179	52	2617
V/C Ratio(X)	0.31	0.71	0.58	0.58	0.82	0.15
Avail Cap(c_a), veh/h	594	528	1138	1179	238	2617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	26.1	6.2	6.2	28.1	0.0
Incr Delay (d2), s/veh	0.4	2.1	0.9	0.8	11.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.7	3.3	3.5	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.3	28.2	7.1	7.0	39.2	0.1
LnGrp LOS	C	C	A	A	D	A
Approach Vol, veh/h	170		1352			443
Approach Delay, s/veh	27.2		7.0			3.9
Approach LOS	C		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		49.9		10.1	5.8	44.1
Change Period (Y+Rc), s		5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s		30.3		20.0	8.0	18.3
Max Q Clear Time (g_c+I1), s		2.0		6.2	3.4	14.9
Green Ext Time (p_c), s		2.4		0.3	0.0	2.3

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



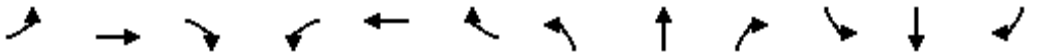
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	0	207	0	2	0	176	970	1	1	1130	395
Future Volume (veh/h)	164	0	207	0	2	0	176	970	1	1	1130	395
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1856	1870	1870	1870	1664	1708	1723	2067	2007	2052
Adj Flow Rate, veh/h	173	0	218	0	2	0	185	1021	1	1	1189	416
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	2	2	2	6	3	2	2	6	3
Cap, veh/h	653	0	285	0	61	0	178	1602	721	4	1461	666
Arrive On Green	0.18	0.00	0.18	0.00	0.03	0.00	0.11	0.49	0.49	0.00	0.38	0.38
Sat Flow, veh/h	3534	0	1544	0	1870	0	1585	3246	1460	1968	3813	1739
Grp Volume(v), veh/h	173	0	218	0	2	0	185	1021	1	1	1189	416
Grp Sat Flow(s),veh/h/ln	1767	0	1544	0	1870	0	1585	1623	1460	1968	1906	1739
Q Serve(g_s), s	3.0	0.0	9.5	0.0	0.1	0.0	8.0	16.5	0.0	0.0	19.9	13.8
Cycle Q Clear(g_c), s	3.0	0.0	9.5	0.0	0.1	0.0	8.0	16.5	0.0	0.0	19.9	13.8
Prop In Lane	1.00		1.00	0.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	653	0	285	0	61	0	178	1602	721	4	1461	666
V/C Ratio(X)	0.26	0.00	0.76	0.00	0.03	0.00	1.04	0.64	0.00	0.23	0.81	0.62
Avail Cap(c_a), veh/h	994	0	434	0	579	0	178	1602	721	221	1480	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	27.5	0.0	33.3	0.0	31.6	13.3	9.1	35.4	19.7	17.8
Incr Delay (d2), s/veh	0.3	0.0	6.2	0.0	0.3	0.0	77.7	1.0	0.0	9.7	3.8	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	3.7	0.0	0.0	0.0	6.6	4.7	0.0	0.0	7.8	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.2	0.0	33.7	0.0	33.6	0.0	109.3	14.3	9.1	45.2	23.5	20.0
LnGrp LOS	C	A	C	A	C	A	F	B	A	D	C	B
Approach Vol, veh/h		391			2			1207			1606	
Approach Delay, s/veh		29.9			33.6			28.9			22.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	41.5		6.3	12.0	33.7		19.1				
Change Period (Y+Rc), s	4.0	6.4		6.0	4.0	6.4		6.0				
Max Green Setting (Gmax), s	8.0	24.6		20.0	8.0	27.6		20.0				
Max Q Clear Time (g_c+I1), s	2.0	18.5		2.1	10.0	21.9		11.5				
Green Ext Time (p_c), s	0.0	5.2		0.0	0.0	5.4		1.6				

Intersection Summary			
HCM 6th Ctrl Delay		25.9	
HCM 6th LOS		C	

Notes

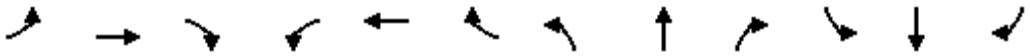
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	0	61	2	0	2	32	1099	0	5	1322	13
Future Volume (veh/h)	40	0	61	2	0	2	32	1099	0	5	1322	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	0	64	2	0	2	34	1157	0	5	1392	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	0	258	19	0	17	55	1468	739	12	1382	617
Arrive On Green	0.16	0.00	0.16	0.01	0.00	0.01	0.03	0.41	0.00	0.01	0.39	0.39
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	42	0	64	2	0	2	34	1157	0	5	1392	14
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.9	0.0	1.6	0.1	0.0	0.1	0.9	12.8	0.0	0.1	17.6	0.2
Cycle Q Clear(g_c), s	0.9	0.0	1.6	0.1	0.0	0.1	0.9	12.8	0.0	0.1	17.6	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	0	258	19	0	17	55	1468	739	12	1382	617
V/C Ratio(X)	0.14	0.00	0.25	0.10	0.00	0.12	0.62	0.79	0.00	0.42	1.01	0.02
Avail Cap(c_a), veh/h	472	0	420	787	0	701	472	1468	739	472	1382	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	16.5	22.2	0.0	22.2	21.7	11.6	0.0	22.4	13.8	8.5
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.9	0.0	1.1	4.2	3.2	0.0	8.4	25.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.5	0.0	0.0	0.0	0.4	3.7	0.0	0.1	9.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	16.7	23.0	0.0	23.3	25.9	14.7	0.0	30.7	39.7	8.5
LnGrp LOS	B	A	B	C	A	C	C	B	A	C	F	A
Approach Vol, veh/h		106			4			1191			1411	
Approach Delay, s/veh		16.6			23.1			15.1			39.4	
Approach LOS		B			C			B			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.4	5.4	24.0		4.5	4.3	25.1				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		12.0	12.0	17.6		20.0	12.0	17.6				
Max Q Clear Time (g_c+I1), s		3.6	2.9	19.6		2.1	2.1	14.8				
Green Ext Time (p_c), s		0.2	0.0	0.0		0.0	0.0	1.9				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1	326	22	17	3	405	1012	31	1	1084	296
Future Volume (veh/h)	120	1	326	22	17	3	405	1012	31	1	1084	296
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	0	28	14	31	0	426	1065	17	1	1141	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	0	165	124	260	0	422	2013	898	3	1691	525
Arrive On Green	0.10	0.00	0.10	0.07	0.07	0.00	0.24	0.57	0.57	0.00	0.33	0.33
Sat Flow, veh/h	3563	0	1585	1781	3741	0	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	127	0	28	14	31	0	426	1065	17	1	1141	89
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	2.8	0.0	1.4	0.6	0.7	0.0	20.0	15.6	0.4	0.0	16.2	3.4
Cycle Q Clear(g_c), s	2.8	0.0	1.4	0.6	0.7	0.0	20.0	15.6	0.4	0.0	16.2	3.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	0	165	124	260	0	422	2013	898	3	1691	525
V/C Ratio(X)	0.34	0.00	0.17	0.11	0.12	0.00	1.01	0.53	0.02	0.34	0.67	0.17
Avail Cap(c_a), veh/h	845	0	376	190	399	0	422	2013	898	169	1768	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	34.5	36.8	36.8	0.0	32.2	11.3	8.0	42.1	24.3	20.0
Incr Delay (d2), s/veh	0.9	0.0	0.8	0.6	0.3	0.0	46.0	0.5	0.0	23.6	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.6	0.3	0.3	0.0	13.2	5.0	0.1	0.0	5.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	0.0	35.2	37.4	37.1	0.0	78.2	11.8	8.0	65.6	25.5	20.2
LnGrp LOS	D	A	D	D	D	A	F	B	A	E	C	C
Approach Vol, veh/h		155			45			1508			1231	
Approach Delay, s/veh		35.9			37.2			30.5			25.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	54.2		14.5	24.0	34.3		11.6				
Change Period (Y+Rc), s	4.0	* 6.4		5.7	4.0	6.4		5.7				
Max Green Setting (Gmax), s	8.0	* 44		20.0	20.0	29.2		9.0				
Max Q Clear Time (g_c+I1), s	2.0	17.6		4.8	22.0	18.2		2.7				
Green Ext Time (p_c), s	0.0	21.4		0.7	0.0	9.7		0.1				

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

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	4	146	44	3	12	131	1528	107	67	1108	23
Future Volume (veh/h)	139	4	146	44	3	12	131	1528	107	67	1108	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	0	154	46	3	13	138	1608	113	71	1166	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	0	184	134	9	127	166	2098	651	412	2876	893
Arrive On Green	0.12	0.00	0.12	0.08	0.08	0.08	0.09	0.41	0.41	0.23	0.56	0.56
Sat Flow, veh/h	3563	0	1585	1677	109	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	149	0	154	49	0	13	138	1608	113	71	1166	24
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1787	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.6	0.0	11.4	3.1	0.0	0.9	9.1	32.5	5.4	3.8	15.5	0.8
Cycle Q Clear(g_c), s	4.6	0.0	11.4	3.1	0.0	0.9	9.1	32.5	5.4	3.8	15.5	0.8
Prop In Lane	1.00		1.00	0.94		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	0	184	143	0	127	166	2098	651	412	2876	893
V/C Ratio(X)	0.36	0.00	0.84	0.34	0.00	0.10	0.83	0.77	0.17	0.17	0.41	0.03
Avail Cap(c_a), veh/h	623	0	277	313	0	277	282	2098	651	412	2876	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	0.0	51.9	52.2	0.0	51.2	53.5	30.4	22.4	36.9	14.8	11.6
Incr Delay (d2), s/veh	0.2	0.0	8.2	0.5	0.0	0.1	4.1	2.7	0.6	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	5.0	1.4	0.0	0.4	4.2	13.0	2.0	1.6	5.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	60.1	52.7	0.0	51.3	57.6	33.1	23.0	37.0	15.1	11.6
LnGrp LOS	D	A	E	D	A	D	E	C	C	D	B	B
Approach Vol, veh/h		303			62			1859			1261	
Approach Delay, s/veh		54.7			52.4			34.3			16.2	
Approach LOS		D			D			C			B	

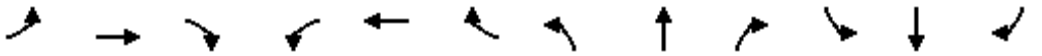
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.5	55.0		13.6	15.2	73.3		17.9				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	11.0	* 49		21.0	19.0	41.3		21.0				
Max Q Clear Time (g_c+I1), s	5.8	34.5		5.1	11.1	17.5		13.4				
Green Ext Time (p_c), s	0.0	12.0		0.1	0.1	12.7		0.5				

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

Notes

User approved volume balancing among the lanes for turning movement.

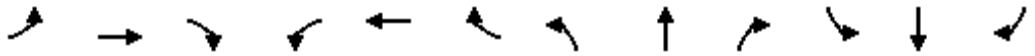
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	338	126	336	69	137	48	187	1858	36	20	1231	259
Future Volume (veh/h)	338	126	336	69	137	48	187	1858	36	20	1231	259
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	356	133	205	73	144	4	197	1956	17	21	1296	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	435	368	135	174	148	230	2501	776	67	2353	730
Arrive On Green	0.22	0.23	0.23	0.08	0.09	0.09	0.07	0.49	0.49	0.04	0.46	0.46
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3456	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	356	133	205	73	144	4	197	1956	17	21	1296	107
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1728	1702	1585	1781	1702	1585
Q Serve(g_s), s	23.5	7.1	13.7	4.7	9.1	0.3	6.8	38.0	0.7	1.4	22.0	4.7
Cycle Q Clear(g_c), s	23.5	7.1	13.7	4.7	9.1	0.3	6.8	38.0	0.7	1.4	22.0	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	383	435	368	135	174	148	230	2501	776	67	2353	730
V/C Ratio(X)	0.93	0.31	0.56	0.54	0.83	0.03	0.86	0.78	0.02	0.31	0.55	0.15
Avail Cap(c_a), veh/h	430	519	440	148	223	189	230	2501	776	134	2353	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	38.1	40.6	53.4	53.4	49.5	55.4	25.3	15.8	56.2	23.4	18.7
Incr Delay (d2), s/veh	24.0	0.6	2.1	1.2	20.7	0.1	24.6	2.5	0.1	1.0	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	3.2	5.4	2.1	5.1	0.1	3.6	14.5	0.2	0.6	8.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	38.7	42.7	54.7	74.1	49.6	80.0	27.8	15.8	57.2	23.8	18.9
LnGrp LOS	E	D	D	D	E	D	E	C	B	E	C	B
Approach Vol, veh/h		694			221			2170			1424	
Approach Delay, s/veh		56.0			67.2			32.5			23.9	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	64.8	13.1	33.6	12.0	61.3	29.8	16.9
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	9.0	48.0	10.0	33.3	8.0	49.0	29.0	14.3
Max Q Clear Time (g_c+I1), s	3.4	40.0	6.7	15.7	8.8	24.0	25.5	11.1
Green Ext Time (p_c), s	0.0	7.0	0.0	2.0	0.0	13.0	0.3	0.2

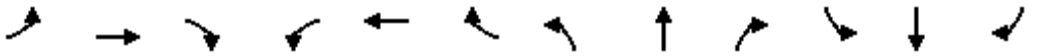
Intersection Summary	
HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	267	16	52	490	5	44	3	44	13	0	7
Future Volume (veh/h)	1	267	16	52	490	5	44	3	44	13	0	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	281	17	55	516	5	46	3	46	14	0	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	911	55	125	1210	12	110	7	110	48	0	24
Arrive On Green	0.00	0.27	0.27	0.07	0.34	0.34	0.14	0.14	0.14	0.04	0.00	0.04
Sat Flow, veh/h	1781	3405	205	1781	3606	35	815	53	815	1140	0	570
Grp Volume(v), veh/h	1	146	152	55	254	267	95	0	0	21	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1833	1781	1777	1864	1683	0	0	1711	0	0
Q Serve(g_s), s	0.0	2.4	2.4	1.1	4.1	4.1	1.9	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.4	2.4	1.1	4.1	4.1	1.9	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.02	0.48		0.48	0.67		0.33
Lane Grp Cap(c), veh/h	5	475	490	125	596	626	228	0	0	72	0	0
V/C Ratio(X)	0.20	0.31	0.31	0.44	0.43	0.43	0.42	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	585	890	919	585	890	934	1106	0	0	1077	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.2	10.7	10.7	16.3	9.4	9.4	14.5	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	7.5	0.6	0.6	0.9	0.8	0.8	0.5	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.7	0.4	1.1	1.1	0.6	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	11.3	11.3	17.2	10.2	10.2	14.9	0.0	0.0	17.8	0.0	0.0
LnGrp LOS	C	B	B	B	B	B	B	A	A	B	A	A
Approach Vol, veh/h		299			576			95			21	
Approach Delay, s/veh		11.3			10.9			14.9			17.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.5	6.6	15.5		8.9	4.1	18.0				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		23.0	12.0	18.3		24.0	12.0	18.3				
Max Q Clear Time (g_c+I1), s		2.4	3.1	4.4		3.9	2.0	6.1				
Green Ext Time (p_c), s		0.0	0.0	3.9		0.1	0.0	6.2				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	202	2	12	488	7	10	2	25	30	0	245
Future Volume (veh/h)	110	202	2	12	488	7	10	2	25	30	0	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	213	2	13	514	7	11	2	26	32	0	258
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	1051	469	29	763	340	35	6	83	367	0	327
Arrive On Green	0.10	0.30	0.30	0.02	0.21	0.21	0.08	0.08	0.08	0.21	0.00	0.21
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	465	85	1099	1781	0	1585
Grp Volume(v), veh/h	116	213	2	13	514	7	39	0	0	32	0	258
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1649	0	0	1781	0	1585
Q Serve(g_s), s	3.1	2.2	0.0	0.4	6.4	0.2	1.1	0.0	0.0	0.7	0.0	7.5
Cycle Q Clear(g_c), s	3.1	2.2	0.0	0.4	6.4	0.2	1.1	0.0	0.0	0.7	0.0	7.5
Prop In Lane	1.00		1.00	1.00		1.00	0.28		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	174	1051	469	29	763	340	125	0	0	367	0	327
V/C Ratio(X)	0.67	0.20	0.00	0.44	0.67	0.02	0.31	0.00	0.00	0.09	0.00	0.79
Avail Cap(c_a), veh/h	440	1390	620	440	1390	620	407	0	0	1001	0	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	12.8	12.1	23.7	17.5	15.0	21.2	0.0	0.0	15.6	0.0	18.3
Incr Delay (d2), s/veh	1.6	0.1	0.0	3.8	1.2	0.0	0.5	0.0	0.0	0.0	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.7	0.0	0.2	2.2	0.1	0.4	0.0	0.0	0.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	12.9	12.1	27.5	18.7	15.1	21.8	0.0	0.0	15.6	0.0	19.9
LnGrp LOS	C	B	B	C	B	B	C	A	A	B	A	B
Approach Vol, veh/h		331			534			39			290	
Approach Delay, s/veh		16.4			18.9			21.8			19.4	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.7	4.8	20.4		15.7	8.7	16.4				
Change Period (Y+Rc), s		4.0	4.0	6.0		5.7	4.0	6.0				
Max Green Setting (Gmax), s		12.0	12.0	19.0		27.3	12.0	19.0				
Max Q Clear Time (g_c+I1), s		3.1	2.4	4.2		9.5	5.1	8.4				
Green Ext Time (p_c), s		0.0	0.0	0.8		0.7	0.1	2.0				

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	168	11	178	387	6	71
Future Volume (veh/h)	168	11	178	387	6	71
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	12	187	407	6	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	552	246	312	1734	351	312
Arrive On Green	0.16	0.16	0.18	0.49	0.20	0.20
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	177	12	187	407	6	75
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	1.1	0.2	2.5	1.7	0.1	1.0
Cycle Q Clear(g_c), s	1.1	0.2	2.5	1.7	0.1	1.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	552	246	312	1734	351	312
V/C Ratio(X)	0.32	0.05	0.60	0.23	0.02	0.24
Avail Cap(c_a), veh/h	2379	1061	842	4618	1333	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.5	9.1	9.7	3.8	8.2	8.6
Incr Delay (d2), s/veh	0.3	0.1	1.8	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	0.0	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	9.2	11.5	3.8	8.2	9.0
LnGrp LOS	A	A	B	A	A	A
Approach Vol, veh/h	189			594	81	
Approach Delay, s/veh	9.8			6.2	8.9	
Approach LOS	A			A	A	

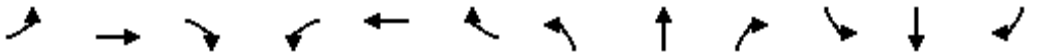
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		9.0	8.4	7.9		16.4
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		18.0	11.0	16.0		32.0
Max Q Clear Time (g_c+I1), s		3.0	4.5	3.1		3.7
Green Ext Time (p_c), s		0.2	0.2	0.7		2.5

Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	321	11	301	958	459	257
Future Volume (veh/h)	321	11	301	958	459	257
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	338	1	317	777	483	271
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	428	196	950	805	473	1511
Arrive On Green	0.12	0.12	0.51	0.51	0.27	0.81
Sat Flow, veh/h	3456	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	338	1	317	777	483	271
Grp Sat Flow(s),veh/h/ln	1728	1585	1870	1585	1781	1870
Q Serve(g_s), s	11.1	0.1	11.7	55.2	31.0	3.8
Cycle Q Clear(g_c), s	11.1	0.1	11.7	55.2	31.0	3.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	428	196	950	805	473	1511
V/C Ratio(X)	0.79	0.01	0.33	0.97	1.02	0.18
Avail Cap(c_a), veh/h	504	231	962	815	473	1523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	44.8	17.0	27.7	42.8	2.5
Incr Delay (d2), s/veh	7.1	0.0	0.2	23.2	46.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	5.0	25.1	19.6	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.8	44.8	17.2	51.0	89.5	2.6
LnGrp LOS	E	D	B	D	F	A
Approach Vol, veh/h	339		1094			754
Approach Delay, s/veh	56.8		41.2			58.3
Approach LOS	E		D			E

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	35.0	63.2			98.2	18.4
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	30.0	59.0			94.0	16.0
Max Q Clear Time (g_c+I1), s	33.0	57.2			5.8	13.1
Green Ext Time (p_c), s	0.0	1.0			1.8	0.4

Intersection Summary	
HCM 6th Ctrl Delay	49.5
HCM 6th LOS	D



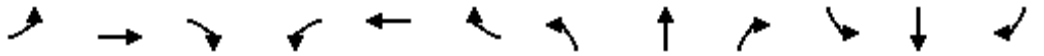
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	405	0	458	0	1885	244	0	890	1070
Future Volume (veh/h)	0	0	0	405	0	458	0	1885	244	0	890	1070
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				426	0	482	0	1984	0	0	937	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				1111	0	510	0	3006		0	3006	
Arrive On Green				0.32	0.00	0.32	0.00	0.59	0.00	0.00	0.59	0.00
Sat Flow, veh/h				3456	0	1585	0	5274	1585	0	5274	2790
Grp Volume(v), veh/h				426	0	482	0	1984	0	0	937	0
Grp Sat Flow(s),veh/h/ln				1728	0	1585	0	1702	1585	0	1702	1395
Q Serve(g_s), s				8.5	0.0	26.4	0.0	23.3	0.0	0.0	8.2	0.0
Cycle Q Clear(g_c), s				8.5	0.0	26.4	0.0	23.3	0.0	0.0	8.2	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1111	0	510	0	3006		0	3006	
V/C Ratio(X)				0.38	0.00	0.95	0.00	0.66		0.00	0.31	
Avail Cap(c_a), veh/h				1111	0	510	0	3639		0	3639	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				23.4	0.0	29.4	0.0	12.3	0.0	0.0	9.2	0.0
Incr Delay (d2), s/veh				0.1	0.0	26.6	0.0	0.4	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.3	0.0	13.2	0.0	7.5	0.0	0.0	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				23.4	0.0	56.0	0.0	12.7	0.0	0.0	9.3	0.0
LnGrp LOS				C	A	E	A	B		A	A	
Approach Vol, veh/h					908			1984	A		937	A
Approach Delay, s/veh					40.7			12.7			9.3	
Approach LOS					D			B			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	56.4		56.4		32.6			
Change Period (Y+Rc), s	5.3		5.3		5.3			
Max Green Setting (Gmax), s	62.1		62.1		27.3			
Max Q Clear Time (g_c+I1), s	25.3		10.2		28.4			
Green Ext Time (p_c), s	25.8		10.9		0.0			

Intersection Summary		
HCM 6th Ctrl Delay	18.5	
HCM 6th LOS	B	

Notes

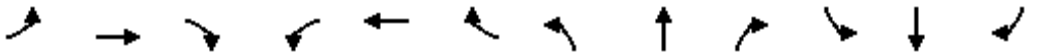
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰↰		↱		↑↑	↱	↰	↑↑	
Traffic Volume (veh/h)	0	511	184	56	0	152	0	1532	87	53	890	0
Future Volume (veh/h)	0	511	184	56	0	152	0	1532	87	53	890	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	538	194	59	0	160	0	1613	92	56	937	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	672	300	241	0	0	0	1966	877	90	2267	0
Arrive On Green	0.00	0.19	0.19	0.07	0.00	0.00	0.00	0.55	0.55	0.05	0.64	0.00
Sat Flow, veh/h	0	3647	1585	3456	59		0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	0	538	194	59	51.6		0	1613	92	56	937	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	D		0	1777	1585	1781	1777	0
Q Serve(g_s), s	0.0	16.8	13.1	1.9			0.0	43.2	3.2	3.6	15.1	0.0
Cycle Q Clear(g_c), s	0.0	16.8	13.1	1.9			0.0	43.2	3.2	3.6	15.1	0.0
Prop In Lane	0.00		1.00	1.00			0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	672	300	241			0	1966	877	90	2267	0
V/C Ratio(X)	0.00	0.80	0.65	0.24			0.00	0.82	0.10	0.62	0.41	0.00
Avail Cap(c_a), veh/h	0	773	345	752			0	2305	1028	123	2672	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00			0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	45.0	43.6	51.2			0.0	21.2	12.3	54.1	10.3	0.0
Incr Delay (d2), s/veh	0.0	5.2	3.2	0.5			0.0	2.3	0.1	2.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.9	5.4	0.8			0.0	17.0	1.1	1.6	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	50.2	46.8	51.6			0.0	23.5	12.4	56.8	10.5	0.0
LnGrp LOS	A	D	D	D			A	C	B	E	B	A
Approach Vol, veh/h		732						1705			993	
Approach Delay, s/veh		49.3						22.9			13.1	
Approach LOS		D						C			B	

Timer - Assigned Phs	1	2				6	7	8				
Phs Duration (G+Y+Rc), s	9.9	68.3				78.2	12.1	26.0				
Change Period (Y+Rc), s	4.0	4.9				4.9	5.3	5.3				
Max Green Setting (Gmax), s	8.0	74.5				86.5	24.0	24.0				
Max Q Clear Time (g_c+I1), s	5.6	45.2				17.1	3.9	18.8				
Green Ext Time (p_c), s	0.0	18.2				10.2	0.1	1.9				

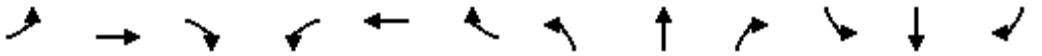
Intersection Summary			
HCM 6th Ctrl Delay		26.2	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	727	4	6	579	161	7	31	13	517	14	87
Future Volume (veh/h)	45	727	4	6	579	161	7	31	13	517	14	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	765	4	6	609	169	7	33	14	544	15	92
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	1005	448	11	904	403	31	145	150	606	17	553
Arrive On Green	0.03	0.28	0.28	0.01	0.25	0.25	0.09	0.09	0.09	0.35	0.35	0.35
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	324	1530	1585	1736	48	1585
Grp Volume(v), veh/h	47	765	4	6	609	169	40	0	14	559	0	92
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1854	0	1585	1784	0	1585
Q Serve(g_s), s	1.8	13.2	0.1	0.2	10.4	6.0	1.3	0.0	0.5	20.0	0.0	2.7
Cycle Q Clear(g_c), s	1.8	13.2	0.1	0.2	10.4	6.0	1.3	0.0	0.5	20.0	0.0	2.7
Prop In Lane	1.00		1.00	1.00		1.00	0.17		1.00	0.97		1.00
Lane Grp Cap(c), veh/h	62	1005	448	11	904	403	175	0	150	622	0	553
V/C Ratio(X)	0.76	0.76	0.01	0.53	0.67	0.42	0.23	0.00	0.09	0.90	0.00	0.17
Avail Cap(c_a), veh/h	212	1110	495	212	1057	471	992	0	848	955	0	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.2	22.0	17.3	33.3	22.6	20.9	28.2	0.0	27.8	20.8	0.0	15.1
Incr Delay (d2), s/veh	6.9	3.0	0.0	13.8	1.5	0.8	0.2	0.0	0.1	5.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.2	0.0	0.1	4.0	2.0	0.6	0.0	0.2	8.3	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	25.0	17.4	47.1	24.1	21.7	28.4	0.0	27.9	26.2	0.0	15.2
LnGrp LOS	D	C	B	D	C	C	C	A	C	C	A	B
Approach Vol, veh/h		816			784			54			651	
Approach Delay, s/veh		25.8			23.7			28.3			24.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	25.0		10.4	6.3	23.1		27.5				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	8.0	21.0		36.0	8.0	20.0		36.0				
Max Q Clear Time (g_c+I1), s	2.2	15.2		3.3	3.8	12.4		22.0				
Green Ext Time (p_c), s	0.0	3.8		0.1	0.0	4.3		1.5				

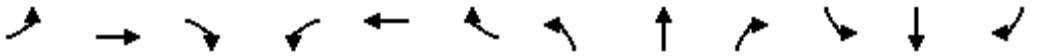
Intersection Summary			
HCM 6th Ctrl Delay		24.8	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1281	2	0	541	21	1	0	0	86	0	56
Future Volume (veh/h)	22	1281	2	0	541	21	1	0	0	86	0	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	1348	2	0	569	22	1	0	0	91	0	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1997	891	4	1485	662	45	108	92	158	227	192
Arrive On Green	0.05	0.56	0.56	0.00	0.42	0.42	0.03	0.00	0.00	0.09	0.00	0.12
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	23	1348	2	0	569	22	1	0	0	91	0	59
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.5	11.0	0.0	0.0	4.6	0.3	0.0	0.0	0.0	2.0	0.0	1.4
Cycle Q Clear(g_c), s	0.5	11.0	0.0	0.0	4.6	0.3	0.0	0.0	0.0	2.0	0.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	1997	891	4	1485	662	45	108	92	158	227	192
V/C Ratio(X)	0.28	0.68	0.00	0.00	0.38	0.03	0.02	0.00	0.00	0.57	0.00	0.31
Avail Cap(c_a), veh/h	519	2847	1270	519	2847	1270	519	772	654	519	772	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	6.4	4.0	0.0	8.3	7.1	19.6	0.0	0.0	18.0	0.0	16.5
Incr Delay (d2), s/veh	1.8	0.4	0.0	0.0	0.2	0.0	0.2	0.0	0.0	3.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.7	0.0	0.0	1.1	0.1	0.0	0.0	0.0	0.9	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	6.8	4.0	0.0	8.5	7.1	19.8	0.0	0.0	21.3	0.0	17.4
LnGrp LOS	C	A	A	A	A	A	B	A	A	C	A	B
Approach Vol, veh/h		1373			591			1			150	
Approach Delay, s/veh		7.0			8.4			19.8			19.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	6.4	0.0	27.1	5.0	9.0	5.9	21.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	11.0	32.0	11.0	16.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	4.0	0.0	0.0	13.0	2.0	3.4	2.5	6.6
Green Ext Time (p_c), s	0.1	0.0	0.0	9.1	0.0	0.1	0.0	3.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	790	737	82	40	294	120	41	670	59	138	246	496
Future Volume (veh/h)	790	737	82	40	294	120	41	670	59	138	246	496
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	832	776	0	42	309	0	43	705	0	145	259	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	936	1068		352	467		213	823		334	1037	
Arrive On Green	0.27	0.30	0.00	0.10	0.13	0.00	0.06	0.23	0.00	0.10	0.29	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	832	776	0	42	309	0	43	705	0	145	259	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	18.4	15.5	0.0	0.9	6.6	0.0	0.9	15.1	0.0	3.1	4.4	0.0
Cycle Q Clear(g_c), s	18.4	15.5	0.0	0.9	6.6	0.0	0.9	15.1	0.0	3.1	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	936	1068		352	467		213	823		334	1037	
V/C Ratio(X)	0.89	0.73		0.12	0.66		0.20	0.86		0.43	0.25	
Avail Cap(c_a), veh/h	1088	1848		352	1087		348	895		696	1266	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.8	24.9	0.0	32.4	32.8	0.0	35.4	29.3	0.0	33.8	21.5	0.0
Incr Delay (d2), s/veh	7.6	1.6	0.0	0.1	2.7	0.0	0.2	8.2	0.0	0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	6.0	0.0	0.3	2.8	0.0	0.4	6.8	0.0	1.2	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	26.5	0.0	32.5	35.6	0.0	35.6	37.5	0.0	34.2	21.7	0.0
LnGrp LOS	D	C		C	D		D	D		C	C	
Approach Vol, veh/h		1608	A		351	A		748	A		404	A
Approach Delay, s/veh		31.1			35.2			37.4			26.2	
Approach LOS		C			D			D			C	

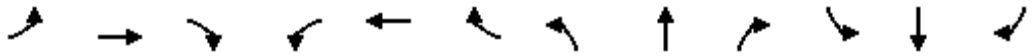
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	29.6	8.9	28.9	25.5	16.1	13.4	24.4
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	5.7	* 6
Max Green Setting (Gmax), s	8.0	41.3	8.0	28.3	25.0	24.3	16.0	* 20
Max Q Clear Time (g_c+I1), s	2.9	17.5	2.9	6.4	20.4	8.6	5.1	17.1
Green Ext Time (p_c), s	0.0	6.4	0.0	1.8	1.2	1.9	0.2	1.3

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

Notes

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

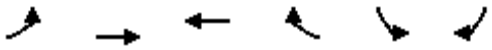
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	744	18	52	275	36	20	176	133	165	131	100
Future Volume (veh/h)	160	744	18	52	275	36	20	176	133	165	131	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	783	19	55	289	38	21	185	140	174	138	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	1022	25	105	744	97	70	230	174	217	311	237
Arrive On Green	0.11	0.29	0.29	0.06	0.24	0.24	0.04	0.23	0.23	0.12	0.32	0.32
Sat Flow, veh/h	1781	3546	86	1781	3161	412	1781	988	748	1781	986	750
Grp Volume(v), veh/h	168	392	410	55	161	166	21	0	325	174	0	243
Grp Sat Flow(s),veh/h/ln	1781	1777	1855	1781	1777	1796	1781	0	1736	1781	0	1735
Q Serve(g_s), s	5.8	12.6	12.6	1.9	4.8	4.9	0.7	0.0	11.0	5.9	0.0	7.0
Cycle Q Clear(g_c), s	5.8	12.6	12.6	1.9	4.8	4.9	0.7	0.0	11.0	5.9	0.0	7.0
Prop In Lane	1.00		0.05	1.00		0.23	1.00		0.43	1.00		0.43
Lane Grp Cap(c), veh/h	199	512	535	105	418	423	70	0	405	217	0	548
V/C Ratio(X)	0.84	0.77	0.77	0.52	0.39	0.39	0.30	0.00	0.80	0.80	0.00	0.44
Avail Cap(c_a), veh/h	199	719	751	171	691	698	228	0	725	256	0	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.2	20.3	20.3	28.6	20.1	20.1	29.2	0.0	22.6	26.7	0.0	17.0
Incr Delay (d2), s/veh	25.2	3.9	3.8	1.5	0.8	0.8	0.9	0.0	5.1	12.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.1	5.3	0.8	1.8	1.9	0.3	0.0	4.7	3.0	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	24.2	24.1	30.0	20.9	20.9	30.1	0.0	27.7	38.8	0.0	17.8
LnGrp LOS	D	C	C	C	C	C	C	A	C	D	A	B
Approach Vol, veh/h		970			382			346			417	
Approach Delay, s/veh		29.0			22.2			27.8			26.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	19.5	7.7	23.7	6.4	24.6	11.0	20.4
Change Period (Y+Rc), s	4.0	4.9	4.0	5.7	4.0	4.9	4.0	5.7
Max Green Setting (Gmax), s	9.0	26.1	6.0	25.3	8.0	27.1	7.0	24.3
Max Q Clear Time (g_c+I1), s	7.9	13.0	3.9	14.6	2.7	9.0	7.8	6.9
Green Ext Time (p_c), s	0.0	1.6	0.0	3.4	0.0	1.2	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C



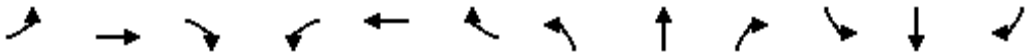
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	1064	348	16	78	0
Future Volume (veh/h)	11	1064	348	16	78	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1120	366	17	82	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	243	1998	783	36	238	212
Arrive On Green	0.14	0.56	0.23	0.23	0.13	0.00
Sat Flow, veh/h	1781	3647	3552	160	1781	1585
Grp Volume(v), veh/h	12	1120	188	195	82	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1842	1781	1585
Q Serve(g_s), s	0.2	5.8	2.6	2.6	1.2	0.0
Cycle Q Clear(g_c), s	0.2	5.8	2.6	2.6	1.2	0.0
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	243	1998	402	417	238	212
V/C Ratio(X)	0.05	0.56	0.47	0.47	0.34	0.00
Avail Cap(c_a), veh/h	498	4259	1508	1563	1680	1495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.7	4.0	9.6	9.6	11.3	0.0
Incr Delay (d2), s/veh	0.0	0.3	1.1	1.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.7	0.7	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.8	4.3	10.7	10.7	11.6	0.0
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h		1132	383		82	
Approach Delay, s/veh		4.4	10.7		11.6	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.8		6.8	9.6	12.2
Change Period (Y+Rc), s		5.7		3.0	5.7	* 5.7
Max Green Setting (Gmax), s		34.3		27.0	8.0	* 24
Max Q Clear Time (g_c+I1), s		7.8		3.2	2.2	4.6
Green Ext Time (p_c), s		8.3		0.1	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Notes

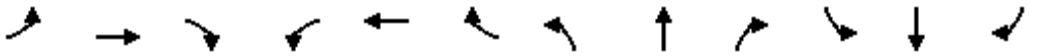
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1067	55	72	297	0	113	0	103	0	1	0
Future Volume (veh/h)	0	1067	55	72	297	0	113	0	103	0	1	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1123	58	76	313	0	119	0	108	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	1442	74	117	2011	0	275	0	245	0	4	0
Arrive On Green	0.00	0.42	0.39	0.07	0.57	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Sat Flow, veh/h	1781	3438	177	1781	3647	0	1781	0	1585	0	1870	0
Grp Volume(v), veh/h	0	580	601	76	313	0	119	0	108	0	1	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1838	1781	1777	0	1781	0	1585	0	1870	0
Q Serve(g_s), s	0.0	13.9	14.0	2.1	2.1	0.0	3.0	0.0	3.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	13.9	14.0	2.1	2.1	0.0	3.0	0.0	3.1	0.0	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	4	746	771	117	2011	0	275	0	245	0	4	0
V/C Ratio(X)	0.00	0.78	0.78	0.65	0.16	0.00	0.43	0.00	0.44	0.00	0.24	0.00
Avail Cap(c_a), veh/h	288	909	941	288	2011	0	288	0	256	0	303	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	12.4	12.4	22.5	5.1	0.0	18.9	0.0	19.0	0.0	24.6	0.0
Incr Delay (d2), s/veh	0.0	3.9	3.8	2.3	0.0	0.0	0.4	0.0	0.5	0.0	10.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.8	5.0	0.8	0.5	0.0	1.2	0.0	1.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.3	16.3	24.8	5.2	0.0	19.3	0.0	19.4	0.0	35.5	0.0
LnGrp LOS	A	B	B	C	A	A	B	A	B	A	D	A
Approach Vol, veh/h		1181			389			227			1	
Approach Delay, s/veh		16.3			9.0			19.4			35.5	
Approach LOS		B			A			B			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	26.4		11.6	0.0	33.7		4.1				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	25.3		8.0	8.0	26.3		8.0				
Max Q Clear Time (g_c+I1), s	4.1	16.0		5.1	0.0	4.1		2.0				
Green Ext Time (p_c), s	0.0	4.8		0.2	0.0	1.7		0.0				

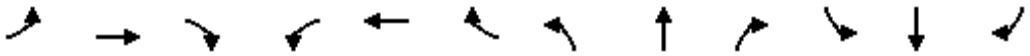
Intersection Summary			
HCM 6th Ctrl Delay		15.1	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1074	19	50	456	4	38	7	119	52	14	24
Future Volume (veh/h)	6	1074	19	50	456	4	38	7	119	52	14	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1131	20	53	480	4	40	7	125	55	15	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	1310	23	159	1613	13	129	13	474	123	21	474
Arrive On Green	0.01	0.37	0.37	0.09	0.45	0.45	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	3573	63	1781	3612	30	32	45	1585	28	69	1585
Grp Volume(v), veh/h	6	562	589	53	236	248	47	0	125	70	0	25
Grp Sat Flow(s),veh/h/ln	1781	1777	1859	1781	1777	1865	77	0	1585	97	0	1585
Q Serve(g_s), s	0.2	16.4	16.4	1.6	4.7	4.7	0.4	0.0	3.4	0.4	0.0	0.6
Cycle Q Clear(g_c), s	0.2	16.4	16.4	1.6	4.7	4.7	16.7	0.0	3.4	16.7	0.0	0.6
Prop In Lane	1.00		0.03	1.00		0.02	0.85		1.00	0.79		1.00
Lane Grp Cap(c), veh/h	17	651	682	159	794	833	142	0	474	144	0	474
V/C Ratio(X)	0.36	0.86	0.86	0.33	0.30	0.30	0.33	0.00	0.26	0.49	0.00	0.05
Avail Cap(c_a), veh/h	255	709	742	255	794	833	328	0	681	321	0	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	16.4	16.4	23.9	9.9	9.9	23.8	0.0	14.9	23.6	0.0	14.0
Incr Delay (d2), s/veh	4.8	10.5	10.1	0.5	0.3	0.3	0.5	0.0	0.1	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	6.9	7.1	0.6	1.4	1.4	0.6	0.0	1.1	0.9	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	26.9	26.5	24.3	10.1	10.1	24.3	0.0	15.0	24.6	0.0	14.0
LnGrp LOS	C	C	C	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		1157			537			172			95	
Approach Delay, s/veh		26.8			11.5			17.6			21.8	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	26.3		21.1	4.5	30.8		21.1				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	22.3		24.0	8.0	21.3		24.0				
Max Q Clear Time (g_c+I1), s	3.6	18.4		18.7	2.2	6.7		18.7				
Green Ext Time (p_c), s	0.0	2.3		0.2	0.0	2.1		0.1				

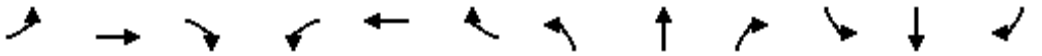
Intersection Summary												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	1167	10	37	296	89	14	0	33	79	0	36
Future Volume (veh/h)	230	1167	10	37	296	89	14	0	33	79	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	242	1228	11	39	312	94	15	0	35	83	0	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	1407	13	102	752	223	43	0	101	248	0	220
Arrive On Green	0.17	0.39	0.39	0.06	0.28	0.28	0.09	0.00	0.09	0.14	0.00	0.14
Sat Flow, veh/h	1781	3609	32	1781	2703	800	492	0	1147	1781	0	1585
Grp Volume(v), veh/h	242	605	634	39	203	203	50	0	0	83	0	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1865	1781	1777	1726	1639	0	0	1781	0	1585
Q Serve(g_s), s	7.1	17.1	17.1	1.1	5.1	5.2	1.6	0.0	0.0	2.3	0.0	1.1
Cycle Q Clear(g_c), s	7.1	17.1	17.1	1.1	5.1	5.2	1.6	0.0	0.0	2.3	0.0	1.1
Prop In Lane	1.00		0.02	1.00		0.46	0.30		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	301	693	727	102	495	481	144	0	0	248	0	220
V/C Ratio(X)	0.81	0.87	0.87	0.38	0.41	0.42	0.35	0.00	0.00	0.34	0.00	0.17
Avail Cap(c_a), veh/h	591	730	766	394	534	518	574	0	0	623	0	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	15.3	15.3	24.7	16.0	16.0	23.3	0.0	0.0	21.1	0.0	20.6
Incr Delay (d2), s/veh	1.9	11.3	10.8	0.9	0.7	0.8	0.5	0.0	0.0	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	7.2	7.5	0.4	1.7	1.7	0.6	0.0	0.0	0.9	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	26.6	26.1	25.5	16.7	16.8	23.8	0.0	0.0	21.4	0.0	20.7
LnGrp LOS	C	C	C	C	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1481			445			50			121	
Approach Delay, s/veh		25.9			17.5			23.8			21.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	26.9		8.8	13.2	20.8		11.5				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	22.3		19.0	18.0	16.3		19.0				
Max Q Clear Time (g_c+I1), s	3.1	19.1		3.6	9.1	7.2		4.3				
Green Ext Time (p_c), s	0.0	2.1		0.1	0.3	1.4		0.2				

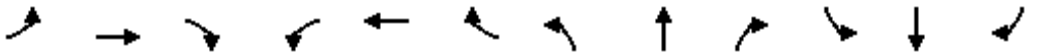
Intersection Summary			
HCM 6th Ctrl Delay		23.8	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	2	8	106	3	43	21	996	157	39	972	17
Future Volume (veh/h)	6	2	8	106	3	43	21	996	157	39	972	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	2	8	112	3	45	22	1048	165	41	1023	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	69	59	188	205	174	86	1900	590	113	1978	614
Arrive On Green	0.03	0.04	0.04	0.11	0.11	0.11	0.05	0.37	0.37	0.06	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	6	2	8	112	3	45	22	1048	165	41	1023	18
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.1	0.0	0.2	2.3	0.1	1.0	0.5	6.1	2.8	0.8	5.8	0.3
Cycle Q Clear(g_c), s	0.1	0.0	0.2	2.3	0.1	1.0	0.5	6.1	2.8	0.8	5.8	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	69	59	188	205	174	86	1900	590	113	1978	614
V/C Ratio(X)	0.10	0.03	0.14	0.60	0.01	0.26	0.26	0.55	0.28	0.36	0.52	0.03
Avail Cap(c_a), veh/h	376	1628	1379	376	1726	1463	376	2559	794	376	2559	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	17.6	17.7	16.2	15.1	15.5	17.4	9.4	8.3	17.0	8.9	7.2
Incr Delay (d2), s/veh	0.8	0.2	1.0	3.0	0.0	0.8	1.6	0.3	0.3	2.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.9	0.0	0.3	0.2	1.4	0.7	0.3	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	17.8	18.7	19.2	15.1	16.2	18.9	9.7	8.6	19.0	9.1	7.2
LnGrp LOS	B	B	B	B	B	B	B	A	A	B	A	A
Approach Vol, veh/h		16			160			1235			1082	
Approach Delay, s/veh		18.5			18.3			9.7			9.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	18.1	8.0	5.4	5.8	18.7	5.2	8.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	18.0	7.0	32.0	7.0	18.0	7.0	34.0
Max Q Clear Time (g_c+I1), s	2.8	8.1	4.3	2.2	2.5	7.8	2.1	3.0
Green Ext Time (p_c), s	0.0	5.0	0.1	0.0	0.0	4.6	0.0	0.1

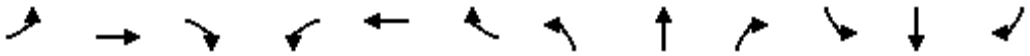
Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	29	70	259	7	30	22	1124	120	17	1062	7
Future Volume (veh/h)	21	29	70	259	7	30	22	1124	120	17	1062	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	31	74	273	7	32	23	1183	126	18	1118	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	167	142	373	483	410	73	1821	565	66	1799	559
Arrive On Green	0.04	0.09	0.09	0.21	0.26	0.26	0.04	0.36	0.36	0.04	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	22	31	74	273	7	32	23	1183	126	18	1118	7
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.6	0.8	2.3	7.4	0.1	0.8	0.7	10.1	2.9	0.5	9.4	0.1
Cycle Q Clear(g_c), s	0.6	0.8	2.3	7.4	0.1	0.8	0.7	10.1	2.9	0.5	9.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	167	142	373	483	410	73	1821	565	66	1799	559
V/C Ratio(X)	0.31	0.19	0.52	0.73	0.01	0.08	0.31	0.65	0.22	0.27	0.62	0.01
Avail Cap(c_a), veh/h	274	1188	1007	789	1836	1556	274	2261	702	274	2261	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	21.9	22.6	19.2	14.3	14.6	24.2	14.0	11.7	24.3	13.9	10.9
Incr Delay (d2), s/veh	2.4	0.5	3.0	2.8	0.0	0.1	2.4	0.5	0.2	2.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.9	3.0	0.1	0.3	0.3	3.0	0.9	0.2	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	22.4	25.6	22.0	14.4	14.7	26.6	14.5	11.9	26.6	14.3	10.9
LnGrp LOS	C	C	C	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		127			312			1332			1143	
Approach Delay, s/veh		25.0			21.1			14.4			14.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	22.5	14.9	8.6	6.1	22.3	6.1	17.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	22.0	22.0	32.0	7.0	22.0	7.0	50.0
Max Q Clear Time (g_c+I1), s	2.5	12.1	9.4	4.3	2.7	11.4	2.6	2.8
Green Ext Time (p_c), s	0.0	5.4	0.6	0.3	0.0	5.1	0.0	0.1

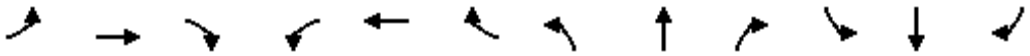
Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	9	102	113	4	22	28	1167	38	71	1372	15
Future Volume (veh/h)	54	9	102	113	4	22	28	1167	38	71	1372	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	9	107	119	4	23	29	1228	40	75	1444	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	205	174	189	283	240	84	1964	610	130	2096	651
Arrive On Green	0.06	0.11	0.11	0.11	0.15	0.15	0.05	0.38	0.38	0.07	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	57	9	107	119	4	23	29	1228	40	75	1444	16
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.5	0.2	3.2	3.1	0.1	0.6	0.8	9.5	0.8	2.0	11.4	0.3
Cycle Q Clear(g_c), s	1.5	0.2	3.2	3.1	0.1	0.6	0.8	9.5	0.8	2.0	11.4	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	205	174	189	283	240	84	1964	610	130	2096	651
V/C Ratio(X)	0.50	0.04	0.62	0.63	0.01	0.10	0.35	0.63	0.07	0.58	0.69	0.02
Avail Cap(c_a), veh/h	291	1260	1068	364	1337	1133	291	2398	744	291	2398	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	19.5	20.8	21.0	17.7	17.9	22.6	12.2	9.5	22.0	11.9	8.6
Incr Delay (d2), s/veh	3.3	0.1	3.5	3.4	0.0	0.2	2.4	0.4	0.0	4.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	1.2	1.4	0.0	0.2	0.3	2.7	0.2	0.9	3.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	19.6	24.3	24.4	17.7	18.1	25.0	12.6	9.6	26.0	12.6	8.6
LnGrp LOS	C	B	C	C	B	B	C	B	A	C	B	A
Approach Vol, veh/h		173			146			1297			1535	
Approach Delay, s/veh		24.4			23.2			12.8			13.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	22.8	9.2	9.4	6.3	24.1	7.2	11.4
Change Period (Y+Rc), s	5.0	5.3	5.0	5.0	5.0	5.3	5.0	5.0
Max Green Setting (Gmax), s	7.0	21.7	9.0	32.0	7.0	21.7	7.0	34.0
Max Q Clear Time (g_c+I1), s	4.0	11.5	5.1	5.2	2.8	13.4	3.5	2.6
Green Ext Time (p_c), s	0.0	5.5	0.1	0.4	0.0	5.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	46	39	18	67	6	22	50	20	8	101	76
Future Volume (veh/h)	82	46	39	18	67	6	22	50	20	8	101	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	48	41	19	71	6	23	53	21	8	106	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	338	285	65	224	19	72	276	109	45	199	150
Arrive On Green	0.09	0.18	0.18	0.04	0.13	0.12	0.04	0.22	0.20	0.03	0.20	0.18
Sat Flow, veh/h	1781	1870	1576	1781	1700	144	1781	1272	504	1781	987	745
Grp Volume(v), veh/h	86	48	41	19	0	77	23	0	74	8	0	186
Grp Sat Flow(s),veh/h/ln	1781	1870	1576	1781	0	1843	1781	0	1777	1781	0	1732
Q Serve(g_s), s	1.4	0.6	0.6	0.3	0.0	1.1	0.4	0.0	1.0	0.1	0.0	2.9
Cycle Q Clear(g_c), s	1.4	0.6	0.6	0.3	0.0	1.1	0.4	0.0	1.0	0.1	0.0	2.9
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.28	1.00		0.43
Lane Grp Cap(c), veh/h	152	338	285	65	0	243	72	0	385	45	0	350
V/C Ratio(X)	0.57	0.14	0.14	0.29	0.00	0.32	0.32	0.00	0.19	0.18	0.00	0.53
Avail Cap(c_a), veh/h	782	1706	1438	481	0	1370	542	0	1861	481	0	1755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	10.2	10.2	13.9	0.0	11.7	13.8	0.0	9.5	14.1	0.0	10.7
Incr Delay (d2), s/veh	3.3	0.2	0.2	2.5	0.0	0.7	2.6	0.0	0.2	1.8	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.2	0.1	0.0	0.4	0.2	0.0	0.3	0.1	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	10.4	10.4	16.3	0.0	12.4	16.4	0.0	9.8	15.9	0.0	11.9
LnGrp LOS	B	B	B	B	A	B	B	A	A	B	A	B
Approach Vol, veh/h		175			96			97			194	
Approach Delay, s/veh		13.3			13.2			11.3			12.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	10.4	5.1	9.4	5.2	10.0	6.5	7.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	30.5	7.5	26.5	8.5	29.5	12.5	21.5
Max Q Clear Time (g_c+I1), s	2.1	3.0	2.3	2.6	2.4	4.9	3.4	3.1
Green Ext Time (p_c), s	0.0	0.3	0.0	0.3	0.0	1.0	0.1	0.3

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	526	587	21	324	337
Future Volume (veh/h)	3	526	587	21	324	337
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	135	618	7	341	355
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	225	200	760	644	432	1354
Arrive On Green	0.13	0.13	0.41	0.41	0.24	0.72
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	3	135	618	7	341	355
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	0.1	4.3	15.6	0.1	9.6	3.5
Cycle Q Clear(g_c), s	0.1	4.3	15.6	0.1	9.6	3.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	225	200	760	644	432	1354
V/C Ratio(X)	0.01	0.67	0.81	0.01	0.79	0.26
Avail Cap(c_a), veh/h	567	505	1016	861	567	1752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	22.3	14.1	9.5	18.9	2.5
Incr Delay (d2), s/veh	0.0	3.9	3.8	0.0	5.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	6.3	0.0	4.2	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.4	26.2	17.9	9.5	24.5	2.6
LnGrp LOS	C	C	B	A	C	A
Approach Vol, veh/h	138		625			696
Approach Delay, s/veh	26.1		17.8			13.3
Approach LOS	C		B			B

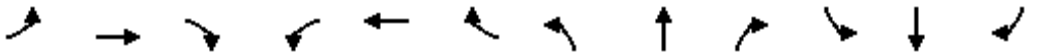
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	17.0	25.7				42.6	10.7
Change Period (Y+Rc), s	5.0	5.0				5.0	5.0
Max Green Setting (Gmax), s	16.0	28.0				49.0	16.0
Max Q Clear Time (g_c+I1), s	11.6	17.6				5.5	6.3
Green Ext Time (p_c), s	0.5	3.0				2.4	0.3

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	179	428	10	76	263
Future Volume (veh/h)	1	179	428	10	76	263
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	188	451	11	80	277
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	273	243	862	731	617	862
Arrive On Green	0.15	0.15	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1781	1585	1870	1585	930	1870
Grp Volume(v), veh/h	1	188	451	11	80	277
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	930	1870
Q Serve(g_s), s	0.0	2.4	3.5	0.1	1.4	1.9
Cycle Q Clear(g_c), s	0.0	2.4	3.5	0.1	4.9	1.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	273	243	862	731	617	862
V/C Ratio(X)	0.00	0.78	0.52	0.02	0.13	0.32
Avail Cap(c_a), veh/h	1375	1224	2346	1988	1355	2346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.4	8.4	4.0	3.0	5.7	3.5
Incr Delay (d2), s/veh	0.0	5.3	0.5	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.1	0.0	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.4	13.7	4.5	3.0	5.8	3.7
LnGrp LOS	A	B	A	A	A	A
Approach Vol, veh/h	189		462			357
Approach Delay, s/veh	13.7		4.4			4.2
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		13.6			13.6	7.2
Change Period (Y+Rc), s		5.0			5.0	4.0
Max Green Setting (Gmax), s		25.0			25.0	16.0
Max Q Clear Time (g_c+I1), s		5.5			6.9	4.4
Green Ext Time (p_c), s		2.4			1.7	0.4

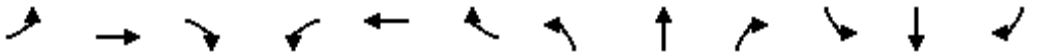
Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	458	15	39	277	0	79	0	15	0	0	0
Future Volume (veh/h)	0	458	15	39	277	0	79	0	15	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	482	16	41	292	0	83	0	16	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	1176	523	72	1947	869	128	0	155	8	8	0
Arrive On Green	0.00	0.33	0.33	0.04	0.55	0.00	0.07	0.00	0.10	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1580	1781	3554	1585	1781	0	1580	1781	1870	0
Grp Volume(v), veh/h	0	482	16	41	292	0	83	0	16	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1580	1781	1777	1585	1781	0	1580	1781	1870	0
Q Serve(g_s), s	0.0	2.4	0.2	0.5	0.9	0.0	1.0	0.0	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.4	0.2	0.5	0.9	0.0	1.0	0.0	0.2	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	8	1176	523	72	1947	869	128	0	155	8	8	0
V/C Ratio(X)	0.00	0.41	0.03	0.57	0.15	0.00	0.65	0.00	0.10	0.00	0.00	0.00
Avail Cap(c_a), veh/h	630	4085	1817	630	4085	1822	551	0	2235	630	2729	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	5.9	5.1	10.7	2.5	0.0	10.2	0.0	9.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	7.0	0.0	0.0	5.4	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.3	0.0	0.0	0.4	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.1	5.1	17.7	2.6	0.0	15.6	0.0	9.6	0.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		498			333			99			0	
Approach Delay, s/veh		6.1			4.4			14.7			0.0	
Approach LOS		A			A			B				

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	6.2	4.9	11.5	5.6	0.6	0.0	16.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	32.0	8.0	26.0	7.0	33.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	0.0	2.2	2.5	4.4	3.0	0.0	0.0	2.9
Green Ext Time (p_c), s	0.0	0.0	0.0	3.0	0.1	0.0	0.0	1.7

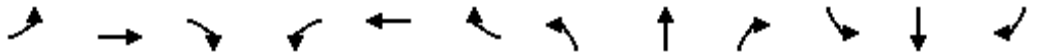
Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	2	9	76	2	98	3	637	120	119	328	11
Future Volume (veh/h)	6	2	9	76	2	98	3	637	120	119	328	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	2	9	80	2	103	3	671	126	125	345	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	193	164	300	294	249	103	1431	444	360	1811	562
Arrive On Green	0.03	0.10	0.10	0.09	0.16	0.16	0.03	0.28	0.28	0.10	0.35	0.35
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	6	2	9	80	2	103	3	671	126	125	345	12
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.1	0.0	0.2	0.8	0.0	2.2	0.0	4.1	2.3	1.3	1.8	0.2
Cycle Q Clear(g_c), s	0.1	0.0	0.2	0.8	0.0	2.2	0.0	4.1	2.3	1.3	1.8	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	193	164	300	294	249	103	1431	444	360	1811	562
V/C Ratio(X)	0.05	0.01	0.06	0.27	0.01	0.41	0.03	0.47	0.28	0.35	0.19	0.02
Avail Cap(c_a), veh/h	1103	846	717	1103	846	717	1103	2444	759	1103	2444	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	15.1	15.2	16.1	13.4	14.3	17.7	11.2	10.6	15.7	8.4	7.9
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.5	0.0	1.1	0.1	0.2	0.3	0.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.3	0.0	0.7	0.0	1.0	0.6	0.4	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	15.2	15.3	16.5	13.4	15.4	17.8	11.5	10.9	16.2	8.5	7.9
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	A	A
Approach Vol, veh/h		17			185			800			482	
Approach Delay, s/veh		16.2			15.9			11.4			10.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	14.5	7.3	7.9	5.1	17.3	5.2	9.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	3.3	6.1	2.8	2.2	2.0	3.8	2.1	4.2
Green Ext Time (p_c), s	0.2	3.4	0.1	0.0	0.0	1.7	0.0	0.2

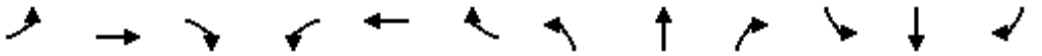
Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	347	10	12	136	14	15	14	21	5	8	4
Future Volume (veh/h)	9	347	10	12	136	14	15	14	21	5	8	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	365	11	13	143	15	16	15	22	5	8	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	862	384	78	876	391	137	144	122	270	284	240
Arrive On Green	0.04	0.24	0.24	0.04	0.25	0.25	0.08	0.08	0.08	0.15	0.15	0.15
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	9	365	11	13	143	15	16	15	22	5	8	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.2	2.9	0.2	0.2	1.0	0.2	0.3	0.2	0.4	0.1	0.1	0.1
Cycle Q Clear(g_c), s	0.2	2.9	0.2	0.2	1.0	0.2	0.3	0.2	0.4	0.1	0.1	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	862	384	78	876	391	137	144	122	270	284	240
V/C Ratio(X)	0.13	0.42	0.03	0.17	0.16	0.04	0.12	0.10	0.18	0.02	0.03	0.02
Avail Cap(c_a), veh/h	648	2693	1201	648	2693	1201	1350	1418	1201	918	964	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	10.5	9.5	15.2	9.8	9.5	14.2	14.2	14.2	11.9	11.9	11.9
Incr Delay (d2), s/veh	0.8	0.3	0.0	1.0	0.1	0.0	0.4	0.3	0.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	0.0	0.1	0.3	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	10.9	9.6	16.2	9.8	9.5	14.6	14.5	14.9	11.9	12.0	11.9
LnGrp LOS	B	B	A	B	A	A	B	B	B	B	B	B
Approach Vol, veh/h		385			171			53			17	
Approach Delay, s/veh		11.0			10.3			14.7			11.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.5	5.4	12.0		9.0	5.3	12.1				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		24.0	11.0	24.0		16.0	11.0	24.0				
Max Q Clear Time (g_c+I1), s		2.4	2.2	4.9		2.1	2.2	3.0				
Green Ext Time (p_c), s		0.1	0.0	2.2		0.0	0.0	0.8				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	5	8	5	138	5	509	4	73	508	5
Future Volume (veh/h)	5	5	5	8	5	138	5	509	4	73	508	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	5	5	8	5	145	5	536	4	77	535	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	226	192	15	232	197	10	1147	356	108	1429	444
Arrive On Green	0.01	0.12	0.12	0.01	0.12	0.12	0.01	0.22	0.22	0.06	0.28	0.28
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	5	5	5	8	5	145	5	536	4	77	535	5
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.1	0.1	0.1	0.2	0.1	3.0	0.1	3.1	0.1	1.5	2.9	0.1
Cycle Q Clear(g_c), s	0.1	0.1	0.1	0.2	0.1	3.0	0.1	3.1	0.1	1.5	2.9	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	10	226	192	15	232	197	10	1147	356	108	1429	444
V/C Ratio(X)	0.52	0.02	0.03	0.52	0.02	0.74	0.52	0.47	0.01	0.71	0.37	0.01
Avail Cap(c_a), veh/h	573	876	742	573	876	742	573	2540	788	573	2540	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	13.2	13.2	16.9	13.1	14.4	17.0	11.5	10.3	15.8	9.9	8.9
Incr Delay (d2), s/veh	36.9	0.0	0.1	25.2	0.0	5.3	36.9	0.3	0.0	8.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	1.1	0.1	0.8	0.0	0.7	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	13.3	13.3	42.1	13.2	19.7	53.8	11.8	10.3	24.1	10.1	8.9
LnGrp LOS	D	B	B	D	B	B	D	B	B	C	B	A
Approach Vol, veh/h		15			158			545			617	
Approach Delay, s/veh		26.8			20.7			12.2			11.8	
Approach LOS		C			C			B			B	

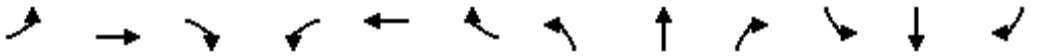
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	12.7	5.3	9.1	5.2	14.6	5.2	9.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	3.5	5.1	2.2	2.1	2.1	4.9	2.1	5.0
Green Ext Time (p_c), s	0.1	2.6	0.0	0.0	0.0	2.6	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	97	5	102	118	5	69
Future Volume (veh/h)	97	5	102	118	5	69
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	5	107	124	5	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	663	296	240	1809	207	184
Arrive On Green	0.19	0.19	0.13	0.51	0.12	0.12
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	102	5	107	124	5	73
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	0.5	0.1	1.2	0.4	0.1	0.9
Cycle Q Clear(g_c), s	0.5	0.1	1.2	0.4	0.1	0.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	663	296	240	1809	207	184
V/C Ratio(X)	0.15	0.02	0.45	0.07	0.02	0.40
Avail Cap(c_a), veh/h	3830	1708	1335	4496	1002	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.3	7.1	8.5	2.7	8.4	8.7
Incr Delay (d2), s/veh	0.1	0.0	1.3	0.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.3	0.0	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.4	7.1	9.8	2.7	8.4	10.1
LnGrp LOS	A	A	A	A	A	B
Approach Vol, veh/h	107			231	78	
Approach Delay, s/veh	7.4			6.0	10.0	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		6.5	6.9	8.0		14.9
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		11.0	15.0	22.0		26.0
Max Q Clear Time (g_c+I1), s		2.9	3.2	2.5		2.4
Green Ext Time (p_c), s		0.1	0.2	0.5		0.6

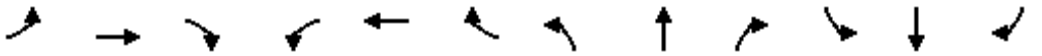
Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	220	151	1	5	72	613	84	5	520	5
Future Volume (veh/h)	5	5	220	151	1	5	72	613	84	5	520	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	5	232	159	1	5	76	645	88	5	547	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	390	330	365	533	451	276	1406	437	101	1148	356
Arrive On Green	0.03	0.21	0.21	0.11	0.28	0.28	0.08	0.28	0.28	0.03	0.22	0.22
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	5	5	232	159	1	5	76	645	88	5	547	5
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.1	0.1	5.7	1.8	0.0	0.1	0.9	4.4	1.8	0.1	3.9	0.1
Cycle Q Clear(g_c), s	0.1	0.1	5.7	1.8	0.0	0.1	0.9	4.4	1.8	0.1	3.9	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	101	390	330	365	533	451	276	1406	437	101	1148	356
V/C Ratio(X)	0.05	0.01	0.70	0.44	0.00	0.01	0.28	0.46	0.20	0.05	0.48	0.01
Avail Cap(c_a), veh/h	988	758	642	988	758	642	988	2190	680	988	2190	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	13.2	15.4	17.6	10.7	10.8	18.2	12.6	11.7	19.8	14.1	12.6
Incr Delay (d2), s/veh	0.2	0.0	2.7	0.8	0.0	0.0	0.5	0.2	0.2	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.0	0.7	0.0	0.0	0.3	1.2	0.6	0.0	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	13.2	18.1	18.4	10.7	10.8	18.7	12.8	11.9	20.0	14.4	12.7
LnGrp LOS	C	B	B	B	B	B	B	B	B	C	B	B
Approach Vol, veh/h		242			165			809			557	
Approach Delay, s/veh		18.1			18.1			13.3			14.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	15.6	8.4	12.7	7.4	13.4	5.2	16.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	2.1	6.4	3.8	7.7	2.9	5.9	2.1	2.1
Green Ext Time (p_c), s	0.0	3.2	0.3	0.5	0.1	2.5	0.0	0.0

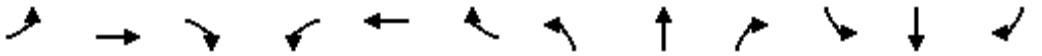
Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	205	0	24	888	17	0	0	5	4	0	10
Future Volume (veh/h)	18	205	0	24	888	17	0	0	5	4	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	216	0	25	935	18	0	0	5	4	0	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	1437	641	45	1462	28	0	0	18	38	0	34
Arrive On Green	0.02	0.40	0.00	0.03	0.41	0.41	0.00	0.00	0.01	0.02	0.00	0.02
Sat Flow, veh/h	1781	3554	1585	1781	3566	69	0	0	1578	1781	0	1578
Grp Volume(v), veh/h	19	216	0	25	466	487	0	0	5	4	0	11
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1858	0	0	1578	1781	0	1578
Q Serve(g_s), s	0.3	1.1	0.0	0.4	6.2	6.2	0.0	0.0	0.1	0.1	0.0	0.2
Cycle Q Clear(g_c), s	0.3	1.1	0.0	0.4	6.2	6.2	0.0	0.0	0.1	0.1	0.0	0.2
Prop In Lane	1.00		1.00	1.00		0.04	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	35	1437	641	45	728	761	0	0	18	38	0	34
V/C Ratio(X)	0.55	0.15	0.00	0.56	0.64	0.64	0.00	0.00	0.28	0.10	0.00	0.32
Avail Cap(c_a), veh/h	479	2150	959	479	1075	1124	0	0	1114	1257	0	1114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	5.6	0.0	14.3	7.0	7.0	0.0	0.0	14.6	14.3	0.0	14.3
Incr Delay (d2), s/veh	12.7	0.0	0.0	10.5	0.9	0.9	0.0	0.0	8.3	1.2	0.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.2	1.0	1.1	0.0	0.0	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	5.7	0.0	24.8	8.0	7.9	0.0	0.0	22.8	15.5	0.0	19.8
LnGrp LOS	C	A	A	C	A	A	A	A	C	B	A	B
Approach Vol, veh/h		235			978			5			15	
Approach Delay, s/veh		7.4			8.4			22.8			18.6	
Approach LOS		A			A			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.3	4.7	16.0		4.6	4.6	16.2				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		21.0	8.0	18.0		21.0	8.0	18.0				
Max Q Clear Time (g_c+I1), s		2.1	2.4	3.1		2.2	2.3	8.2				
Green Ext Time (p_c), s		0.0	0.0	1.0		0.0	0.0	3.9				

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A



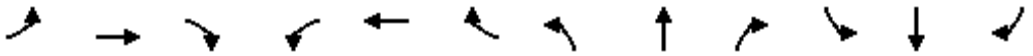
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	5	43	47	7	66	64	112	16	16	77	98
Future Volume (veh/h)	71	5	43	47	7	66	64	112	16	16	77	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	5	45	49	7	69	67	118	17	17	81	103
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	258	218	81	224	189	105	368	310	32	291	245
Arrive On Green	0.06	0.14	0.14	0.05	0.12	0.12	0.06	0.20	0.20	0.02	0.16	0.16
Sat Flow, veh/h	1781	1870	1575	1781	1870	1575	1781	1870	1577	1781	1870	1575
Grp Volume(v), veh/h	75	5	45	49	7	69	67	118	17	17	81	103
Grp Sat Flow(s),veh/h/ln	1781	1870	1575	1781	1870	1575	1781	1870	1577	1781	1870	1575
Q Serve(g_s), s	1.1	0.1	0.7	0.7	0.1	1.1	1.0	1.4	0.2	0.3	1.0	1.6
Cycle Q Clear(g_c), s	1.1	0.1	0.7	0.7	0.1	1.1	1.0	1.4	0.2	0.3	1.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	258	218	81	224	189	105	368	310	32	291	245
V/C Ratio(X)	0.66	0.02	0.21	0.60	0.03	0.37	0.64	0.32	0.05	0.54	0.28	0.42
Avail Cap(c_a), veh/h	536	1547	1303	536	1547	1303	536	1618	1364	536	1618	1362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	9.9	10.2	12.5	10.3	10.8	12.2	9.2	8.7	13.0	9.9	10.1
Incr Delay (d2), s/veh	6.3	0.0	0.5	7.0	0.1	1.2	6.4	0.5	0.1	13.4	0.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.2	0.4	0.0	0.3	0.5	0.4	0.1	0.2	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	9.9	10.6	19.4	10.4	12.0	18.6	9.7	8.7	26.4	10.4	11.3
LnGrp LOS	B	A	B	B	B	B	B	A	A	C	B	B
Approach Vol, veh/h		125			125			202			201	
Approach Delay, s/veh		15.3			14.8			12.6			12.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	9.2	5.2	7.7	5.6	8.1	5.7	7.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	22.0	8.0	23.0	8.0	22.0
Max Q Clear Time (g_c+I1), s	2.3	3.4	2.7	2.7	3.0	3.6	3.1	3.1
Green Ext Time (p_c), s	0.0	0.6	0.0	0.1	0.0	0.7	0.1	0.2

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

Intersection 5 **Cirby Way/Cirby Hills Dr-Kaiser North Driveway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	80	84	105.5%	40.0	8.5	D
	Through						
	Right Turn	50	61	121.6%	12.6	2.8	B
	Subtotal	130	145	111.7%	28.6	5.3	C
SB	Left Turn	30	30	100.1%	64.5	17.0	E
	Through						
	Right Turn	70	78	111.3%	30.2	8.4	C
	Subtotal	100	108	107.9%	39.9	9.5	D
EB	Left Turn	90	76	84.9%	46.7	6.8	D
	Through	1,230	1,073	87.2%	11.8	1.7	B
	Right Turn	180	146	81.3%	11.2	2.2	B
	Subtotal	1,500	1,296	86.4%	13.8	2.0	B
WB	Left Turn	120	82	68.4%	146.0	47.1	F
	Through	1,800	1,177	65.4%	134.9	33.9	F
	Right Turn	30	19	62.1%	108.3	59.9	F
	Subtotal	1,950	1,278	65.5%	135.4	34.2	F
Total		3,680	2,827	76.8%	70.2	14.2	E



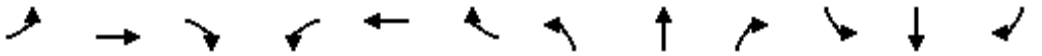
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	76	50	174	33	21	54	794	239	28	282	5
Future Volume (veh/h)	36	76	50	174	33	21	54	794	239	28	282	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	80	53	183	35	22	57	836	252	29	297	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	129	163	225	43	236	82	902	764	65	1688	28
Arrive On Green	0.10	0.10	0.10	0.15	0.15	0.15	0.05	0.48	0.48	0.04	0.47	0.47
Sat Flow, veh/h	593	1248	1585	1507	288	1585	1781	1870	1585	1781	3576	60
Grp Volume(v), veh/h	118	0	53	218	0	22	57	836	252	29	147	155
Grp Sat Flow(s),veh/h/ln	1841	0	1585	1795	0	1585	1781	1870	1585	1781	1777	1860
Q Serve(g_s), s	4.6	0.0	2.3	8.9	0.0	0.9	2.4	31.6	7.4	1.2	3.6	3.6
Cycle Q Clear(g_c), s	4.6	0.0	2.3	8.9	0.0	0.9	2.4	31.6	7.4	1.2	3.6	3.6
Prop In Lane	0.32		1.00	0.84		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	190	0	163	268	0	236	82	902	764	65	839	878
V/C Ratio(X)	0.62	0.00	0.32	0.81	0.00	0.09	0.69	0.93	0.33	0.45	0.18	0.18
Avail Cap(c_a), veh/h	635	0	546	619	0	546	213	1183	1002	189	1126	1179
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	0.0	31.4	31.1	0.0	27.7	35.4	18.3	12.0	35.6	11.5	11.5
Incr Delay (d2), s/veh	1.2	0.0	0.4	2.3	0.0	0.1	3.8	9.1	0.1	1.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.9	3.9	0.0	0.3	1.1	14.3	2.4	0.5	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	0.0	31.8	33.4	0.0	27.7	39.3	27.4	12.1	37.4	11.6	11.6
LnGrp LOS	C	A	C	C	A	C	D	C	B	D	B	B
Approach Vol, veh/h		171			240			1145			331	
Approach Delay, s/veh		33.1			32.9			24.7			13.8	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	41.7		11.8	7.5	40.9		15.2				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	* 5.3		4.0				
Max Green Setting (Gmax), s	8.0	47.7		26.0	9.0	* 48		26.0				
Max Q Clear Time (g_c+I1), s	3.2	33.6		6.6	4.4	5.6		10.9				
Green Ext Time (p_c), s	0.0	2.8		0.3	0.0	1.1		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		24.6
HCM 6th LOS		C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	308	8	110	140	5	0	410	362	0	153	142
Future Volume (veh/h)	325	308	8	110	140	5	0	410	362	0	153	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	342	324	8	116	147	5	0	432	381	0	161	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	473	482	12	236	238	8	0	590	500	0	628	
Arrive On Green	0.27	0.27	0.29	0.13	0.13	0.15	0.00	0.32	0.32	0.00	0.34	0.00
Sat Flow, veh/h	1781	1817	45	1781	1798	61	0	1870	1585	0	1870	0
Grp Volume(v), veh/h	342	0	332	116	0	152	0	432	381	0	161	0
Grp Sat Flow(s),veh/h/ln	1781	0	1862	1781	0	1859	0	1870	1585	0	1870	0
Q Serve(g_s), s	9.4	0.0	8.6	3.3	0.0	4.2	0.0	11.1	11.7	0.0	3.4	0.0
Cycle Q Clear(g_c), s	9.4	0.0	8.6	3.3	0.0	4.2	0.0	11.1	11.7	0.0	3.4	0.0
Prop In Lane	1.00		0.02	1.00		0.03	0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	473	0	494	236	0	246	0	590	500	0	628	
V/C Ratio(X)	0.72	0.00	0.67	0.49	0.00	0.62	0.00	0.73	0.76	0.00	0.26	
Avail Cap(c_a), veh/h	676	0	707	241	0	251	0	685	581	0	824	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	18.0	0.0	17.7	21.7	0.0	22.1	0.0	16.5	16.7	0.0	13.0	0.0
Incr Delay (d2), s/veh	4.5	0.0	3.4	3.4	0.0	6.5	0.0	4.8	6.8	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	3.7	1.4	0.0	2.1	0.0	4.9	4.7	0.0	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	0.0	21.1	25.1	0.0	28.7	0.0	21.3	23.5	0.0	13.2	0.0
LnGrp LOS	C	A	C	C	A	C	A	C	C	A	B	
Approach Vol, veh/h		674			268			813			161	A
Approach Delay, s/veh		21.8			27.1			22.3			13.2	
Approach LOS		C			C			C			B	

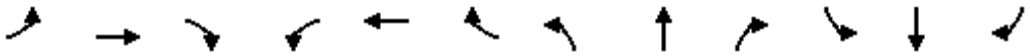
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.1		22.3		19.6		22.3				
Change Period (Y+Rc), s		* 4.2		5.3		4.2		* 5.3				
Max Green Setting (Gmax), s		* 8		22.7		21.6		* 20				
Max Q Clear Time (g_c+I1), s		6.2		5.4		11.4		13.7				
Green Ext Time (p_c), s		0.3		0.4		4.0		3.3				

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	483	236	23	214	18	220	18	22	3	16	7
Future Volume (veh/h)	13	483	236	23	214	18	220	18	22	3	16	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	508	248	24	225	19	232	19	23	3	17	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	797	686	203	674	54	617	25	315	193	200	75
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	17	1842	1585	63	1558	124	1536	126	1585	65	1006	375
Grp Volume(v), veh/h	522	0	248	268	0	0	251	0	23	27	0	0
Grp Sat Flow(s),veh/h/ln	1859	0	1585	1745	0	0	1661	0	1585	1446	0	0
Q Serve(g_s), s	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	2.3	2.1	0.0	0.0	2.9	0.0	0.3	2.9	0.0	0.0
Prop In Lane	0.03		1.00	0.09		0.07	0.92		1.00	0.11		0.26
Lane Grp Cap(c), veh/h	971	0	686	931	0	0	642	0	315	467	0	0
V/C Ratio(X)	0.54	0.00	0.36	0.29	0.00	0.00	0.39	0.00	0.07	0.06	0.00	0.00
Avail Cap(c_a), veh/h	2306	0	1838	2103	0	0	1695	0	1496	1748	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.0	0.0	4.2	4.2	0.0	0.0	8.3	0.0	7.2	7.3	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.3	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.2	0.2	0.0	0.0	0.6	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.3	0.0	4.5	4.3	0.0	0.0	8.5	0.0	7.3	7.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		770			268			274			27	
Approach Delay, s/veh		5.1			4.3			8.4			7.3	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.8		8.4		13.8		8.4				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 26		21.0		* 26		21.0				
Max Q Clear Time (g_c+I1), s		6.9		4.9		4.1		4.9				
Green Ext Time (p_c), s		2.7		0.5		0.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A

Notes

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

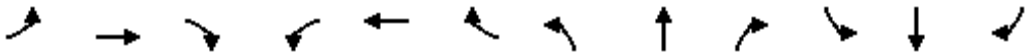
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	622	11	56	299	119	12	36	47	37	23	26
Future Volume (veh/h)	88	622	11	56	299	119	12	36	47	37	23	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	655	12	59	315	125	13	38	49	39	24	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	882	15	234	649	236	465	61	79	250	13	15
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	126	1589	28	101	1170	425	1354	742	956	261	161	181
Grp Volume(v), veh/h	760	0	0	499	0	0	13	0	87	90	0	0
Grp Sat Flow(s),veh/h/ln	1743	0	0	1695	0	0	1354	0	1698	603	0	0
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.7	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	0.0	3.9	0.0	0.0	0.2	0.0	1.1	1.9	0.0	0.0
Prop In Lane	0.12		0.02	0.12		0.25	1.00		0.56	0.43		0.30
Lane Grp Cap(c), veh/h	1146	0	0	1119	0	0	465	0	140	278	0	0
V/C Ratio(X)	0.66	0.00	0.00	0.45	0.00	0.00	0.03	0.00	0.62	0.32	0.00	0.00
Avail Cap(c_a), veh/h	2714	0	0	2567	0	0	1432	0	1352	1355	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.8	0.0	0.0	3.1	0.0	0.0	9.6	0.0	10.0	11.1	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0	1.7	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	0.0	3.3	0.0	0.0	9.6	0.0	11.7	11.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	B	B	A	A
Approach Vol, veh/h		760			499			100			90	
Approach Delay, s/veh		4.3			3.3			11.4			11.3	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.7		5.9		16.7		5.9				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 34		18.0		* 34		18.0				
Max Q Clear Time (g_c+I1), s		9.4		3.1		5.9		3.9				
Green Ext Time (p_c), s		3.2		0.2		2.0		0.1				

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

Notes

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



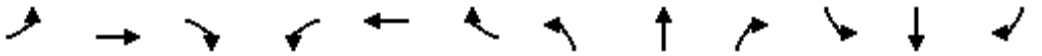
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	366	27	195	236	8	43	53	485	13	22	15
Future Volume (veh/h)	63	366	27	195	236	8	43	53	485	13	22	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	385	23	205	248	6	45	56	154	14	23	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	531	32	266	744	18	266	123	192	209	112	8
Arrive On Green	0.04	0.30	0.30	0.15	0.41	0.41	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1781	1747	104	1781	1818	44	696	1016	1585	317	926	67
Grp Volume(v), veh/h	66	0	408	205	0	254	101	0	154	39	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1852	1781	0	1862	1712	0	1585	1310	0	0
Q Serve(g_s), s	1.1	0.0	5.6	3.2	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	5.6	3.2	0.0	2.7	1.5	0.0	2.7	1.5	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.02	0.45		1.00	0.36		0.05
Lane Grp Cap(c), veh/h	78	0	563	266	0	762	389	0	192	329	0	0
V/C Ratio(X)	0.84	0.00	0.73	0.77	0.00	0.33	0.26	0.00	0.80	0.12	0.00	0.00
Avail Cap(c_a), veh/h	497	0	1214	559	0	1286	1039	0	829	944	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.6	0.0	8.9	11.7	0.0	5.8	11.7	0.0	12.3	11.3	0.0	0.0
Incr Delay (d2), s/veh	8.7	0.0	1.4	1.8	0.0	0.2	0.1	0.0	2.9	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.6	1.0	0.0	0.6	0.4	0.0	0.8	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	10.4	13.5	0.0	6.0	11.8	0.0	15.2	11.4	0.0	0.0
LnGrp LOS	C	A	B	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		474			459			255			39	
Approach Delay, s/veh		12.0			9.3			13.9			11.4	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	12.9		7.5	5.3	15.9		7.5				
Change Period (Y+Rc), s	4.0	* 4.2		4.0	4.0	* 4.2		4.0				
Max Green Setting (Gmax), s	9.0	* 19		15.0	8.0	* 20		15.0				
Max Q Clear Time (g_c+I1), s	5.2	7.6		3.5	3.1	4.7		3.5				
Green Ext Time (p_c), s	0.2	1.1		0.1	0.0	0.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		11.4
HCM 6th LOS		B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	87	368	94	66	9	234	818	24	35	918	6
Future Volume (veh/h)	90	87	368	94	66	9	234	818	24	35	918	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	92	50	99	69	2	246	861	8	37	966	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	159	281	186	130	276	272	1015	453	264	1084	
Arrive On Green	0.18	0.18	0.18	0.17	0.17	0.17	0.15	0.29	0.29	0.15	0.31	0.00
Sat Flow, veh/h	927	897	1585	1071	746	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	187	0	50	168	0	2	246	861	8	37	966	0
Grp Sat Flow(s),veh/h/ln	1824	0	1585	1817	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.4	0.0	2.1	6.6	0.0	0.1	10.7	17.9	0.3	1.4	20.4	0.0
Cycle Q Clear(g_c), s	7.4	0.0	2.1	6.6	0.0	0.1	10.7	17.9	0.3	1.4	20.4	0.0
Prop In Lane	0.51		1.00	0.59		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	0	281	316	0	276	272	1015	453	264	1084	
V/C Ratio(X)	0.58	0.00	0.18	0.53	0.00	0.01	0.90	0.85	0.02	0.14	0.89	
Avail Cap(c_a), veh/h	325	0	283	324	0	283	272	1136	507	264	1136	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.6	0.0	27.5	29.5	0.0	26.8	32.7	26.4	20.1	29.1	26.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.1	0.7	0.0	0.0	30.2	6.0	0.0	0.1	9.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.8	2.9	0.0	0.0	6.6	7.8	0.1	0.6	9.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	0.0	27.6	30.3	0.0	26.8	62.9	32.5	20.2	29.2	35.1	0.0
LnGrp LOS	C	A	C	C	A	C	E	C	C	C	D	
Approach Vol, veh/h		237			170			1115			1003	A
Approach Delay, s/veh		30.5			30.2			39.1			34.9	
Approach LOS		C			C			D			C	

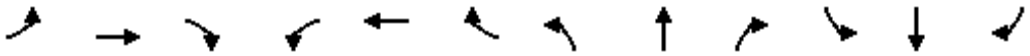
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	27.3		17.7	15.0	28.0		17.9				
Change Period (Y+Rc), s	4.0	4.9		4.0	3.0	* 4		4.0				
Max Green Setting (Gmax), s	10.0	25.1		14.0	12.0	* 25		14.0				
Max Q Clear Time (g_c+I1), s	3.4	19.9		8.6	12.7	22.4		9.4				
Green Ext Time (p_c), s	0.0	2.5		0.2	0.0	1.6		0.2				

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

Notes

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

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



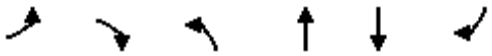
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	498	0	0	474	258	0	0	0	250	0	25
Future Volume (veh/h)	14	498	0	0	474	258	0	0	0	250	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	524	0	0	499	272	0	0	0	287	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	1999	0	0	768	648	0	6	0	589	309	0
Arrive On Green	0.02	0.56	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.17	0.00	0.00
Sat Flow, veh/h	1781	3647	0	0	1870	1577	0	1870	0	3563	1870	0
Grp Volume(v), veh/h	15	524	0	0	499	272	0	0	0	287	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1870	1577	0	1870	0	1781	1870	0
Q Serve(g_s), s	0.2	2.2	0.0	0.0	6.3	3.6	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.2	2.2	0.0	0.0	6.3	3.6	0.0	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	28	1999	0	0	768	648	0	6	0	589	309	0
V/C Ratio(X)	0.54	0.26	0.00	0.00	0.65	0.42	0.00	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	485	3627	0	0	1400	1181	0	509	0	2666	1400	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.4	3.3	0.0	0.0	7.0	6.2	0.0	0.0	0.0	11.1	0.0	0.0
Incr Delay (d2), s/veh	15.0	0.1	0.0	0.0	0.9	0.4	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.0	1.5	0.7	0.0	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	3.4	0.0	0.0	7.9	6.6	0.0	0.0	0.0	11.8	0.0	0.0
LnGrp LOS	C	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h		539			771			0			287	
Approach Delay, s/veh		4.1			7.4			0.0			11.8	
Approach LOS		A			A						B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		0.0		20.5		8.9	4.5	16.1				
Change Period (Y+Rc), s		4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		8.0		30.0		22.0	8.0	22.0				
Max Q Clear Time (g_c+I1), s		0.0		4.2		4.1	2.2	8.3				
Green Ext Time (p_c), s		0.0		3.7		0.9	0.0	3.6				

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

Notes

User approved volume balancing among the lanes for turning movement.



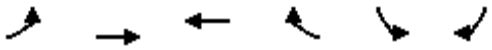
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	524	473	253	135	29	167
Future Volume (veh/h)	524	473	253	135	29	167
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	552	498	204	229	31	176
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	696	620	263	773	313	264
Arrive On Green	0.39	0.39	0.15	0.41	0.17	0.17
Sat Flow, veh/h	1781	1585	1781	1870	1870	1576
Grp Volume(v), veh/h	552	498	204	229	31	176
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1576
Q Serve(g_s), s	11.2	11.4	4.5	3.3	0.6	4.3
Cycle Q Clear(g_c), s	11.2	11.4	4.5	3.3	0.6	4.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	696	620	263	773	313	264
V/C Ratio(X)	0.79	0.80	0.78	0.30	0.10	0.67
Avail Cap(c_a), veh/h	916	815	436	1420	779	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.0	11.0	16.8	8.0	14.4	15.9
Incr Delay (d2), s/veh	3.6	4.4	4.9	0.2	0.1	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.8	1.9	1.0	0.2	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	15.5	21.6	8.2	14.5	18.8
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	1050			433	207	
Approach Delay, s/veh	15.0			14.5	18.2	
Approach LOS	B			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.9		20.0	10.0	10.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		31.0		21.0	10.0	17.0
Max Q Clear Time (g_c+I1), s		5.3		13.4	6.5	6.3
Green Ext Time (p_c), s		1.3		2.6	0.2	0.5

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

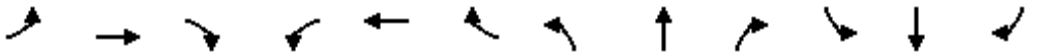
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	208	390	81	30	12
Future Volume (veh/h)	29	208	390	81	30	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	219	411	85	32	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	56	2395	1332	412	315	280
Arrive On Green	0.03	0.47	0.26	0.26	0.18	0.18
Sat Flow, veh/h	1781	5274	5274	1579	1781	1585
Grp Volume(v), veh/h	31	219	411	85	32	13
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1579	1781	1585
Q Serve(g_s), s	0.4	0.5	1.5	1.0	0.3	0.2
Cycle Q Clear(g_c), s	0.4	0.5	1.5	1.0	0.3	0.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	56	2395	1332	412	315	280
V/C Ratio(X)	0.56	0.09	0.31	0.21	0.10	0.05
Avail Cap(c_a), veh/h	630	6551	4518	1397	1812	1613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	3.3	6.7	6.5	7.8	7.7
Incr Delay (d2), s/veh	8.4	0.0	0.1	0.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.2	3.3	6.8	6.8	7.9	7.8
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h		250	496		45	
Approach Delay, s/veh		5.3	6.8		7.9	
Approach LOS		A	A		A	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			14.6		8.0	4.7	9.9
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		23.0	8.0	20.0
Max Q Clear Time (g_c+I1), s			2.5		2.3	2.4	3.5
Green Ext Time (p_c), s			1.2		0.1	0.0	2.4

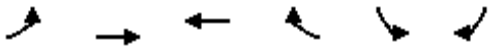
Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	161	19	840	385	426	29	879	336	222	591	58
Future Volume (veh/h)	58	161	19	840	385	426	29	879	336	222	591	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	169	20	884	405	448	31	925	354	234	622	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	470	146	997	1718	533	44	1355	740	275	2015	626
Arrive On Green	0.04	0.09	0.09	0.29	0.34	0.34	0.02	0.27	0.27	0.15	0.39	0.39
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	1781	5106	2790	1781	5106	1585
Grp Volume(v), veh/h	61	169	20	884	405	448	31	925	354	234	622	61
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1781	1702	1395	1781	1702	1585
Q Serve(g_s), s	2.7	2.5	0.9	19.6	4.6	20.9	1.4	13.0	8.5	10.2	6.7	1.9
Cycle Q Clear(g_c), s	2.7	2.5	0.9	19.6	4.6	20.9	1.4	13.0	8.5	10.2	6.7	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	470	146	997	1718	533	44	1355	740	275	2015	626
V/C Ratio(X)	0.78	0.36	0.14	0.89	0.24	0.84	0.70	0.68	0.48	0.85	0.31	0.10
Avail Cap(c_a), veh/h	223	1850	574	1122	2870	891	134	1850	1011	334	2424	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	34.1	33.4	27.2	19.1	24.6	38.7	26.4	24.7	33.0	16.7	15.3
Incr Delay (d2), s/veh	15.0	0.5	0.4	8.1	0.1	3.7	18.0	0.6	0.5	16.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.0	0.3	8.3	1.6	7.4	0.8	4.9	2.6	5.3	2.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	34.6	33.8	35.3	19.2	28.3	56.7	27.0	25.2	49.1	16.8	15.3
LnGrp LOS	D	C	C	D	B	C	E	C	C	D	B	B
Approach Vol, veh/h		250			1737			1310			917	
Approach Delay, s/veh		39.0			29.8			27.2			24.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	25.2	27.1	11.4	6.0	35.6	7.5	30.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	29.0	26.0	29.0	6.0	38.0	10.0	45.0
Max Q Clear Time (g_c+I1), s	12.2	15.0	21.6	4.5	3.4	8.7	4.7	22.9
Green Ext Time (p_c), s	0.2	6.2	1.5	1.0	0.0	4.3	0.0	4.0

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	85	652	1515	100	78	111
Future Volume (veh/h)	85	652	1515	100	78	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	686	1595	105	82	117
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	116	3295	2407	746	244	217
Arrive On Green	0.06	0.65	0.47	0.47	0.14	0.14
Sat Flow, veh/h	1781	5274	5274	1582	1781	1585
Grp Volume(v), veh/h	89	686	1595	105	82	117
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1582	1781	1585
Q Serve(g_s), s	1.8	2.0	8.8	1.4	1.5	2.5
Cycle Q Clear(g_c), s	1.8	2.0	8.8	1.4	1.5	2.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	116	3295	2407	746	244	217
V/C Ratio(X)	0.77	0.21	0.66	0.14	0.34	0.54
Avail Cap(c_a), veh/h	388	4450	2781	861	970	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	2.7	7.5	5.5	14.3	14.8
Incr Delay (d2), s/veh	10.2	0.0	0.5	0.1	0.8	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.5	0.2	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.1	2.7	7.9	5.6	15.1	16.8
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		775	1700		199	
Approach Delay, s/veh		5.5	7.8		16.1	
Approach LOS		A	A		B	

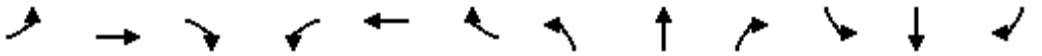
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			27.7		9.0	6.4	21.3
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			32.0		20.0	8.0	20.0
Max Q Clear Time (g_c+I1), s			4.0		4.5	3.8	10.8
Green Ext Time (p_c), s			4.6		0.5	0.1	6.5

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	722	9	13	1603	12	1
Future Volume (veh/h)	722	9	13	1603	12	1
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	760	9	14	1687	13	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2523	782	26	3225	219	195
Arrive On Green	0.49	0.49	0.01	0.63	0.12	0.12
Sat Flow, veh/h	5274	1582	1781	5274	1781	1585
Grp Volume(v), veh/h	760	9	14	1687	13	1
Grp Sat Flow(s),veh/h/ln	1702	1582	1781	1702	1781	1585
Q Serve(g_s), s	2.9	0.1	0.3	5.9	0.2	0.0
Cycle Q Clear(g_c), s	2.9	0.1	0.3	5.9	0.2	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2523	782	26	3225	219	195
V/C Ratio(X)	0.30	0.01	0.54	0.52	0.06	0.01
Avail Cap(c_a), veh/h	3605	1117	437	4859	1148	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.9	4.2	15.9	3.3	12.6	12.5
Incr Delay (d2), s/veh	0.1	0.0	16.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.2	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	4.2	32.1	3.4	12.7	12.6
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	769			1701	14	
Approach Delay, s/veh	5.0			3.7	12.7	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		8.0	4.5	20.1		24.6
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		21.0	8.0	23.0		31.0
Max Q Clear Time (g_c+I1), s		2.2	2.3	4.9		7.9
Green Ext Time (p_c), s		0.0	0.0	4.6		12.7

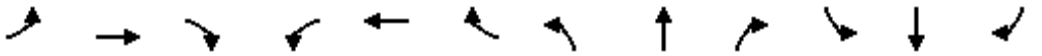
Intersection Summary	
HCM 6th Ctrl Delay	4.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	550	51	128	1477	226	67	96	70	121	76	71
Future Volume (veh/h)	121	550	51	128	1477	226	67	96	70	121	76	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	579	54	135	1555	238	71	101	74	127	80	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	2128	661	170	2153	668	91	174	148	167	254	215
Arrive On Green	0.09	0.42	0.42	0.10	0.42	0.42	0.05	0.09	0.09	0.09	0.14	0.14
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	127	579	54	135	1555	238	71	101	74	127	80	75
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	4.6	5.0	1.4	4.9	16.9	6.8	2.6	3.4	3.0	4.6	2.6	2.9
Cycle Q Clear(g_c), s	4.6	5.0	1.4	4.9	16.9	6.8	2.6	3.4	3.0	4.6	2.6	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	2128	661	170	2153	668	91	174	148	167	254	215
V/C Ratio(X)	0.79	0.27	0.08	0.79	0.72	0.36	0.78	0.58	0.50	0.76	0.31	0.35
Avail Cap(c_a), veh/h	214	2532	786	187	2455	762	241	899	762	616	1293	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	12.8	11.7	29.4	16.0	13.1	31.2	28.9	28.7	29.4	26.0	26.1
Incr Delay (d2), s/veh	13.0	0.1	0.1	18.9	0.9	0.3	13.2	3.0	2.6	6.9	0.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.7	0.5	2.9	6.0	2.2	1.4	1.6	1.2	2.2	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	12.8	11.8	48.3	16.9	13.4	44.4	31.9	31.3	36.4	26.7	27.1
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		760			1928			246			282	
Approach Delay, s/veh		17.7			18.7			35.3			31.1	
Approach LOS		B			B			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	11.2	11.4	32.7	8.4	14.0	11.0	33.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	23.0	32.0	7.0	33.0	9.0	46.0	8.0	32.0
Max Q Clear Time (g_c+I1), s	6.6	5.4	6.9	7.0	4.6	4.9	6.6	18.9
Green Ext Time (p_c), s	0.3	0.8	0.0	4.4	0.0	0.7	0.0	9.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	604	32	392	1496	302	35	863	366	142	1135	285
Future Volume (veh/h)	124	604	32	392	1496	302	35	863	366	142	1135	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	131	636	5	413	1575	149	37	908	137	149	1195	131
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	832	256	796	1641	507	192	1212	538	282	1240	551
Arrive On Green	0.07	0.16	0.16	0.23	0.32	0.32	0.06	0.34	0.34	0.08	0.35	0.35
Sat Flow, veh/h	3456	5106	1570	3456	5106	1578	3456	3554	1578	3456	3554	1578
Grp Volume(v), veh/h	131	636	5	413	1575	149	37	908	137	149	1195	131
Grp Sat Flow(s),veh/h/ln	1728	1702	1570	1728	1702	1578	1728	1777	1578	1728	1777	1578
Q Serve(g_s), s	4.0	13.0	0.3	11.4	33.0	5.7	1.1	24.6	3.5	4.5	35.9	6.4
Cycle Q Clear(g_c), s	4.0	13.0	0.3	11.4	33.0	5.7	1.1	24.6	3.5	4.5	35.9	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	832	256	796	1641	507	192	1212	538	282	1240	551
V/C Ratio(X)	0.53	0.76	0.02	0.52	0.96	0.29	0.19	0.75	0.25	0.53	0.96	0.24
Avail Cap(c_a), veh/h	254	1078	332	796	1641	507	286	1240	551	286	1240	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	43.6	38.3	36.6	36.3	15.3	49.1	31.7	6.8	48.0	34.8	25.2
Incr Delay (d2), s/veh	0.9	3.0	0.0	0.3	14.0	0.5	0.2	3.0	0.5	0.9	17.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.4	0.1	4.6	14.7	2.7	0.5	10.2	2.3	1.9	17.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.6	46.6	38.3	36.9	50.2	15.8	49.3	34.7	7.2	48.8	52.5	25.6
LnGrp LOS	D	D	D	D	D	B	D	C	A	D	D	C
Approach Vol, veh/h		772			2137			1082			1475	
Approach Delay, s/veh		47.0			45.2			31.7			49.8	
Approach LOS		D			D			C			D	

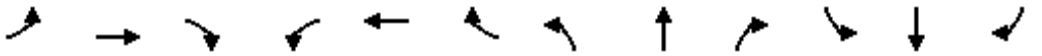
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	43.1	29.1	23.7	12.1	44.0	11.8	41.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	6.0	* 6	4.0	6.0
Max Green Setting (Gmax), s	9.0	38.0	20.0	23.0	9.0	* 38	8.0	35.0
Max Q Clear Time (g_c+I1), s	6.5	26.6	13.4	15.0	3.1	37.9	6.0	35.0
Green Ext Time (p_c), s	0.1	6.2	0.6	2.6	0.0	0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1102	0	0	2185	278	0	0	0	149	0	4
Future Volume (veh/h)	7	1102	0	0	2185	278	0	0	0	149	0	4
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	7	1160	0	0	2300	293				157	0	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2				2	0	2
Cap, veh/h	20	3124	970	141	2668	828				344	0	306
Arrive On Green	0.01	0.61	0.00	0.00	0.52	0.52				0.19	0.00	0.19
Sat Flow, veh/h	1781	5106	1585	484	5106	1585				1781	0	1585
Grp Volume(v), veh/h	7	1160	0	0	2300	293				157	0	4
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	484	1702	1585				1781	0	1585
Q Serve(g_s), s	0.2	5.8	0.0	0.0	20.0	5.5				4.0	0.0	0.1
Cycle Q Clear(g_c), s	0.2	5.8	0.0	0.0	20.0	5.5				4.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	20	3124	970	141	2668	828				344	0	306
V/C Ratio(X)	0.35	0.37	0.00	0.00	0.86	0.35				0.46	0.00	0.01
Avail Cap(c_a), veh/h	417	4286	1330	143	2691	835				939	0	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	25.1	5.0	0.0	0.0	10.6	7.2				18.3	0.0	16.7
Incr Delay (d2), s/veh	3.9	0.1	0.0	0.0	3.2	0.4				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.3	0.0	0.0	6.2	1.5				1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	5.1	0.0	0.0	13.8	7.5				18.6	0.0	16.7
LnGrp LOS	C	A	A	A	B	A				B	A	B
Approach Vol, veh/h		1167			2593						161	
Approach Delay, s/veh		5.2			13.1						18.6	
Approach LOS		A			B						B	

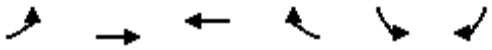
Timer - Assigned Phs				4		6	7	8				
Phs Duration (G+Y+Rc), s				37.3		13.9	4.6	32.8				
Change Period (Y+Rc), s				6.0		4.0	4.0	6.0				
Max Green Setting (Gmax), s				43.0		27.0	12.0	27.0				
Max Q Clear Time (g_c+I1), s				7.8		6.0	2.2	22.0				
Green Ext Time (p_c), s				11.1		0.3	0.0	4.7				

Intersection Summary												
HCM 6th Ctrl Delay			11.0									
HCM 6th LOS			B									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1261	23	207	2450	16	113
Future Volume (veh/h)	1261	23	207	2450	16	113
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1327	24	218	2579	17	119
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2892	898	208	3755	219	195
Arrive On Green	0.57	0.57	0.12	0.74	0.12	0.12
Sat Flow, veh/h	5274	1585	1781	5274	1781	1585
Grp Volume(v), veh/h	1327	24	218	2579	17	119
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1702	1781	1585
Q Serve(g_s), s	11.7	0.5	9.0	20.8	0.7	5.5
Cycle Q Clear(g_c), s	11.7	0.5	9.0	20.8	0.7	5.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2892	898	208	3755	219	195
V/C Ratio(X)	0.46	0.03	1.05	0.69	0.08	0.61
Avail Cap(c_a), veh/h	3386	1051	208	4249	697	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	7.3	34.0	5.4	29.9	32.0
Incr Delay (d2), s/veh	0.2	0.0	74.9	0.5	0.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.2	8.1	5.0	0.3	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	7.4	108.9	5.9	29.9	33.1
LnGrp LOS	A	A	F	A	C	C
Approach Vol, veh/h	1351			2797	136	
Approach Delay, s/veh	9.9			14.0	32.7	
Approach LOS	A			B	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	14.4	13.0	49.6	62.6
Change Period (Y+Rc), s	4.9	4.0	6.0	6.0
Max Green Setting (Gmax), s	30.1	9.0	51.0	64.0
Max Q Clear Time (g_c+I1), s	7.5	11.0	13.7	22.8
Green Ext Time (p_c), s	0.3	0.0	13.9	33.8

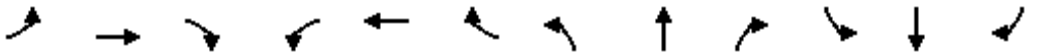
Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	1313	2602	190	277	20
Future Volume (veh/h)	27	1313	2602	190	277	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	1382	2739	200	292	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	64	3300	2819	871	349	310
Arrive On Green	0.04	0.65	0.55	0.55	0.20	0.20
Sat Flow, veh/h	1781	5274	5274	1578	1781	1585
Grp Volume(v), veh/h	28	1382	2739	200	292	21
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1578	1781	1585
Q Serve(g_s), s	1.1	9.1	35.8	4.5	10.9	0.7
Cycle Q Clear(g_c), s	1.1	9.1	35.8	4.5	10.9	0.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	64	3300	2819	871	349	310
V/C Ratio(X)	0.44	0.42	0.97	0.23	0.84	0.07
Avail Cap(c_a), veh/h	207	3560	2819	871	800	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	5.9	14.9	7.9	26.7	22.6
Incr Delay (d2), s/veh	1.7	0.1	11.2	0.2	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	12.9	1.2	4.6	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.3	6.0	26.1	8.1	28.8	22.6
LnGrp LOS	C	A	C	A	C	C
Approach Vol, veh/h		1410	2939		313	
Approach Delay, s/veh		6.6	24.9		28.3	
Approach LOS		A	C		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			50.6		18.4	6.5	44.1
Change Period (Y+Rc), s			6.0		4.9	4.0	6.0
Max Green Setting (Gmax), s			48.1		31.0	8.0	38.1
Max Q Clear Time (g_c+I1), s			11.1		12.9	3.1	37.8
Green Ext Time (p_c), s			13.4		0.7	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	296	448	126	430	71	724	449	7	68	739	0
Future Volume (veh/h)	0	296	448	126	430	71	724	449	7	68	739	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	312	132	133	453	21	762	473	3	72	778	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	482	215	166	1038	463	865	1698	757	139	951	424
Arrive On Green	0.00	0.14	0.14	0.09	0.29	0.29	0.25	0.48	0.48	0.04	0.27	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	0	312	132	133	453	21	762	473	3	72	778	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.0	6.6	6.2	5.8	8.2	0.8	16.8	6.3	0.1	1.6	16.2	0.0
Cycle Q Clear(g_c), s	0.0	6.6	6.2	5.8	8.2	0.8	16.8	6.3	0.1	1.6	16.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	482	215	166	1038	463	865	1698	757	139	951	424
V/C Ratio(X)	0.00	0.65	0.61	0.80	0.44	0.05	0.88	0.28	0.00	0.52	0.82	0.00
Avail Cap(c_a), veh/h	158	1305	582	180	1350	602	962	1845	823	306	1170	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.4	32.2	35.1	22.7	20.1	28.5	12.4	10.8	37.2	27.1	0.0
Incr Delay (d2), s/veh	0.0	1.5	2.8	20.8	0.3	0.0	8.9	0.1	0.0	3.0	3.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.7	2.4	3.3	3.2	0.3	7.4	2.2	0.0	0.7	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.8	35.0	55.9	23.0	20.1	37.4	12.5	10.8	40.1	31.0	0.0
LnGrp LOS	A	C	D	E	C	C	D	B	B	D	C	A
Approach Vol, veh/h		444			607			1238			850	
Approach Delay, s/veh		34.2			30.1			27.8			31.7	
Approach LOS		C			C			C			C	

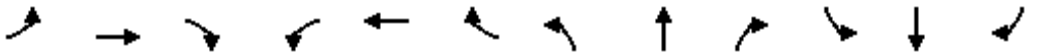
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	42.7	12.4	15.7	24.8	26.1	0.0	28.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	41.0	8.0	29.0	22.0	26.0	7.0	30.0
Max Q Clear Time (g_c+I1), s	3.6	8.3	7.8	8.6	18.8	18.2	0.0	10.2
Green Ext Time (p_c), s	0.0	3.0	0.0	2.1	1.0	2.9	0.0	2.7

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	381	12	50	547	87	23
Future Volume (veh/h)	381	12	50	547	87	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	401	13	53	576	92	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1382	616	617	1382	311	277
Arrive On Green	0.39	0.39	0.39	0.39	0.17	0.17
Sat Flow, veh/h	3647	1585	972	3647	1781	1585
Grp Volume(v), veh/h	401	13	53	576	92	24
Grp Sat Flow(s),veh/h/ln	1777	1585	972	1777	1781	1585
Q Serve(g_s), s	1.8	0.1	0.9	2.7	1.0	0.3
Cycle Q Clear(g_c), s	1.8	0.1	2.7	2.7	1.0	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1382	616	617	1382	311	277
V/C Ratio(X)	0.29	0.02	0.09	0.42	0.30	0.09
Avail Cap(c_a), veh/h	7136	3183	2191	7136	1866	1661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.8	4.3	5.7	5.1	8.2	7.9
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.2	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.2	0.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.9	4.3	5.8	5.3	8.8	8.1
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	414			629	116	
Approach Delay, s/veh	4.9			5.3	8.6	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		9.0		13.9		13.9
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		24.0		46.0		46.0
Max Q Clear Time (g_c+I1), s		3.0		3.8		4.7
Green Ext Time (p_c), s		0.3		2.7		4.4

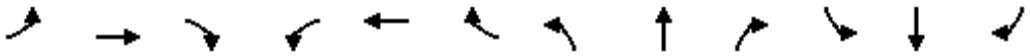
Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	352	10	70	518	337	22	985	48	257	1170	177
Future Volume (veh/h)	119	352	10	70	518	337	22	985	48	257	1170	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	371	11	74	545	355	23	1037	51	271	1232	186
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1070	477	141	1007	449	69	1527	474	362	1959	608
Arrive On Green	0.06	0.30	0.30	0.04	0.28	0.28	0.02	0.30	0.30	0.10	0.38	0.38
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	125	371	11	74	545	355	23	1037	51	271	1232	186
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	2.8	6.4	0.4	1.7	10.2	16.3	0.5	14.0	1.8	6.0	15.4	6.4
Cycle Q Clear(g_c), s	2.8	6.4	0.4	1.7	10.2	16.3	0.5	14.0	1.8	6.0	15.4	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	1070	477	141	1007	449	69	1527	474	362	1959	608
V/C Ratio(X)	0.62	0.35	0.02	0.53	0.54	0.79	0.33	0.68	0.11	0.75	0.63	0.31
Avail Cap(c_a), veh/h	483	1446	645	483	1446	645	483	2662	826	483	2662	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	21.4	19.3	37.0	23.9	26.0	38.0	24.2	20.0	34.2	19.7	16.9
Incr Delay (d2), s/veh	3.0	0.2	0.0	3.0	0.5	4.3	2.8	0.5	0.1	4.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.5	0.1	0.7	4.0	6.2	0.2	5.2	0.6	2.6	5.4	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	21.6	19.4	40.0	24.3	30.3	40.8	24.8	20.1	38.6	20.0	17.2
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		507			974			1111			1689	
Approach Delay, s/veh		25.9			27.7			24.9			22.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	28.5	8.2	28.7	6.6	35.2	9.6	27.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	41.0	11.0	32.0	11.0	41.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	8.0	16.0	3.7	8.4	2.5	17.4	4.8	18.3
Green Ext Time (p_c), s	0.3	7.5	0.1	2.3	0.0	9.5	0.2	4.0

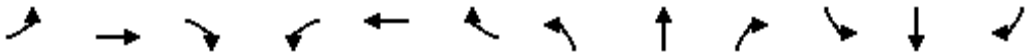
Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	646	11	85	920	35	4	0	32	16	0	0
Future Volume (veh/h)	0	646	11	85	920	35	4	0	32	16	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	680	12	89	968	37	4	0	34	17	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1143	510	120	1803	804	8	0	188	31	247	0
Arrive On Green	0.00	0.32	0.32	0.07	0.51	0.51	0.00	0.00	0.12	0.02	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	0	680	12	89	968	37	4	0	34	17	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.0	5.4	0.2	1.7	6.2	0.4	0.1	0.0	0.7	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.4	0.2	1.7	6.2	0.4	0.1	0.0	0.7	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	5	1143	510	120	1803	804	8	0	188	31	247	0
V/C Ratio(X)	0.00	0.60	0.02	0.74	0.54	0.05	0.51	0.00	0.18	0.55	0.00	0.00
Avail Cap(c_a), veh/h	423	2110	941	423	2110	941	423	0	1459	423	1722	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	9.6	7.8	15.4	5.6	4.2	16.7	0.0	13.4	16.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	8.8	0.2	0.0	44.2	0.0	0.5	14.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.0	0.8	0.8	0.0	0.1	0.0	0.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.1	7.8	24.2	5.9	4.2	60.9	0.0	13.8	30.5	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	E	A	B	C	A	A
Approach Vol, veh/h		692			1094			38			17	
Approach Delay, s/veh		10.0			7.3			18.8			30.5	
Approach LOS		B			A			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	8.0	6.3	14.8	4.1	8.4	0.0	21.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	31.0	8.0	20.0	8.0	31.0	8.0	20.0
Max Q Clear Time (g_c+I1), s	2.3	2.7	3.7	7.4	2.1	0.0	0.0	8.2
Green Ext Time (p_c), s	0.0	0.1	0.1	3.4	0.0	0.0	0.0	4.9

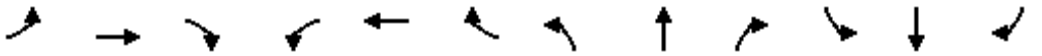
Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	527	44	205	821	31	77	308	285	4	133	43
Future Volume (veh/h)	43	527	44	205	821	31	77	308	285	4	133	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	555	46	216	864	33	81	324	300	4	140	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	828	369	257	1126	43	89	356	381	5	177	57
Arrive On Green	0.05	0.23	0.23	0.14	0.32	0.32	0.24	0.24	0.24	0.13	0.13	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3490	133	370	1481	1585	38	1327	427
Grp Volume(v), veh/h	45	555	46	216	440	457	405	0	300	189	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1846	1852	0	1585	1792	0	0
Q Serve(g_s), s	2.0	11.6	1.9	9.6	18.2	18.2	17.3	0.0	14.5	8.3	0.0	0.0
Cycle Q Clear(g_c), s	2.0	11.6	1.9	9.6	18.2	18.2	17.3	0.0	14.5	8.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.07	0.20		1.00	0.02		0.24
Lane Grp Cap(c), veh/h	98	828	369	257	573	596	445	0	381	238	0	0
V/C Ratio(X)	0.46	0.67	0.12	0.84	0.77	0.77	0.91	0.00	0.79	0.79	0.00	0.00
Avail Cap(c_a), veh/h	262	1321	589	415	813	845	463	0	397	440	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.4	28.4	24.7	34.0	24.9	24.9	30.1	0.0	29.0	34.2	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.6	0.3	4.1	4.2	4.1	20.7	0.0	8.8	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.7	0.7	4.2	7.5	7.8	9.9	0.0	6.0	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	30.0	25.0	38.0	29.1	28.9	50.8	0.0	37.8	36.5	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	D	A	D	D	A	A
Approach Vol, veh/h		646			1113			705			189	
Approach Delay, s/veh		30.3			30.7			45.3			36.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.1	15.8	24.7		24.9	8.5	32.0				
Change Period (Y+Rc), s		5.3	4.0	5.7		5.3	4.0	5.7				
Max Green Setting (Gmax), s		20.0	19.0	30.3		20.4	12.0	37.3				
Max Q Clear Time (g_c+I1), s		10.3	11.6	13.6		19.3	4.0	20.2				
Green Ext Time (p_c), s		0.3	0.2	4.2		0.3	0.0	6.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	606	30	35	732	4	175	395	66	9	190	23
Future Volume (veh/h)	23	606	30	35	732	4	175	395	66	9	190	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	638	29	37	771	1	184	416	66	9	200	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	837	38	47	882	393	197	445	71	11	239	212
Arrive On Green	0.02	0.24	0.24	0.03	0.25	0.25	0.39	0.39	0.39	0.13	0.13	0.13
Sat Flow, veh/h	1781	3462	157	1781	3554	1585	501	1132	180	80	1786	1585
Grp Volume(v), veh/h	24	327	340	37	771	1	666	0	0	209	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1842	1781	1777	1585	1813	0	0	1866	0	1585
Q Serve(g_s), s	1.3	16.3	16.3	2.0	19.8	0.0	33.5	0.0	0.0	10.4	0.0	0.2
Cycle Q Clear(g_c), s	1.3	16.3	16.3	2.0	19.8	0.0	33.5	0.0	0.0	10.4	0.0	0.2
Prop In Lane	1.00		0.09	1.00		1.00	0.28		0.10	0.04		1.00
Lane Grp Cap(c), veh/h	35	429	445	47	882	393	713	0	0	250	0	212
V/C Ratio(X)	0.68	0.76	0.76	0.79	0.87	0.00	0.93	0.00	0.00	0.84	0.00	0.01
Avail Cap(c_a), veh/h	225	473	490	225	945	422	821	0	0	394	0	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.3	33.5	33.5	46.1	34.3	26.9	27.7	0.0	0.0	40.2	0.0	35.7
Incr Delay (d2), s/veh	8.3	7.7	7.5	10.6	9.4	0.0	15.4	0.0	0.0	4.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	7.5	7.8	1.0	9.2	0.0	16.7	0.0	0.0	5.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	41.2	41.0	56.6	43.7	26.9	43.1	0.0	0.0	44.8	0.0	35.8
LnGrp LOS	D	D	D	E	D	C	D	A	A	D	A	D
Approach Vol, veh/h		691			809			666			212	
Approach Delay, s/veh		41.6			44.3			43.1			44.7	
Approach LOS		D			D			D			D	

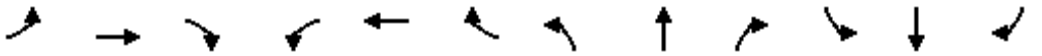
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.6	6.5	28.7		42.3	5.9	29.3				
Change Period (Y+Rc), s		4.9	4.0	5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		20.1	12.0	25.3		43.1	12.0	25.3				
Max Q Clear Time (g_c+I1), s		12.4	4.0	18.3		35.5	3.3	21.8				
Green Ext Time (p_c), s		0.4	0.0	2.6		1.9	0.0	1.8				

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	814	89	98	1353	102	37
Future Volume (veh/h)	814	89	98	1353	102	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	857	94	103	1424	107	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1503	670	131	2224	206	183
Arrive On Green	0.42	0.42	0.07	0.63	0.12	0.12
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	857	94	103	1424	107	39
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	7.1	1.4	2.2	9.7	2.2	0.9
Cycle Q Clear(g_c), s	7.1	1.4	2.2	9.7	2.2	0.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1503	670	131	2224	206	183
V/C Ratio(X)	0.57	0.14	0.79	0.64	0.52	0.21
Avail Cap(c_a), veh/h	2942	1312	323	4045	737	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	6.8	17.6	4.5	16.1	15.5
Incr Delay (d2), s/veh	0.3	0.1	9.9	0.3	2.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.3	1.1	0.6	0.9	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.8	6.9	27.5	4.8	18.1	16.1
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	951			1527	146	
Approach Delay, s/veh	8.6			6.4	17.6	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	9.5	7.8	21.3	29.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	16.0	7.0	32.0	44.0
Max Q Clear Time (g_c+I1), s	4.2	4.2	9.1	11.7
Green Ext Time (p_c), s	0.3	0.1	6.0	12.5

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



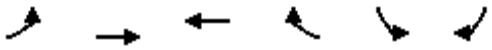
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	518	276	1018	877	136	388	1110	457	104	1227	55
Future Volume (veh/h)	71	518	276	1018	877	136	388	1110	457	104	1227	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	545	42	1072	923	132	408	1168	157	109	1292	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	626	279	1158	1015	145	482	1749	543	241	1394	433
Arrive On Green	0.08	0.18	0.18	0.23	0.33	0.33	0.14	0.34	0.34	0.07	0.27	0.27
Sat Flow, veh/h	3456	3554	1585	5023	3121	446	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	75	545	42	1072	525	530	408	1168	157	109	1292	14
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1674	1777	1790	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	2.3	16.5	2.5	23.1	31.3	31.3	12.7	21.6	8.0	3.3	27.2	0.7
Cycle Q Clear(g_c), s	2.3	16.5	2.5	23.1	31.3	31.3	12.7	21.6	8.0	3.3	27.2	0.7
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	626	279	1158	578	582	482	1749	543	241	1394	433
V/C Ratio(X)	0.27	0.87	0.15	0.93	0.91	0.91	0.85	0.67	0.29	0.45	0.93	0.03
Avail Cap(c_a), veh/h	313	672	300	1181	588	593	719	2097	651	250	1404	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	44.3	38.5	41.6	35.7	35.7	46.4	31.0	26.5	49.4	39.1	29.5
Incr Delay (d2), s/veh	0.2	12.2	0.4	11.9	18.4	18.3	4.0	1.0	0.6	0.5	11.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.0	1.0	10.3	15.6	15.7	5.5	8.3	3.0	1.4	12.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	56.5	39.0	53.5	54.1	54.1	50.4	32.0	27.1	49.9	50.2	29.5
LnGrp LOS	D	E	D	D	D	D	D	C	C	D	D	C
Approach Vol, veh/h		662			2127			1733			1415	
Approach Delay, s/veh		54.4			53.8			35.9			50.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	43.9	29.5	25.5	19.4	36.2	13.0	42.0
Change Period (Y+Rc), s	4.0	6.0	4.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	8.0	45.4	26.0	* 21	23.0	30.4	10.0	36.6
Max Q Clear Time (g_c+I1), s	5.3	23.6	25.1	18.5	14.7	29.2	4.3	33.3
Green Ext Time (p_c), s	0.0	11.7	0.4	1.0	0.7	1.0	0.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	1004	1679	198	138	15
Future Volume (veh/h)	20	1004	1679	198	138	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1057	1767	0	145	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	73	2189	1732		295	
Arrive On Green	0.04	0.62	0.49	0.00	0.17	0.00
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	21	1057	1767	0	145	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.5	7.4	22.3	0.0	3.4	0.0
Cycle Q Clear(g_c), s	0.5	7.4	22.3	0.0	3.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	73	2189	1732		295	
V/C Ratio(X)	0.29	0.48	1.02		0.49	
Avail Cap(c_a), veh/h	311	2641	1732		1012	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	21.3	4.8	11.7	0.0	17.3	0.0
Incr Delay (d2), s/veh	0.8	0.2	26.8	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	11.4	0.0	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.1	5.0	38.5	0.0	17.8	0.0
LnGrp LOS	C	A	F		B	
Approach Vol, veh/h		1078	1767	A	145	A
Approach Delay, s/veh		5.4	38.5		17.8	
Approach LOS		A	D		B	

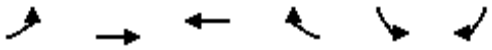
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			34.2		11.6	5.9	28.3
Change Period (Y+Rc), s			6.0		4.0	4.0	* 6
Max Green Setting (Gmax), s			34.0		26.0	8.0	* 22
Max Q Clear Time (g_c+I1), s			9.4		5.4	2.5	24.3
Green Ext Time (p_c), s			8.4		0.3	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		25.6
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



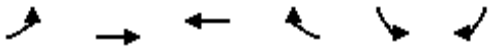
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	1125	1925	40	55	11
Future Volume (veh/h)	14	1125	1925	40	55	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	15	1184	2026	42	58	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	45	2707	2415	50	139	29
Arrive On Green	0.03	0.76	0.68	0.68	0.10	0.10
Sat Flow, veh/h	1781	3647	3654	74	1426	295
Grp Volume(v), veh/h	15	1184	1007	1061	71	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1857	1746	0
Q Serve(g_s), s	0.6	8.2	29.0	29.5	2.6	0.0
Cycle Q Clear(g_c), s	0.6	8.2	29.0	29.5	2.6	0.0
Prop In Lane	1.00			0.04	0.82	0.17
Lane Grp Cap(c), veh/h	45	2707	1205	1260	170	0
V/C Ratio(X)	0.33	0.44	0.84	0.84	0.42	0.00
Avail Cap(c_a), veh/h	207	3116	1274	1331	508	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.9	2.9	8.2	8.3	29.2	0.0
Incr Delay (d2), s/veh	1.6	0.2	5.2	5.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	7.8	8.3	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.5	3.1	13.5	13.6	29.8	0.0
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h		1199	2068		71	
Approach Delay, s/veh		3.5	13.5		29.8	
Approach LOS		A	B		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			58.1		10.7	5.7	52.3
Change Period (Y+Rc), s			5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s			60.3		20.0	8.0	49.3
Max Q Clear Time (g_c+I1), s			10.2		4.6	2.6	31.5
Green Ext Time (p_c), s			14.1		0.1	0.0	15.2

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

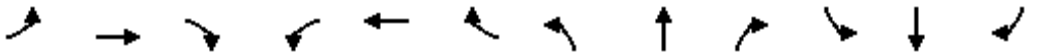
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	37	1137	1918	55	40	30
Future Volume (veh/h)	37	1137	1918	55	40	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1197	2019	56	42	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	105	2479	1967	54	150	133
Arrive On Green	0.06	0.70	0.56	0.56	0.08	0.08
Sat Flow, veh/h	1781	3647	3625	97	1781	1585
Grp Volume(v), veh/h	39	1197	1011	1064	42	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1852	1781	1585
Q Serve(g_s), s	1.0	7.5	27.3	27.3	1.1	0.1
Cycle Q Clear(g_c), s	1.0	7.5	27.3	27.3	1.1	0.1
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	105	2479	990	1032	150	133
V/C Ratio(X)	0.37	0.48	1.02	1.03	0.28	0.02
Avail Cap(c_a), veh/h	291	2850	990	1032	727	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	3.4	10.9	10.9	21.1	20.6
Incr Delay (d2), s/veh	0.8	0.2	34.1	36.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	14.9	16.2	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.0	3.6	44.9	47.3	21.4	20.6
LnGrp LOS	C	A	F	F	C	C
Approach Vol, veh/h		1236	2075		45	
Approach Delay, s/veh		4.2	46.1		21.4	
Approach LOS		A	D		C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	40.9	8.1	6.9	34.0
Change Period (Y+Rc), s	6.7	4.0	4.0	6.7
Max Green Setting (Gmax), s	39.3	20.0	8.0	27.3
Max Q Clear Time (g_c+I1), s	9.5	3.1	3.0	29.3
Green Ext Time (p_c), s	11.4	0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	1058	155	698	1752	319	234	417	687	244	853	215
Future Volume (veh/h)	103	1058	155	698	1752	319	234	417	687	244	853	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	108	1114	0	735	1844	0	246	439	0	257	898	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	1204		985	2495		249	526		600	923	
Arrive On Green	0.05	0.26	0.00	0.32	0.54	0.00	0.08	0.16	0.00	0.19	0.29	0.00
Sat Flow, veh/h	3110	4595	1427	3110	4595	1427	3110	3198	1427	3110	3198	1427
Grp Volume(v), veh/h	108	1114	0	735	1844	0	246	439	0	257	898	0
Grp Sat Flow(s),veh/h/ln	1555	1532	1427	1555	1532	1427	1555	1599	1427	1555	1599	1427
Q Serve(g_s), s	5.1	35.4	0.0	31.7	46.0	0.0	11.9	19.9	0.0	10.9	41.7	0.0
Cycle Q Clear(g_c), s	5.1	35.4	0.0	31.7	46.0	0.0	11.9	19.9	0.0	10.9	41.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	1204		985	2495		249	526		600	923	
V/C Ratio(X)	0.74	0.93		0.75	0.74		0.99	0.83		0.43	0.97	
Avail Cap(c_a), veh/h	166	1204		985	2495		249	774		600	923	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	70.5	53.9	0.0	45.9	26.2	0.0	68.9	60.7	0.0	53.3	52.8	0.0
Incr Delay (d2), s/veh	11.2	13.3	0.0	2.8	1.4	0.0	53.7	7.2	0.0	0.2	23.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	14.6	0.0	12.2	15.9	0.0	6.5	8.5	0.0	4.2	19.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	67.2	0.0	48.7	27.5	0.0	122.6	67.9	0.0	53.4	76.0	0.0
LnGrp LOS	F	E		D	C		F	E		D	E	
Approach Vol, veh/h		1222	A		2579	A		685	A		1155	A
Approach Delay, s/veh		68.5			33.6			87.5			71.0	
Approach LOS		E			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.6	30.4	53.2	45.0	16.0	49.0	11.1	87.1
Change Period (Y+Rc), s	5.7	* 5.7	5.7	* 5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	19.0	* 36	36.0	* 39	12.0	43.3	8.0	67.3
Max Q Clear Time (g_c+I1), s	12.9	21.9	33.7	37.4	13.9	43.7	7.1	48.0
Green Ext Time (p_c), s	0.3	2.7	0.6	1.3	0.0	0.0	0.0	14.2

Intersection Summary	
HCM 6th Ctrl Delay	55.3
HCM 6th LOS	E

Notes

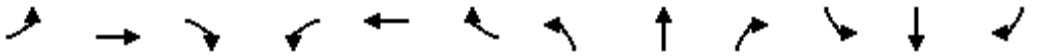
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1776	142	190	2599	21	105
Future Volume (veh/h)	1776	142	190	2599	21	105
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1869	149	200	2736	22	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2873	228	224	3823	148	132
Arrive On Green	0.60	0.60	0.13	0.75	0.08	0.08
Sat Flow, veh/h	4987	383	1781	5274	1781	1585
Grp Volume(v), veh/h	1318	700	200	2736	22	111
Grp Sat Flow(s),veh/h/ln	1702	1798	1781	1702	1781	1585
Q Serve(g_s), s	38.3	38.6	16.6	43.5	1.7	10.4
Cycle Q Clear(g_c), s	38.3	38.6	16.6	43.5	1.7	10.4
Prop In Lane		0.21	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2030	1072	224	3823	148	132
V/C Ratio(X)	0.65	0.65	0.89	0.72	0.15	0.84
Avail Cap(c_a), veh/h	2030	1072	368	3823	322	286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	20.0	64.6	10.2	63.8	67.8
Incr Delay (d2), s/veh	1.6	3.1	9.0	1.2	0.2	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	15.9	7.9	13.6	0.8	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.6	23.1	73.6	11.4	64.0	73.1
LnGrp LOS	C	C	E	B	E	E
Approach Vol, veh/h	2018			2936	133	
Approach Delay, s/veh	22.1			15.6	71.6	
Approach LOS	C			B	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		17.4	22.9	95.1		118.0
Change Period (Y+Rc), s		4.9	4.0	5.7		5.7
Max Green Setting (Gmax), s		27.1	31.0	77.3		112.3
Max Q Clear Time (g_c+I1), s		12.4	18.6	40.6		45.5
Green Ext Time (p_c), s		0.2	0.3	19.2		66.4

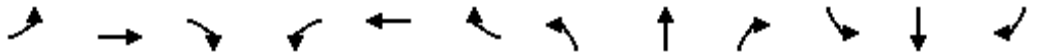
Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	15	37	226	35	116	85	1204	223	96	710	2
Future Volume (veh/h)	10	15	37	226	35	116	85	1204	223	96	710	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	11	16	39	238	37	122	89	1267	235	101	747	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	20	48	260	69	227	107	2716	843	120	1915	854
Arrive On Green	0.01	0.05	0.05	0.16	0.20	0.20	0.07	0.59	0.59	0.07	0.60	0.60
Sat Flow, veh/h	1603	434	1059	1603	344	1135	1603	4595	1427	1603	3198	1427
Grp Volume(v), veh/h	11	0	55	238	0	159	89	1267	235	101	747	2
Grp Sat Flow(s),veh/h/ln	1603	0	1493	1603	0	1479	1603	1532	1427	1603	1599	1427
Q Serve(g_s), s	1.0	0.0	5.5	21.9	0.0	14.5	8.2	23.4	12.1	9.3	18.3	0.1
Cycle Q Clear(g_c), s	1.0	0.0	5.5	21.9	0.0	14.5	8.2	23.4	12.1	9.3	18.3	0.1
Prop In Lane	1.00		0.71	1.00		0.77	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	68	260	0	296	107	2716	843	120	1915	854
V/C Ratio(X)	0.92	0.00	0.81	0.91	0.00	0.54	0.83	0.47	0.28	0.84	0.39	0.00
Avail Cap(c_a), veh/h	32	0	179	417	0	532	160	2716	843	160	1915	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.4	0.0	71.0	61.8	0.0	53.8	69.2	17.3	15.0	68.5	15.7	12.1
Incr Delay (d2), s/veh	56.0	0.0	17.8	11.9	0.0	1.3	12.8	0.6	0.8	20.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.4	9.8	0.0	5.5	3.7	8.0	4.2	4.4	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.4	0.0	88.7	73.7	0.0	55.0	82.0	17.9	15.8	88.6	16.0	12.1
LnGrp LOS	F	A	F	E	A	E	F	B	B	F	B	B
Approach Vol, veh/h		66			397			1591			850	
Approach Delay, s/veh		95.7			66.2			21.2			24.6	
Approach LOS		F			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	94.6	28.4	11.8	14.0	95.8	5.1	35.0
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	15.0	59.0	39.0	18.0	15.0	59.0	3.0	54.0
Max Q Clear Time (g_c+I1), s	11.3	25.4	23.9	7.5	10.2	20.3	3.0	16.5
Green Ext Time (p_c), s	0.0	16.0	0.5	0.1	0.0	7.0	0.0	0.6

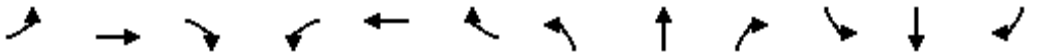
Intersection Summary	
HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	3	9	42	7	55	23	1574	56	67	1460	9
Future Volume (veh/h)	4	3	9	42	7	55	23	1574	56	67	1460	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	3	9	44	7	58	24	1657	59	71	1537	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	61	27	69	183	82	42	1991	618	97	2150	668
Arrive On Green	0.00	0.02	0.02	0.04	0.05	0.05	0.02	0.39	0.39	0.05	0.42	0.42
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	4	3	9	44	7	58	24	1657	59	71	1537	9
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.1	0.0	0.2	1.0	0.1	1.4	0.5	11.7	0.9	1.6	10.0	0.1
Cycle Q Clear(g_c), s	0.1	0.0	0.2	1.0	0.1	1.4	0.5	11.7	0.9	1.6	10.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	8	61	27	69	183	82	42	1991	618	97	2150	668
V/C Ratio(X)	0.52	0.05	0.33	0.64	0.04	0.71	0.58	0.83	0.10	0.73	0.71	0.01
Avail Cap(c_a), veh/h	490	2841	1267	490	2841	1267	490	2041	634	490	2150	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	19.4	19.4	19.0	18.0	18.7	19.3	11.0	7.7	18.6	9.6	6.7
Incr Delay (d2), s/veh	44.5	0.3	7.0	9.4	0.1	10.9	11.9	3.0	0.1	10.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.5	0.0	0.7	0.3	3.2	0.2	0.8	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	19.7	26.4	28.4	18.1	29.6	31.3	14.1	7.8	28.7	10.7	6.8
LnGrp LOS	E	B	C	C	B	C	C	B	A	C	B	A
Approach Vol, veh/h		16			109			1740			1617	
Approach Delay, s/veh		34.7			28.4			14.1			11.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	20.6	6.5	5.7	5.9	21.9	5.2	7.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	11.0	32.0	11.0	16.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	3.6	13.7	3.0	2.2	2.5	12.0	2.1	3.4
Green Ext Time (p_c), s	0.1	1.9	0.0	0.0	0.0	3.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B



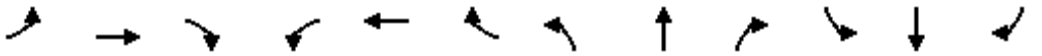
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	78	7	1	110	35	6	1	3	13	4	2
Future Volume (veh/h)	1	78	7	1	110	35	6	1	3	13	4	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	82	7	1	116	37	6	1	3	14	4	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	416	185	5	416	185	12	8	7	521	543	460
Arrive On Green	0.00	0.12	0.12	0.00	0.12	0.12	0.01	0.00	0.00	0.29	0.29	0.29
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	1	82	7	1	116	37	6	1	3	14	4	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	0.7	0.1	0.0	1.0	0.7	0.1	0.0	0.1	0.2	0.1	0.0
Cycle Q Clear(g_c), s	0.0	0.7	0.1	0.0	1.0	0.7	0.1	0.0	0.1	0.2	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	416	185	5	416	185	12	8	7	521	543	460
V/C Ratio(X)	0.19	0.20	0.04	0.19	0.28	0.20	0.52	0.12	0.43	0.03	0.01	0.00
Avail Cap(c_a), veh/h	365	1767	788	365	1819	811	365	1422	1205	573	1587	1345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	13.6	13.4	17.0	13.8	13.6	16.9	17.0	17.0	8.6	8.6	8.6
Incr Delay (d2), s/veh	16.9	0.2	0.1	16.9	0.4	0.5	31.8	6.6	37.6	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.3	0.2	0.1	0.0	0.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	13.9	13.5	34.0	14.1	14.2	48.7	23.5	54.6	8.6	8.6	8.6
LnGrp LOS	C	B	B	C	B	B	D	C	D	A	A	A
Approach Vol, veh/h		90			154			10			20	
Approach Delay, s/veh		14.1			14.3			48.0			8.6	
Approach LOS		B			B			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	5.1	5.0	9.0	5.2	14.9	5.0	9.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	11.0	26.0	7.0	17.0	7.0	29.0	7.0	* 18
Max Q Clear Time (g_c+I1), s	2.2	2.1	2.0	2.7	2.1	2.1	2.0	3.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

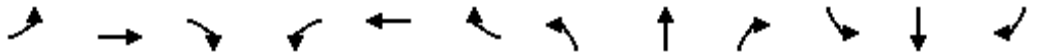
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	65	10	185	99	37	41	1453	169	58	1130	40
Future Volume (veh/h)	12	65	10	185	99	37	41	1453	169	58	1130	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	68	11	195	104	39	43	1529	178	61	1189	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	160	71	241	596	266	58	2475	768	77	2531	786
Arrive On Green	0.01	0.04	0.04	0.14	0.17	0.17	0.03	0.48	0.48	0.04	0.50	0.50
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	13	68	11	195	104	39	43	1529	178	61	1189	42
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.5	1.3	0.5	7.4	1.7	1.5	1.7	15.3	4.5	2.4	10.7	1.0
Cycle Q Clear(g_c), s	0.5	1.3	0.5	7.4	1.7	1.5	1.7	15.3	4.5	2.4	10.7	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	23	160	71	241	596	266	58	2475	768	77	2531	786
V/C Ratio(X)	0.57	0.43	0.15	0.81	0.17	0.15	0.74	0.62	0.23	0.79	0.47	0.05
Avail Cap(c_a), veh/h	179	1633	728	895	3163	1411	179	2690	835	179	2690	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	32.4	32.0	29.2	24.9	24.7	33.4	13.2	10.4	33.0	11.5	9.1
Incr Delay (d2), s/veh	8.1	0.7	0.4	2.5	0.1	0.1	6.9	0.8	0.4	6.5	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.2	3.1	0.7	0.5	0.8	4.8	1.5	1.1	3.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	33.1	32.4	31.7	24.9	24.8	40.3	14.0	10.8	39.5	11.9	9.2
LnGrp LOS	D	C	C	C	C	C	D	B	B	D	B	A
Approach Vol, veh/h		92			338			1750			1292	
Approach Delay, s/veh		34.3			28.8			14.3			13.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	39.1	14.4	8.1	7.3	39.8	5.9	16.7
Change Period (Y+Rc), s	5.0	5.3	5.0	5.0	5.0	5.3	5.0	5.0
Max Green Setting (Gmax), s	7.0	36.7	35.0	32.0	7.0	36.7	7.0	62.0
Max Q Clear Time (g_c+I1), s	4.4	17.3	9.4	3.3	3.7	12.7	2.5	3.7
Green Ext Time (p_c), s	0.0	16.4	0.3	0.2	0.0	15.8	0.0	0.5

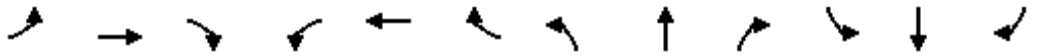
Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	293	0	1	323	0	24	0	1	0	0	2
Future Volume (veh/h)	2	293	0	1	323	0	24	0	1	0	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	308	0	1	340	0	25	0	1	0	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	726	324	6	722	322	44	587	497	6	240	203
Arrive On Green	0.00	0.20	0.00	0.00	0.20	0.00	0.02	0.00	0.31	0.00	0.00	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	2	308	0	1	340	0	25	0	1	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	2.4	0.0	0.0	2.6	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.4	0.0	0.0	2.6	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	6	726	324	6	722	322	44	587	497	6	240	203
V/C Ratio(X)	0.35	0.42	0.00	0.18	0.47	0.00	0.56	0.00	0.00	0.00	0.00	0.01
Avail Cap(c_a), veh/h	400	2963	1322	400	2963	1322	400	1859	1576	400	1740	1474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	10.8	0.0	15.5	10.9	0.0	15.0	0.0	7.3	0.0	0.0	11.9
Incr Delay (d2), s/veh	33.0	0.4	0.0	13.9	0.5	0.0	10.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	0.0	0.0	0.8	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	11.2	0.0	29.5	11.4	0.0	25.7	0.0	7.4	0.0	0.0	11.9
LnGrp LOS	D	B	A	C	B	A	C	A	A	A	A	B
Approach Vol, veh/h		310			341			26			2	
Approach Delay, s/veh		11.4			11.5			25.0			11.9	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	14.8	5.0	11.4	5.8	9.0	5.1	11.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	31.0	7.0	26.0	7.0	29.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	0.0	2.0	2.0	4.4	2.4	2.0	2.0	4.6
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8	0.0	0.0	0.0	2.1

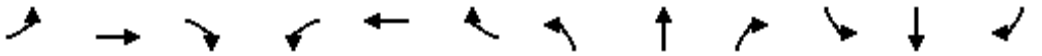
Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	237	47	43	383	7	58	131	21	3	52	41
Future Volume (veh/h)	22	237	47	43	383	7	58	131	21	3	52	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	249	49	45	403	7	61	138	22	3	55	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	684	305	74	782	349	94	335	284	6	243	206
Arrive On Green	0.01	0.19	0.19	0.04	0.22	0.22	0.05	0.18	0.18	0.00	0.13	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	23	249	49	45	403	7	61	138	22	3	55	43
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.4	1.9	0.8	0.8	3.1	0.1	1.0	2.0	0.4	0.1	0.8	0.7
Cycle Q Clear(g_c), s	0.4	1.9	0.8	0.8	3.1	0.1	1.0	2.0	0.4	0.1	0.8	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	25	684	305	74	782	349	94	335	284	6	243	206
V/C Ratio(X)	0.93	0.36	0.16	0.61	0.52	0.02	0.65	0.41	0.08	0.51	0.23	0.21
Avail Cap(c_a), veh/h	433	1901	848	433	1901	848	433	1607	1362	433	1607	1362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	10.8	10.4	14.5	10.6	9.4	14.3	11.2	10.5	15.3	12.0	12.0
Incr Delay (d2), s/veh	65.7	0.3	0.2	7.8	0.5	0.0	7.3	0.8	0.1	55.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.5	0.2	0.4	0.9	0.0	0.5	0.7	0.1	0.1	0.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.9	11.1	10.6	22.4	11.1	9.4	21.6	12.0	10.7	70.9	12.5	12.5
LnGrp LOS	F	B	B	C	B	A	C	B	B	E	B	B
Approach Vol, veh/h		321			455			221			101	
Approach Delay, s/veh		16.1			12.2			14.5			14.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	10.0	5.8	10.4	6.1	8.5	4.9	11.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	26.5	7.5	16.5	7.5	26.5	7.5	16.5
Max Q Clear Time (g_c+I1), s	2.1	4.0	2.8	3.9	3.0	2.8	2.4	5.1
Green Ext Time (p_c), s	0.0	0.7	0.0	1.3	0.0	0.3	0.0	1.9

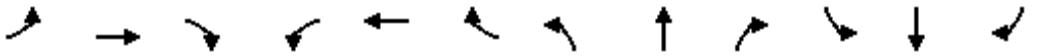
Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	301	18	77	545	0	14	0	36	0	0	5
Future Volume (veh/h)	2	301	18	77	545	0	14	0	36	0	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	317	19	81	574	0	15	0	38	0	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	861	384	111	1074	479	28	506	429	5	212	180
Arrive On Green	0.00	0.24	0.24	0.06	0.30	0.00	0.02	0.00	0.27	0.00	0.00	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	2	317	19	81	574	0	15	0	38	0	0	5
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	2.6	0.3	1.6	4.7	0.0	0.3	0.0	0.6	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	2.6	0.3	1.6	4.7	0.0	0.3	0.0	0.6	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	861	384	111	1074	479	28	506	429	5	212	180
V/C Ratio(X)	0.40	0.37	0.05	0.73	0.53	0.00	0.54	0.00	0.09	0.00	0.00	0.03
Avail Cap(c_a), veh/h	353	3323	1482	353	3323	1482	353	1537	1303	353	1484	1258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	17.6	11.1	10.3	16.3	10.2	0.0	17.2	0.0	9.6	0.0	0.0	13.9
Incr Delay (d2), s/veh	43.6	0.3	0.1	8.9	0.4	0.0	15.6	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	0.1	0.8	1.3	0.0	0.2	0.0	0.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	11.4	10.3	25.2	10.7	0.0	32.8	0.0	9.7	0.0	0.0	14.0
LnGrp LOS	E	B	B	C	B	A	C	A	A	A	A	B
Approach Vol, veh/h		338			655			53			5	
Approach Delay, s/veh		11.6			12.5			16.2			14.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	14.5	7.2	13.5	5.5	9.0	5.1	15.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	29.0	7.0	33.0	7.0	28.0	7.0	33.0
Max Q Clear Time (g_c+I1), s	0.0	2.6	3.6	4.6	2.3	2.1	2.0	6.7
Green Ext Time (p_c), s	0.0	0.1	0.0	2.1	0.0	0.0	0.0	4.0

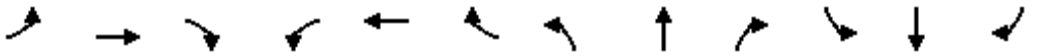
Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	274	44	61	510	0	61	130	95	4	101	51
Future Volume (veh/h)	19	274	44	61	510	0	61	130	95	4	101	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	288	46	64	537	0	64	137	100	4	106	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	1048	467	92	1160	517	92	308	261	8	220	186
Arrive On Green	0.02	0.29	0.29	0.05	0.33	0.00	0.05	0.16	0.16	0.00	0.12	0.12
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	20	288	46	64	537	0	64	137	100	4	106	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.4	2.4	0.8	1.4	4.6	0.0	1.4	2.5	2.2	0.1	2.0	1.2
Cycle Q Clear(g_c), s	0.4	2.4	0.8	1.4	4.6	0.0	1.4	2.5	2.2	0.1	2.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	36	1048	467	92	1160	517	92	308	261	8	220	186
V/C Ratio(X)	0.56	0.27	0.10	0.70	0.46	0.00	0.70	0.44	0.38	0.52	0.48	0.29
Avail Cap(c_a), veh/h	531	2468	1101	531	2468	1101	531	800	678	531	800	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	10.4	9.9	18.0	10.3	0.0	18.0	14.5	14.4	19.2	15.9	15.6
Incr Delay (d2), s/veh	13.1	0.3	0.2	9.2	0.6	0.0	9.2	1.0	0.9	44.5	1.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	0.2	0.7	1.4	0.0	0.7	1.0	0.7	0.1	0.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	10.7	10.1	27.2	10.9	0.0	27.2	15.5	15.3	63.6	17.6	16.4
LnGrp LOS	C	B	B	C	B	A	C	B	B	E	B	B
Approach Vol, veh/h		354			601			301			164	
Approach Delay, s/veh		11.8			12.7			17.9			18.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	10.9	6.5	16.6	6.5	9.0	5.3	17.8
Change Period (Y+Rc), s	4.5	4.5	4.5	5.2	4.5	4.5	4.5	5.2
Max Green Setting (Gmax), s	11.5	16.5	11.5	26.8	11.5	16.5	11.5	26.8
Max Q Clear Time (g_c+I1), s	2.1	4.5	3.4	4.4	3.4	4.0	2.4	6.6
Green Ext Time (p_c), s	0.0	0.8	0.1	3.5	0.1	0.5	0.0	6.0

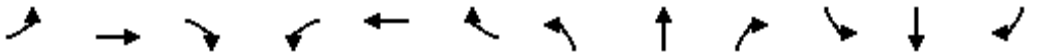
Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	377	0	7	4	0	493	40	1466	23	213	1691	619
Future Volume (veh/h)	377	0	7	4	0	493	40	1466	23	213	1691	619
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	397	0	7	4	0	519	42	1543	24	224	1780	652
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	534	0	0	8	0	0	55	2526	784	275	3157	980
Arrive On Green	0.15	0.00	0.00	0.00	0.00	0.00	0.03	0.49	0.49	0.15	0.62	0.62
Sat Flow, veh/h	3456	397		1781	4		1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	397	32.9		4	84.8		42	1543	24	224	1780	652
Grp Sat Flow(s),veh/h/ln	1728	C		1781	F		1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	8.4			0.2			1.8	16.7	0.6	9.3	15.6	20.4
Cycle Q Clear(g_c), s	8.4			0.2			1.8	16.7	0.6	9.3	15.6	20.4
Prop In Lane	1.00			1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	534			8			55	2526	784	275	3157	980
V/C Ratio(X)	0.74			0.53			0.76	0.61	0.03	0.81	0.56	0.67
Avail Cap(c_a), veh/h	1854			163			163	2526	784	886	4545	1411
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8			38.0			36.7	14.0	9.9	31.2	8.5	9.5
Incr Delay (d2), s/veh	2.1			46.8			19.3	0.4	0.0	5.8	0.2	0.8
Initial Q Delay(d3),s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5			0.2			1.0	5.4	0.2	4.1	4.2	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9			84.8			56.1	14.4	9.9	37.1	8.7	10.2
LnGrp LOS	C			F			E	B	A	D	A	B
Approach Vol, veh/h								1609			2656	
Approach Delay, s/veh								15.4			11.5	
Approach LOS								B			B	

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	16.8	42.8	5.3		7.4	52.2	16.8					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	38.0	36.0	7.0		7.0	68.0	41.0					
Max Q Clear Time (g_c+I1), s	11.3	18.7	2.2		3.8	22.4	10.4					
Green Ext Time (p_c), s	0.6	9.7	0.0		0.0	24.9	1.4					

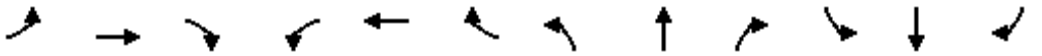
Intersection Summary												
HCM 6th Ctrl Delay			14.7									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1520	23	66	1454	44	0	27	26	143	13	7
Future Volume (veh/h)	13	1520	23	66	1454	44	0	27	26	143	13	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	1600	24	69	1531	46	0	28	27	151	14	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	2061	640	87	2238	695	3	137	116	192	511	433
Arrive On Green	0.01	0.40	0.40	0.05	0.44	0.44	0.00	0.07	0.07	0.11	0.27	0.27
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	14	1600	24	69	1531	46	0	28	27	151	14	7
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.4	14.9	0.5	2.1	13.1	0.9	0.0	0.8	0.9	4.5	0.3	0.2
Cycle Q Clear(g_c), s	0.4	14.9	0.5	2.1	13.1	0.9	0.0	0.8	0.9	4.5	0.3	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	25	2061	640	87	2238	695	3	137	116	192	511	433
V/C Ratio(X)	0.56	0.78	0.04	0.80	0.68	0.07	0.00	0.20	0.23	0.78	0.03	0.02
Avail Cap(c_a), veh/h	131	2245	697	131	2245	697	131	1165	987	261	1302	1103
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	14.1	9.9	25.7	12.3	8.9	0.0	23.8	23.8	23.7	14.5	14.5
Incr Delay (d2), s/veh	18.2	1.6	0.0	17.8	0.9	0.0	0.0	0.7	1.0	10.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.6	0.1	1.2	3.8	0.2	0.0	0.3	0.3	2.3	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	15.8	9.9	43.5	13.2	8.9	0.0	24.5	24.9	34.1	14.6	14.5
LnGrp LOS	D	B	A	D	B	A	A	C	C	C	B	B
Approach Vol, veh/h		1638			1646			55			172	
Approach Delay, s/veh		15.9			14.3			24.7			31.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	9.0	7.7	27.0	0.0	19.9	5.8	28.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	34.0	4.0	24.0	4.0	38.0	4.0	24.0
Max Q Clear Time (g_c+I1), s	6.5	2.9	4.1	16.9	0.0	2.3	2.4	15.1
Green Ext Time (p_c), s	0.1	0.2	0.0	5.2	0.0	0.1	0.0	6.0

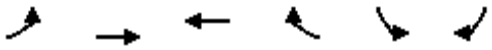
Intersection Summary	
HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	530	1195	59	478	1177	108	53	1089	487	84	1002	399
Future Volume (veh/h)	530	1195	59	478	1177	108	53	1089	487	84	1002	399
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	558	1258	17	503	1239	31	56	1146	302	88	1055	195
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	497	1587	493	497	1587	493	111	1521	472	144	1570	488
Arrive On Green	0.14	0.31	0.31	0.14	0.31	0.31	0.03	0.30	0.30	0.04	0.31	0.31
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	558	1258	17	503	1239	31	56	1146	302	88	1055	195
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	14.0	21.9	0.7	14.0	21.5	1.3	1.6	19.8	16.1	2.4	17.5	9.4
Cycle Q Clear(g_c), s	14.0	21.9	0.7	14.0	21.5	1.3	1.6	19.8	16.1	2.4	17.5	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	497	1587	493	497	1587	493	111	1521	472	144	1570	488
V/C Ratio(X)	1.12	0.79	0.03	1.01	0.78	0.06	0.51	0.75	0.64	0.61	0.67	0.40
Avail Cap(c_a), veh/h	497	1890	587	497	1890	587	249	1890	587	249	1890	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	30.7	23.4	41.6	30.5	23.6	46.3	30.9	29.6	45.8	29.4	26.6
Incr Delay (d2), s/veh	78.1	2.0	0.0	43.2	1.8	0.1	3.5	1.4	1.6	4.1	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	8.7	0.3	8.7	8.5	0.5	0.7	7.8	6.0	1.1	6.8	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	119.8	32.7	23.4	84.8	32.3	23.6	49.8	32.3	31.2	49.9	30.1	27.1
LnGrp LOS	F	C	C	F	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1833			1773			1504			1338	
Approach Delay, s/veh		59.1			47.1			32.7			31.0	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	34.0	19.0	35.2	8.1	34.9	19.0	35.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	36.0	14.0	36.0	7.0	36.0	14.0	36.0
Max Q Clear Time (g_c+I1), s	4.4	21.8	16.0	23.9	3.6	19.5	16.0	23.5
Green Ext Time (p_c), s	0.0	7.2	0.0	6.3	0.0	6.9	0.0	6.4

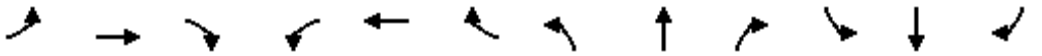
Intersection Summary	
HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	186	1441	1486	108	138	352
Future Volume (veh/h)	186	1441	1486	108	138	352
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	1517	1564	114	145	371
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	248	2921	1820	565	490	436
Arrive On Green	0.14	0.57	0.36	0.36	0.27	0.27
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	196	1517	1564	114	145	371
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	7.0	11.8	18.6	3.3	4.2	14.5
Cycle Q Clear(g_c), s	7.0	11.8	18.6	3.3	4.2	14.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	248	2921	1820	565	490	436
V/C Ratio(X)	0.79	0.52	0.86	0.20	0.30	0.85
Avail Cap(c_a), veh/h	600	3985	1875	582	791	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	8.5	19.5	14.6	18.7	22.4
Incr Delay (d2), s/veh	5.6	0.1	4.2	0.2	0.3	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.1	6.8	1.0	1.7	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.8	8.7	23.7	14.8	19.0	28.1
LnGrp LOS	C	A	C	B	B	C
Approach Vol, veh/h		1713	1678		516	
Approach Delay, s/veh		11.4	23.1		25.5	
Approach LOS		B	C		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			42.4		23.0	14.1	28.3
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			51.0		29.0	22.0	24.0
Max Q Clear Time (g_c+I1), s			13.8		16.5	9.0	20.6
Green Ext Time (p_c), s			13.7		1.5	0.4	2.7

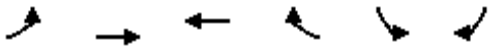
Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	543	1006	29	653	1137	320	20	764	350	197	646	437
Future Volume (veh/h)	543	1006	29	653	1137	320	20	764	350	197	646	437
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	572	1059	7	687	1197	239	21	804	76	207	680	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	673	1403	435	798	1587	493	61	1114	346	277	1434	445
Arrive On Green	0.19	0.27	0.27	0.23	0.31	0.31	0.02	0.22	0.22	0.08	0.28	0.28
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	572	1059	7	687	1197	239	21	804	76	207	680	132
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	16.3	19.4	0.3	19.5	21.6	12.5	0.6	14.9	4.0	6.0	11.3	6.7
Cycle Q Clear(g_c), s	16.3	19.4	0.3	19.5	21.6	12.5	0.6	14.9	4.0	6.0	11.3	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	673	1403	435	798	1587	493	61	1114	346	277	1434	445
V/C Ratio(X)	0.85	0.76	0.02	0.86	0.75	0.49	0.35	0.72	0.22	0.75	0.47	0.30
Avail Cap(c_a), veh/h	981	1800	559	1150	2050	636	135	1900	590	406	2300	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	33.9	27.0	37.7	31.7	28.6	49.6	37.0	32.8	46.0	30.5	28.8
Incr Delay (d2), s/veh	4.9	1.4	0.0	4.8	1.2	0.7	3.3	0.9	0.3	4.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	7.7	0.1	8.4	8.5	4.6	0.3	6.0	1.5	2.6	4.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	35.3	27.0	42.4	32.9	29.3	52.9	37.9	33.1	50.2	30.7	29.2
LnGrp LOS	D	D	C	D	C	C	D	D	C	D	C	C
Approach Vol, veh/h		1638			2123			901			1019	
Approach Delay, s/veh		38.5			35.6			37.9			34.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	27.3	28.6	33.1	6.8	33.7	24.9	36.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	12.0	38.0	34.0	36.0	4.0	46.0	29.0	41.0
Max Q Clear Time (g_c+I1), s	8.0	16.9	21.5	21.4	2.6	13.3	18.3	23.6
Green Ext Time (p_c), s	0.2	5.4	2.1	5.9	0.0	5.1	1.6	8.2

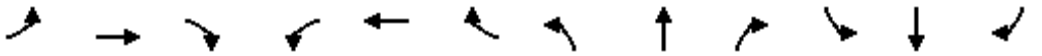
Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1553	1956	90	0	155
Future Volume (veh/h)	0	1553	1956	90	0	155
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1635	2059	95	0	163
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	4	3307	3307	1027	264	235
Arrive On Green	0.00	0.65	0.65	0.65	0.00	0.15
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	0	1635	2059	95	0	163
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	0.0	8.1	11.7	1.1	0.0	4.8
Cycle Q Clear(g_c), s	0.0	8.1	11.7	1.1	0.0	4.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	4	3307	3307	1027	264	235
V/C Ratio(X)	0.00	0.49	0.62	0.09	0.00	0.69
Avail Cap(c_a), veh/h	145	5207	4270	1325	1090	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.5	5.1	3.2	0.0	19.8
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	1.5	0.1	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	4.6	5.3	3.3	0.0	23.5
LnGrp LOS	A	A	A	A	A	C
Approach Vol, veh/h		1635	2154		163	
Approach Delay, s/veh		4.6	5.2		23.5	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			36.8		12.3	0.0	36.8
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			50.0		30.0	4.0	41.0
Max Q Clear Time (g_c+I1), s			10.1		6.8	0.0	13.7
Green Ext Time (p_c), s			15.7		0.5	0.0	18.1

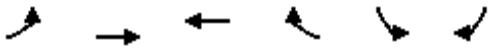
Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1312	158	20	1841	196	181	106	10	109	69	24
Future Volume (veh/h)	83	1312	158	20	1841	196	181	106	10	109	69	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	1381	166	21	1938	206	191	112	11	115	73	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	2289	710	35	2072	643	239	244	207	149	150	127
Arrive On Green	0.06	0.45	0.45	0.02	0.41	0.41	0.13	0.13	0.13	0.08	0.08	0.08
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	87	1381	166	21	1938	206	191	112	11	115	73	25
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.7	11.6	3.7	0.7	20.6	5.0	5.9	3.1	0.3	3.6	2.1	0.8
Cycle Q Clear(g_c), s	2.7	11.6	3.7	0.7	20.6	5.0	5.9	3.1	0.3	3.6	2.1	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	2289	710	35	2072	643	239	244	207	149	150	127
V/C Ratio(X)	0.78	0.60	0.23	0.59	0.94	0.32	0.80	0.46	0.05	0.77	0.49	0.20
Avail Cap(c_a), veh/h	157	2289	710	157	2073	644	314	1123	951	314	1123	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	11.8	9.6	27.5	16.1	11.5	23.8	22.8	21.6	25.4	24.9	24.4
Incr Delay (d2), s/veh	15.3	0.6	0.3	14.8	8.9	0.6	10.3	1.3	0.1	8.1	2.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.4	1.0	0.4	7.7	1.5	2.9	1.4	0.1	1.7	1.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	12.5	10.0	42.4	25.0	12.0	34.1	24.1	21.7	33.5	27.4	25.1
LnGrp LOS	D	B	A	D	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1634			2165			314			213	
Approach Delay, s/veh		13.8			23.9			30.1			30.4	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	11.4	5.1	31.4	11.6	8.5	7.5	29.0
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	10.0	34.0	5.0	23.0	10.0	34.0	5.0	23.0
Max Q Clear Time (g_c+I1), s	5.6	5.1	2.7	13.6	7.9	4.1	4.7	22.6
Green Ext Time (p_c), s	0.1	0.6	0.0	7.8	0.1	0.4	0.0	0.4

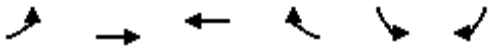
Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	153	1278	1776	125	189	281
Future Volume (veh/h)	153	1278	1776	125	189	281
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	161	1345	1869	132	199	296
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	208	2875	1783	553	433	385
Arrive On Green	0.12	0.56	0.35	0.35	0.24	0.24
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	161	1345	1869	132	199	296
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	4.5	8.1	18.0	3.0	4.9	9.0
Cycle Q Clear(g_c), s	4.5	8.1	18.0	3.0	4.9	9.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	208	2875	1783	553	433	385
V/C Ratio(X)	0.77	0.47	1.05	0.24	0.46	0.77
Avail Cap(c_a), veh/h	415	3466	1783	553	1036	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	6.7	16.8	11.9	16.6	18.2
Incr Delay (d2), s/veh	6.0	0.1	35.3	0.2	0.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.7	11.1	0.9	1.9	7.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.1	6.8	52.1	12.1	17.4	21.4
LnGrp LOS	C	A	F	B	B	C
Approach Vol, veh/h		1506	2001		495	
Approach Delay, s/veh		9.1	49.4		19.8	
Approach LOS		A	D		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			34.0		17.5	11.0	23.0
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			35.0		30.0	12.0	18.0
Max Q Clear Time (g_c+I1), s			10.1		11.0	6.5	20.0
Green Ext Time (p_c), s			10.0		1.6	0.2	0.0

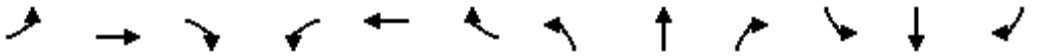
Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	100	1367	1892	61	75	10
Future Volume (veh/h)	100	1367	1892	61	75	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1439	1992	64	79	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	134	3419	2491	773	168	150
Arrive On Green	0.08	0.67	0.49	0.49	0.09	0.09
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	105	1439	1992	64	79	11
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	2.5	5.5	13.9	0.9	1.8	0.3
Cycle Q Clear(g_c), s	2.5	5.5	13.9	0.9	1.8	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	134	3419	2491	773	168	150
V/C Ratio(X)	0.78	0.42	0.80	0.08	0.47	0.07
Avail Cap(c_a), veh/h	315	4038	2591	804	1324	1179
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	3.2	9.1	5.8	18.2	17.5
Incr Delay (d2), s/veh	9.4	0.1	1.8	0.0	2.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.2	3.1	0.2	0.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.6	3.3	10.9	5.8	20.2	17.7
LnGrp LOS	C	A	B	A	C	B
Approach Vol, veh/h		1544	2056		90	
Approach Delay, s/veh		5.0	10.8		19.9	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			33.9		8.5	7.7	26.2
Change Period (Y+Rc), s			5.5		4.5	4.5	5.5
Max Green Setting (Gmax), s			33.5		31.5	7.5	21.5
Max Q Clear Time (g_c+I1), s			7.5		3.8	4.5	15.9
Green Ext Time (p_c), s			11.1		0.2	0.1	4.8

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A



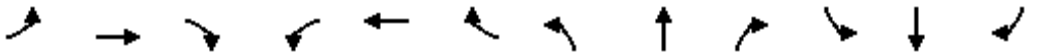
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	601	1059	132	298	1461	193	165	775	365	274	1305	306
Future Volume (veh/h)	601	1059	132	298	1461	193	165	775	365	274	1305	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	633	1115	39	314	1538	114	174	816	142	288	1374	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	2	4	4	2	2	2	2	2	2
Cap, veh/h	575	1705	538	380	1421	441	228	1453	451	288	1541	478
Arrive On Green	0.17	0.34	0.34	0.11	0.28	0.28	0.07	0.28	0.28	0.08	0.30	0.30
Sat Flow, veh/h	3456	5025	1585	3456	5025	1560	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	633	1115	39	314	1538	114	174	816	142	288	1374	164
Grp Sat Flow(s),veh/h/ln	1728	1675	1585	1728	1675	1560	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	20.0	22.6	2.0	10.7	34.0	6.8	6.0	16.4	8.5	10.0	30.9	9.7
Cycle Q Clear(g_c), s	20.0	22.6	2.0	10.7	34.0	6.8	6.0	16.4	8.5	10.0	30.9	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	575	1705	538	380	1421	441	228	1453	451	288	1541	478
V/C Ratio(X)	1.10	0.65	0.07	0.83	1.08	0.26	0.76	0.56	0.31	1.00	0.89	0.34
Avail Cap(c_a), veh/h	575	1705	538	489	1421	441	230	1487	462	288	1572	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	33.7	26.9	52.4	43.1	33.3	55.2	36.6	33.8	55.1	40.1	32.7
Incr Delay (d2), s/veh	68.1	1.2	0.1	8.9	49.4	0.3	13.9	0.8	0.8	53.5	7.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	8.8	0.8	5.0	20.0	2.5	3.0	6.9	3.3	6.3	13.1	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.2	34.9	27.0	61.3	92.5	33.7	69.1	37.4	34.6	108.6	47.2	33.5
LnGrp LOS	F	C	C	E	F	C	E	D	C	F	D	C
Approach Vol, veh/h		1787			1966			1132			1826	
Approach Delay, s/veh		64.2			84.1			41.9			55.7	
Approach LOS		E			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	40.2	18.2	46.8	12.9	42.3	25.0	40.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	* 6
Max Green Setting (Gmax), s	10.0	35.0	17.0	36.0	8.0	37.0	20.0	* 34
Max Q Clear Time (g_c+I1), s	12.0	18.4	12.7	24.6	8.0	32.9	22.0	36.0
Green Ext Time (p_c), s	0.0	7.4	0.5	10.1	0.0	3.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	64.0
HCM 6th LOS	E

Notes

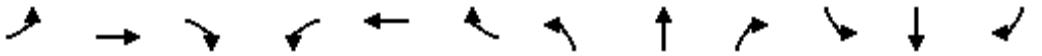
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	784	1027	0	0	1076	109	0	0	0	66	0	862
Future Volume (veh/h)	784	1027	0	0	1076	109	0	0	0	66	0	862
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	0	0	1870	0	1870
Adj Flow Rate, veh/h	825	1081	0	0	1133	43	0	0	0	69	0	278
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	0	2	0	2
Cap, veh/h	927	2639	0	0	1462	652	3	0	0	178	0	0
Arrive On Green	0.27	0.74	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.10	0.00	0.00
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1781	0		1781	69	
Grp Volume(v), veh/h	825	1081	0	0	1133	43	0	0.0		69	27.3	
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1781			1781	C	
Q Serve(g_s), s	14.6	7.1	0.0	0.0	17.5	1.0	0.0			2.3		
Cycle Q Clear(g_c), s	14.6	7.1	0.0	0.0	17.5	1.0	0.0			2.3		
Prop In Lane	1.00		0.00	0.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	927	2639	0	0	1462	652	3			178		
V/C Ratio(X)	0.89	0.41	0.00	0.00	0.77	0.07	0.00			0.39		
Avail Cap(c_a), veh/h	980	2743	0	0	1512	674	674			253		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00			1.00		
Uniform Delay (d), s/veh	22.3	3.0	0.0	0.0	16.1	11.3	0.0			26.8		
Incr Delay (d2), s/veh	9.4	0.2	0.0	0.0	2.7	0.1	0.0			0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	6.1	0.6	0.0	0.0	6.0	0.3	0.0			0.9		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	3.2	0.0	0.0	18.9	11.4	0.0			27.3		
LnGrp LOS	C	A	A	A	B	B	A			C		
Approach Vol, veh/h		1906			1176							
Approach Delay, s/veh		15.5			18.6							
Approach LOS		B			B							

Timer - Assigned Phs	1			4	5		7	8				
Phs Duration (G+Y+Rc), s	10.3			53.1	0.0		21.0	32.1				
Change Period (Y+Rc), s	4.0			6.0	4.0		4.0	6.0				
Max Green Setting (Gmax), s	9.0			49.0	24.0		18.0	27.0				
Max Q Clear Time (g_c+I1), s	4.3			9.1	0.0		16.6	19.5				
Green Ext Time (p_c), s	0.0			26.5	0.0		0.5	6.6				

Intersection Summary												
HCM 6th Ctrl Delay			16.9									
HCM 6th LOS			B									



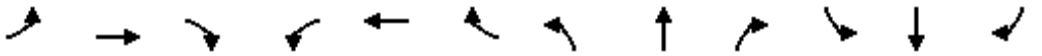
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	998	82	49	1139	0	150	311	54	142	612	48
Future Volume (veh/h)	75	998	82	49	1139	0	150	311	54	142	612	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	1051	31	52	1199	0	158	327	9	149	644	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	1121	496	67	1068		118	243	311	112	485	
Arrive On Green	0.05	0.32	0.32	0.04	0.30	0.00	0.20	0.20	0.20	0.32	0.32	0.00
Sat Flow, veh/h	1781	3554	1572	1781	3554	1585	600	1241	1585	348	1505	1585
Grp Volume(v), veh/h	79	1051	31	52	1199	0	485	0	9	793	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1572	1781	1777	1585	1840	0	1585	1853	0	1585
Q Serve(g_s), s	6.7	44.0	2.1	4.4	46.0	0.0	30.0	0.0	0.7	49.3	0.0	0.0
Cycle Q Clear(g_c), s	6.7	44.0	2.1	4.4	46.0	0.0	30.0	0.0	0.7	49.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.33		1.00	0.19		1.00
Lane Grp Cap(c), veh/h	93	1121	496	67	1068		361	0	311	597	0	
V/C Ratio(X)	0.85	0.94	0.06	0.78	1.12		1.34	0.00	0.03	1.33	0.00	
Avail Cap(c_a), veh/h	93	1121	496	93	1068		361	0	311	597	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.9	50.9	36.6	73.0	53.5	0.0	61.5	0.0	49.7	51.9	0.0	0.0
Incr Delay (d2), s/veh	46.4	14.7	0.1	15.5	67.6	0.0	172.3	0.0	0.0	159.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	21.3	0.8	2.3	30.0	0.0	31.1	0.0	0.3	48.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.3	65.6	36.7	88.5	121.1	0.0	233.8	0.0	49.7	210.9	0.0	0.0
LnGrp LOS	F	E	D	F	F		F	A	D	F	A	
Approach Vol, veh/h		1161			1251	A		494			793	A
Approach Delay, s/veh		68.4			119.7			230.5			210.9	
Approach LOS		E			F			F			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		34.0	9.7	54.3		55.0	12.0	52.0				
Change Period (Y+Rc), s		4.0	4.0	6.0		5.7	4.0	6.0				
Max Green Setting (Gmax), s		30.0	8.0	46.0		49.3	8.0	46.0				
Max Q Clear Time (g_c+I1), s		32.0	6.4	46.0		51.3	8.7	48.0				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			137.9									
HCM 6th LOS			F									

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	281	341	93	435	117	537	1559	88	145	1972	177
Future Volume (veh/h)	198	281	341	93	435	117	537	1559	88	145	1972	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	208	296	119	98	458	35	565	1641	42	153	2076	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	562	251	119	528	236	605	2589	804	181	2214	
Arrive On Green	0.08	0.16	0.16	0.07	0.15	0.15	0.17	0.51	0.51	0.10	0.43	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	208	296	119	98	458	35	565	1641	42	153	2076	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1702	1585	1781	1702	1585
Q Serve(g_s), s	7.1	9.2	8.2	6.5	15.1	2.3	19.3	28.0	1.6	10.1	46.6	0.0
Cycle Q Clear(g_c), s	7.1	9.2	8.2	6.5	15.1	2.3	19.3	28.0	1.6	10.1	46.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	562	251	119	528	236	605	2589	804	181	2214	
V/C Ratio(X)	0.79	0.53	0.47	0.83	0.87	0.15	0.93	0.63	0.05	0.85	0.94	
Avail Cap(c_a), veh/h	288	592	264	119	563	251	605	2589	804	267	2214	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.5	46.4	46.0	55.3	49.9	44.5	48.8	21.5	15.0	53.0	32.4	0.0
Incr Delay (d2), s/veh	11.3	1.3	2.4	33.9	14.3	0.6	21.8	1.2	0.1	10.2	8.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	4.0	3.3	4.0	7.5	0.9	9.8	10.4	0.6	4.9	19.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	47.7	48.4	89.2	64.3	45.1	70.7	22.7	15.1	63.2	41.0	0.0
LnGrp LOS	E	D	D	F	E	D	E	C	B	E	D	
Approach Vol, veh/h		623			591			2248			2229	A
Approach Delay, s/veh		53.9			67.3			34.6			42.5	
Approach LOS		D			E			C			D	

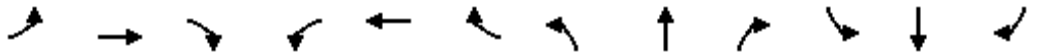
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	66.8	12.0	25.0	25.0	58.0	13.1	23.8
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	* 6
Max Green Setting (Gmax), s	18.0	54.0	8.0	20.0	21.0	51.0	10.0	* 19
Max Q Clear Time (g_c+I1), s	12.1	30.0	8.5	11.2	21.3	48.6	9.1	17.1
Green Ext Time (p_c), s	0.1	10.8	0.0	1.9	0.0	2.2	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	420	286	322	648	448	205	762	234	326	1385	7
Future Volume (veh/h)	136	420	286	322	648	448	205	762	234	326	1385	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	442	0	339	682	414	216	802	168	343	1458	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	339	603		411	717	514	288	1250	744	429	1434	
Arrive On Green	0.10	0.17	0.00	0.12	0.20	0.20	0.08	0.35	0.35	0.12	0.40	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1573	3456	3554	1578	3456	3554	1585
Grp Volume(v), veh/h	143	442	0	339	682	414	216	802	168	343	1458	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1573	1728	1777	1578	1728	1777	1585
Q Serve(g_s), s	3.5	10.5	0.0	8.5	16.9	18.0	5.4	16.9	5.6	8.6	36.0	0.0
Cycle Q Clear(g_c), s	3.5	10.5	0.0	8.5	16.9	18.0	5.4	16.9	5.6	8.6	36.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	339	603		411	717	514	288	1250	744	429	1434	
V/C Ratio(X)	0.42	0.73		0.82	0.95	0.80	0.75	0.64	0.23	0.80	1.02	
Avail Cap(c_a), veh/h	349	638		426	717	514	310	1250	744	581	1434	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.8	35.1	0.0	38.4	35.2	27.5	40.0	24.2	14.0	38.0	26.6	0.0
Incr Delay (d2), s/veh	0.3	3.5	0.0	12.1	22.3	9.1	7.7	1.3	0.2	5.6	27.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.8	0.0	4.3	9.3	9.0	2.5	6.5	2.0	3.7	18.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	38.6	0.0	50.5	57.5	36.5	47.7	25.5	14.2	43.6	54.5	0.0
LnGrp LOS	D	D		D	E	D	D	C	B	D	F	
Approach Vol, veh/h		585	A		1435			1186			1801	A
Approach Delay, s/veh		38.5			49.8			27.9			52.4	
Approach LOS		D			D			C			D	

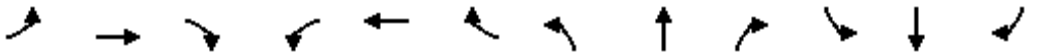
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	37.4	15.6	20.1	11.4	42.0	12.7	23.0
Change Period (Y+Rc), s	5.0	6.0	5.0	* 5	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	15.0	28.0	11.0	* 16	8.0	36.0	9.0	18.0
Max Q Clear Time (g_c+I1), s	10.6	18.9	10.5	12.5	7.4	38.0	5.5	18.9
Green Ext Time (p_c), s	0.5	3.0	0.1	0.7	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	843	89	46	894	488	97	446	49	399	1240	161
Future Volume (veh/h)	94	843	89	46	894	488	97	446	49	399	1240	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	887	26	48	941	0	102	469	0	420	1305	83
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	990	439	263	910		274	1117		443	1290	573
Arrive On Green	0.10	0.28	0.28	0.08	0.26	0.00	0.08	0.31	0.00	0.13	0.36	0.36
Sat Flow, veh/h	3456	3554	1577	3456	3554	1585	3456	3554	1585	3456	3554	1579
Grp Volume(v), veh/h	99	887	26	48	941	0	102	469	0	420	1305	83
Grp Sat Flow(s),veh/h/ln	1728	1777	1577	1728	1777	1585	1728	1777	1585	1728	1777	1579
Q Serve(g_s), s	2.5	22.5	1.1	1.2	24.0	0.0	2.6	9.8	0.0	11.3	34.0	3.3
Cycle Q Clear(g_c), s	2.5	22.5	1.1	1.2	24.0	0.0	2.6	9.8	0.0	11.3	34.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	341	990	439	263	910		274	1117		443	1290	573
V/C Ratio(X)	0.29	0.90	0.06	0.18	1.03		0.37	0.42		0.95	1.01	0.14
Avail Cap(c_a), veh/h	369	990	439	369	910		295	1138		443	1290	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	32.5	24.8	40.5	34.8	0.0	40.9	25.4	0.0	40.5	29.8	20.1
Incr Delay (d2), s/veh	0.2	10.3	0.0	0.1	38.8	0.0	0.3	0.5	0.0	29.8	28.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	10.8	0.4	0.5	15.0	0.0	1.1	4.1	0.0	6.6	18.9	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	42.8	24.8	40.7	73.6	0.0	41.2	25.9	0.0	70.3	57.8	20.3
LnGrp LOS	D	D	C	D	F		D	C		E	F	C
Approach Vol, veh/h		1012			989	A		571	A		1808	
Approach Delay, s/veh		42.0			72.0			28.6			59.0	
Approach LOS		D			E			C			E	

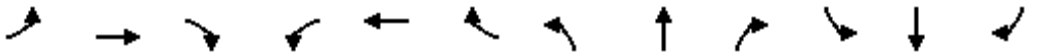
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	35.4	11.1	31.1	11.4	40.0	13.2	29.0
Change Period (Y+Rc), s	4.0	6.0	4.0	* 5	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	12.0	30.0	10.0	* 25	8.0	34.0	10.0	24.0
Max Q Clear Time (g_c+I1), s	13.3	11.8	3.2	24.5	4.6	36.0	4.5	26.0
Green Ext Time (p_c), s	0.0	3.8	0.0	0.2	0.1	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

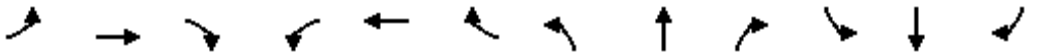
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	4	80	22	6	0	149	1342	16	4	1206	14
Future Volume (veh/h)	9	4	80	22	6	0	149	1342	16	4	1206	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	4	84	23	6	0	157	1413	17	4	1269	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	39	110	36	9	0	202	2144	956	6	1753	782
Arrive On Green	0.07	0.07	0.07	0.03	0.03	0.00	0.11	0.60	0.60	0.00	0.49	0.49
Sat Flow, veh/h	1252	556	1585	1427	372	0	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	13	0	84	29	0	0	157	1413	17	4	1269	15
Grp Sat Flow(s),veh/h/ln	1808	0	1585	1799	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.4	0.0	3.2	1.0	0.0	0.0	5.2	16.0	0.3	0.1	17.2	0.3
Cycle Q Clear(g_c), s	0.4	0.0	3.2	1.0	0.0	0.0	5.2	16.0	0.3	0.1	17.2	0.3
Prop In Lane	0.69		1.00	0.79		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	0	110	46	0	0	202	2144	956	6	1753	782
V/C Ratio(X)	0.10	0.00	0.76	0.63	0.00	0.00	0.78	0.66	0.02	0.70	0.72	0.02
Avail Cap(c_a), veh/h	469	0	411	118	0	0	526	2274	1014	234	1753	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	0.0	27.9	29.4	0.0	0.0	26.3	8.0	4.8	30.3	12.2	7.9
Incr Delay (d2), s/veh	0.1	0.0	4.1	5.3	0.0	0.0	2.5	0.8	0.0	43.8	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.2	0.5	0.0	0.0	2.1	3.6	0.1	0.1	5.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	0.0	31.9	34.7	0.0	0.0	28.7	8.7	4.9	74.1	13.8	7.9
LnGrp LOS	C	A	C	C	A	A	C	A	A	E	B	A
Approach Vol, veh/h		97			29			1587			1288	
Approach Delay, s/veh		31.2			34.7			10.7			13.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	42.8		5.6	10.9	36.1		8.4				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.2				
Max Green Setting (Gmax), s	8.0	39.0		4.0	18.0	24.0		15.8				
Max Q Clear Time (g_c+I1), s	2.1	18.0		3.0	7.2	19.2		5.2				
Green Ext Time (p_c), s	0.0	18.8		0.0	0.2	4.5		0.1				

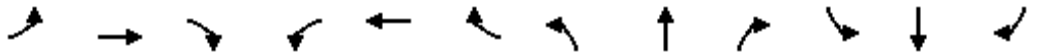
Intersection Summary												
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	0	11	41	0	71	105	934	19	20	1162	8
Future Volume (veh/h)	22	0	11	41	0	71	105	934	19	20	1162	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	0	12	43	0	75	111	983	20	21	1223	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	0	113	260	0	232	163	1723	35	60	1543	10
Arrive On Green	0.07	0.00	0.07	0.15	0.00	0.15	0.09	0.48	0.48	0.03	0.43	0.43
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3562	72	1781	3619	24
Grp Volume(v), veh/h	23	0	12	43	0	75	111	490	513	21	600	631
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1857	1781	1777	1866
Q Serve(g_s), s	0.8	0.0	0.5	1.4	0.0	2.8	4.0	13.2	13.2	0.8	19.6	19.6
Cycle Q Clear(g_c), s	0.8	0.0	0.5	1.4	0.0	2.8	4.0	13.2	13.2	0.8	19.6	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	127	0	113	260	0	232	163	860	899	60	758	796
V/C Ratio(X)	0.18	0.00	0.11	0.17	0.00	0.32	0.68	0.57	0.57	0.35	0.79	0.79
Avail Cap(c_a), veh/h	266	0	237	1092	0	972	213	885	925	213	885	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	0.0	29.0	25.0	0.0	25.6	29.4	12.3	12.3	31.6	16.6	16.6
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.1	0.0	0.3	2.8	1.2	1.2	1.3	5.1	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.2	0.6	0.0	1.0	1.7	4.5	4.7	0.3	7.7	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	29.2	25.1	0.0	25.9	32.2	13.5	13.5	32.9	21.7	21.5
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	C	C
Approach Vol, veh/h		35			118			1114			1252	
Approach Delay, s/veh		29.4			25.6			15.4			21.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	8.8	10.1	34.2	13.8	6.3	38.1
Change Period (Y+Rc), s	4.0	4.0	5.7	4.0	4.0	5.7
Max Green Setting (Gmax), s	10.0	8.0	33.3	41.0	8.0	33.3
Max Q Clear Time (g_c+I1), s	2.8	6.0	21.6	4.8	2.8	15.2
Green Ext Time (p_c), s	0.0	0.0	6.9	0.3	0.0	7.3

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	725	544	186	513	99	381	602	94	517	898	39
Future Volume (veh/h)	26	725	544	186	513	99	381	602	94	517	898	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2001	1924	1924	2001	1924	1924	2001	1924	1924	1954	1879	1879
Adj Flow Rate, veh/h	27	763	513	196	540	35	401	634	23	544	945	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	100	881	616	234	1139	506	512	982	435	639	1097	487
Arrive On Green	0.05	0.24	0.24	0.12	0.31	0.31	0.14	0.27	0.27	0.18	0.31	0.31
Sat Flow, veh/h	1906	3656	1621	1906	3656	1623	3698	3656	1622	3611	3571	1585
Grp Volume(v), veh/h	27	763	513	196	540	35	401	634	23	544	945	9
Grp Sat Flow(s),veh/h/ln	1906	1828	1621	1906	1828	1623	1849	1828	1622	1806	1785	1585
Q Serve(g_s), s	1.4	20.4	24.5	10.2	12.1	1.5	10.7	15.6	1.1	14.9	25.4	0.4
Cycle Q Clear(g_c), s	1.4	20.4	24.5	10.2	12.1	1.5	10.7	15.6	1.1	14.9	25.4	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	881	616	234	1139	506	512	982	435	639	1097	487
V/C Ratio(X)	0.27	0.87	0.83	0.84	0.47	0.07	0.78	0.65	0.05	0.85	0.86	0.02
Avail Cap(c_a), veh/h	187	908	628	356	1232	547	944	1232	546	780	1097	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	37.1	28.7	43.6	28.3	24.7	42.4	33.0	27.6	40.6	33.2	24.6
Incr Delay (d2), s/veh	0.5	9.2	9.9	6.3	0.5	0.1	1.0	1.3	0.1	6.5	7.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	9.6	12.0	5.0	5.1	0.6	4.7	6.6	0.4	6.8	11.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	46.2	38.6	49.9	28.8	24.8	43.4	34.2	27.7	47.1	40.8	24.6
LnGrp LOS	D	D	D	D	C	C	D	C	C	D	D	C
Approach Vol, veh/h		1303			771			1058			1498	
Approach Delay, s/veh		43.2			34.0			37.6			43.0	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	30.2	18.1	37.0	9.3	37.4	22.0	33.0
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	19.0	25.3	26.0	30.3	10.0	34.3	22.0	34.3
Max Q Clear Time (g_c+I1), s	12.2	22.4	12.7	27.4	3.4	14.1	16.9	17.6
Green Ext Time (p_c), s	0.3	2.1	1.4	2.5	0.0	8.9	1.2	9.2

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

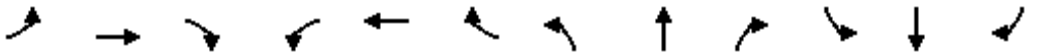
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1318	70	187	941	52	82
Future Volume (veh/h)	1318	70	187	941	52	82
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1387	74	197	991	55	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1612	719	242	2344	305	272
Arrive On Green	0.45	0.45	0.14	0.66	0.17	0.17
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1387	74	197	991	55	86
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	20.1	1.5	6.2	7.6	1.5	2.7
Cycle Q Clear(g_c), s	20.1	1.5	6.2	7.6	1.5	2.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1612	719	242	2344	305	272
V/C Ratio(X)	0.86	0.10	0.81	0.42	0.18	0.32
Avail Cap(c_a), veh/h	1691	754	248	2539	807	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	9.0	24.1	4.6	20.3	20.8
Incr Delay (d2), s/veh	4.9	0.1	16.6	0.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.4	3.3	1.2	0.6	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.0	9.1	40.7	4.8	20.4	21.1
LnGrp LOS	B	A	D	A	C	C
Approach Vol, veh/h	1461			1188	141	
Approach Delay, s/veh	18.5			10.8	20.8	
Approach LOS	B			B	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	13.8	11.8	31.7	43.5
Change Period (Y+Rc), s	4.0	4.0	5.7	* 5.7
Max Green Setting (Gmax), s	26.0	8.0	27.3	* 41
Max Q Clear Time (g_c+I1), s	4.7	8.2	22.1	9.6
Green Ext Time (p_c), s	0.3	0.0	4.0	9.5

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	410	797	44	323	72	360	1268	54	172	1807	137
Future Volume (veh/h)	130	410	797	44	323	72	360	1268	54	172	1807	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	432	0	46	340	0	379	1335	0	181	1902	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	512		226	480		448	2425		466	2538	
Arrive On Green	0.07	0.14	0.00	0.07	0.14	0.00	0.13	0.47	0.00	0.13	0.50	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	137	432	0	46	340	0	379	1335	0	181	1902	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	4.6	14.2	0.0	1.5	11.0	0.0	12.9	22.3	0.0	5.7	35.8	0.0
Cycle Q Clear(g_c), s	4.6	14.2	0.0	1.5	11.0	0.0	12.9	22.3	0.0	5.7	35.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	512		226	480		448	2425		466	2538	
V/C Ratio(X)	0.53	0.84		0.20	0.71		0.85	0.55		0.39	0.75	
Avail Cap(c_a), veh/h	259	572		288	613		720	2425		466	2538	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.5	50.1	0.0	53.1	49.6	0.0	51.1	22.4	0.0	47.4	24.2	0.0
Incr Delay (d2), s/veh	1.1	11.4	0.0	0.2	3.9	0.0	2.7	0.9	0.0	0.2	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	6.9	0.0	0.6	5.0	0.0	5.5	8.3	0.0	2.4	13.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	61.4	0.0	53.3	53.5	0.0	53.8	23.3	0.0	47.6	25.6	0.0
LnGrp LOS	D	E		D	D		D	C		D	C	
Approach Vol, veh/h		569	A		386	A		1714	A		2083	A
Approach Delay, s/veh		59.8			53.5			30.0			27.5	
Approach LOS		E			D			C			C	

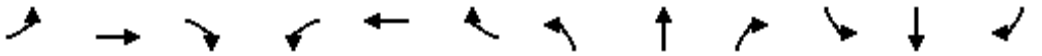
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	63.0	11.8	23.0	19.5	65.6	12.9	21.9
Change Period (Y+Rc), s	6.0	* 6	4.0	5.7	4.0	6.0	4.0	* 5.7
Max Green Setting (Gmax), s	14.0	* 57	10.0	19.3	25.0	46.0	9.0	* 21
Max Q Clear Time (g_c+I1), s	7.7	24.3	3.5	16.2	14.9	37.8	6.6	13.0
Green Ext Time (p_c), s	0.2	11.8	0.0	0.9	0.7	6.6	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



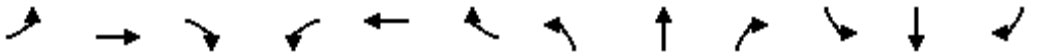
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	841	0	5	1023	485	0	0	0	348	0	103
Future Volume (veh/h)	96	841	0	5	1023	485	0	0	0	348	0	103
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1841	1841	0	1841	1841	1841				1841	0	1841
Adj Flow Rate, veh/h	101	885	0	5	1077	511				366	0	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	4	4	0	4	4	4				4	0	4
Cap, veh/h	129	1929	0	0	1409	625				447	0	512
Arrive On Green	0.07	0.55	0.00	0.00	0.40	0.40				0.25	0.00	0.25
Sat Flow, veh/h	1753	3589	0	0	3497	1550				1753	0	1560
Grp Volume(v), veh/h	101	885	0	0	1077	511				366	0	108
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1550				1753	0	1560
Q Serve(g_s), s	3.0	8.1	0.0	0.0	14.1	15.6				10.5	0.0	2.7
Cycle Q Clear(g_c), s	3.0	8.1	0.0	0.0	14.1	15.6				10.5	0.0	2.7
Prop In Lane	1.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	129	1929	0	0	1409	625				447	0	512
V/C Ratio(X)	0.78	0.46	0.00	0.00	0.76	0.82				0.82	0.00	0.21
Avail Cap(c_a), veh/h	263	1929	0	0	1557	690				922	0	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	7.2	0.0	0.0	13.7	14.2				18.7	0.0	12.9
Incr Delay (d2), s/veh	3.9	0.2	0.0	0.0	2.1	7.1				1.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.9	0.0	0.0	4.5	5.2				4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	7.3	0.0	0.0	15.8	21.2				20.1	0.0	13.0
LnGrp LOS	C	A	A	A	B	C				C	A	B
Approach Vol, veh/h		986			1588						474	
Approach Delay, s/veh		9.5			17.6						18.5	
Approach LOS		A			B						B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	0.0	35.1		18.2	7.9	27.1
Change Period (Y+Rc), s	4.0	5.7		4.6	4.0	5.7
Max Green Setting (Gmax), s	28.0	24.7		28.0	8.0	23.7
Max Q Clear Time (g_c+I1), s	0.0	10.1		12.5	5.0	17.6
Green Ext Time (p_c), s	0.0	3.6		1.1	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

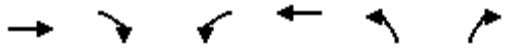
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	1025	23	7	1290	366	16	17	12	83	23	245
Future Volume (veh/h)	152	1025	23	7	1290	366	16	17	12	83	23	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1885	1826	1826	1885	1885	1885	1791	1791	1732
Adj Flow Rate, veh/h	160	1079	24	7	1358	385	17	18	13	87	24	258
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	1	5	5	1	1	1	1	1	5
Cap, veh/h	189	1787	40	10	1428	629	61	35	25	277	76	296
Arrive On Green	0.11	0.51	0.51	0.01	0.41	0.41	0.03	0.03	0.03	0.20	0.20	0.20
Sat Flow, veh/h	1739	3469	77	1795	3469	1529	1795	1018	735	1351	373	1446
Grp Volume(v), veh/h	160	539	564	7	1358	385	17	0	31	111	0	258
Grp Sat Flow(s),veh/h/ln	1739	1735	1812	1795	1735	1529	1795	0	1753	1723	0	1446
Q Serve(g_s), s	6.6	16.1	16.1	0.3	27.8	14.6	0.7	0.0	1.3	4.0	0.0	12.7
Cycle Q Clear(g_c), s	6.6	16.1	16.1	0.3	27.8	14.6	0.7	0.0	1.3	4.0	0.0	12.7
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.42	0.78		1.00
Lane Grp Cap(c), veh/h	189	893	933	10	1428	629	61	0	60	353	0	296
V/C Ratio(X)	0.85	0.60	0.60	0.72	0.95	0.61	0.28	0.00	0.52	0.31	0.00	0.87
Avail Cap(c_a), veh/h	189	893	933	195	1430	630	195	0	191	375	0	315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.2	12.6	12.6	36.5	20.9	17.0	34.6	0.0	34.9	24.8	0.0	28.3
Incr Delay (d2), s/veh	26.9	1.2	1.1	30.3	13.8	1.7	2.4	0.0	6.9	0.5	0.0	21.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	5.2	5.5	0.2	12.2	4.6	0.3	0.0	0.7	1.7	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	13.7	13.7	66.8	34.8	18.8	37.1	0.0	41.8	25.3	0.0	49.8
LnGrp LOS	E	B	B	E	C	B	D	A	D	C	A	D
Approach Vol, veh/h		1263			1750			48			369	
Approach Delay, s/veh		19.4			31.4			40.1			42.4	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	43.6		6.5	12.0	36.0		19.1				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	30.3		8.0	8.0	30.3		16.0				
Max Q Clear Time (g_c+I1), s	2.3	18.1		3.3	8.6	29.8		14.7				
Green Ext Time (p_c), s	0.0	7.8		0.0	0.0	0.4		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			28.3									
HCM 6th LOS			C									



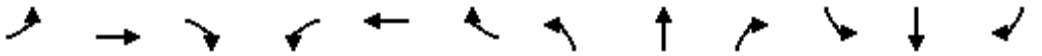
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	797	338	314	1561	252	540
Future Volume (veh/h)	797	338	314	1561	252	540
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	839	356	331	1643	265	568
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1007	737	493	2274	328	731
Arrive On Green	0.28	0.28	0.28	0.64	0.18	0.18
Sat Flow, veh/h	3647	1571	1781	3647	1781	1585
Grp Volume(v), veh/h	839	356	331	1643	265	568
Grp Sat Flow(s),veh/h/ln	1777	1571	1781	1777	1781	1585
Q Serve(g_s), s	16.6	11.7	12.4	23.2	10.7	1.8
Cycle Q Clear(g_c), s	16.6	11.7	12.4	23.2	10.7	1.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1007	737	493	2274	328	731
V/C Ratio(X)	0.83	0.48	0.67	0.72	0.81	0.78
Avail Cap(c_a), veh/h	1137	795	493	2274	404	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.90	0.90	1.00	1.00
Uniform Delay (d), s/veh	25.2	13.7	24.1	9.0	29.3	17.0
Incr Delay (d2), s/veh	4.9	0.5	2.6	1.8	7.8	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	5.3	5.0	6.4	5.0	13.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.1	14.2	26.7	10.9	37.1	20.9
LnGrp LOS	C	B	C	B	D	C
Approach Vol, veh/h	1195			1974	833	
Approach Delay, s/veh	25.4			13.5	26.0	
Approach LOS	C			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	26.7	27.3		17.8		54.0
Change Period (Y+Rc), s	6.0	* 6		4.0		6.0
Max Green Setting (Gmax), s	20.0	* 24		17.0		48.0
Max Q Clear Time (g_c+I1), s	14.4	18.6		12.7		25.2
Green Ext Time (p_c), s	0.4	2.6		1.1		8.1

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	913	252	93	1194	36	348	703	24	57	1128	117
Future Volume (veh/h)	113	913	252	93	1194	36	348	703	24	57	1128	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	961	0	98	1257	0	366	740	0	60	1187	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	1163		119	1232		443	2412		77	1304	
Arrive On Green	0.05	0.33	0.00	0.07	0.35	0.00	0.25	0.47	0.00	0.04	0.26	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	119	961	0	98	1257	0	366	740	0	60	1187	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	5.1	37.4	0.0	8.2	52.0	0.0	29.1	13.4	0.0	5.0	33.8	0.0
Cycle Q Clear(g_c), s	5.1	37.4	0.0	8.2	52.0	0.0	29.1	13.4	0.0	5.0	33.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	1163		119	1232		443	2412		77	1304	
V/C Ratio(X)	0.73	0.83		0.83	1.02		0.83	0.31		0.78	0.91	
Avail Cap(c_a), veh/h	184	1168		131	1232		443	2412		131	1304	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	70.5	46.5	0.0	69.1	49.0	0.0	53.3	24.4	0.0	71.1	54.2	0.0
Incr Delay (d2), s/veh	9.7	5.3	0.0	28.5	30.9	0.0	11.5	0.1	0.0	6.4	11.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	17.0	0.0	4.6	27.6	0.0	14.2	5.4	0.0	2.4	15.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.2	51.8	0.0	97.7	79.9	0.0	64.7	24.5	0.0	77.5	65.2	0.0
LnGrp LOS	F	D		F	F		E	C		E	E	
Approach Vol, veh/h		1080	A		1355	A		1106	A		1247	A
Approach Delay, s/veh		55.0			81.2			37.8			65.8	
Approach LOS		D			F			D			E	

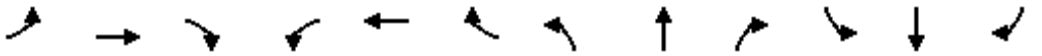
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	55.1	43.0	44.0	11.1	58.0	10.4	76.6
Change Period (Y+Rc), s	4.0	* 6	5.7	* 5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	11.0	* 49	32.0	* 38	8.0	52.0	11.0	59.3
Max Q Clear Time (g_c+I1), s	10.2	39.4	31.1	35.8	7.1	54.0	7.0	15.4
Green Ext Time (p_c), s	0.0	4.8	0.1	1.8	0.0	0.0	0.0	6.6

Intersection Summary	
HCM 6th Ctrl Delay	61.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	467	156	63	208	158	307	1403	75	162	1642	77
Future Volume (veh/h)	123	467	156	63	208	158	307	1403	75	162	1642	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	492	0	66	219	0	323	1477	0	171	1728	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	558		83	423		346	2393		194	2017	
Arrive On Green	0.08	0.16	0.00	0.05	0.12	0.00	0.19	0.47	0.00	0.11	0.39	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	129	492	0	66	219	0	323	1477	0	171	1728	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	10.7	20.3	0.0	5.5	8.7	0.0	26.8	32.4	0.0	14.2	46.4	0.0
Cycle Q Clear(g_c), s	10.7	20.3	0.0	5.5	8.7	0.0	26.8	32.4	0.0	14.2	46.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	558		83	423		346	2393		194	2017	
V/C Ratio(X)	0.86	0.88		0.79	0.52		0.93	0.62		0.88	0.86	
Avail Cap(c_a), veh/h	178	654		95	488		404	2393		285	2053	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.7	61.9	0.0	70.8	62.0	0.0	59.5	29.8	0.0	65.9	41.5	0.0
Incr Delay (d2), s/veh	25.1	12.4	0.0	27.7	1.3	0.0	25.2	1.2	0.0	14.2	4.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	10.0	0.0	3.1	3.9	0.0	14.3	13.2	0.0	7.1	19.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.8	74.3	0.0	98.4	63.4	0.0	84.7	31.0	0.0	80.1	45.5	0.0
LnGrp LOS	F	E		F	E		F	C		F	D	
Approach Vol, veh/h		621	A		285	A		1800	A		1899	A
Approach Delay, s/veh		78.1			71.5			40.6			48.6	
Approach LOS		E			E			D			D	

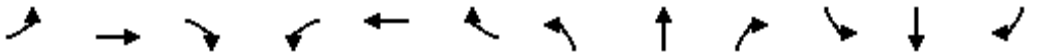
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	29.9	33.1	64.9	16.7	24.3	22.1	76.0
Change Period (Y+Rc), s	4.0	6.4	4.0	5.7	4.0	6.4	5.7	* 5.7
Max Green Setting (Gmax), s	8.0	27.6	34.0	60.3	15.0	20.6	24.0	* 70
Max Q Clear Time (g_c+I1), s	7.5	22.3	28.8	48.4	12.7	10.7	16.2	34.4
Green Ext Time (p_c), s	0.0	1.2	0.3	9.0	0.0	0.8	0.2	15.7

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

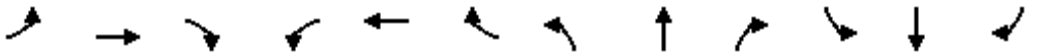
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1255	12	1	885	15	6	0	2	15	4	39
Future Volume (veh/h)	63	1255	12	1	885	15	6	0	2	15	4	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	1321	13	1	932	16	6	0	2	16	4	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	1874	18	3	1568	27	37	0	33	163	41	179
Arrive On Green	0.08	0.52	0.52	0.00	0.44	0.44	0.02	0.00	0.02	0.11	0.11	0.11
Sat Flow, veh/h	1781	3605	35	1781	3575	61	1781	0	1585	1439	360	1585
Grp Volume(v), veh/h	66	651	683	1	463	485	6	0	2	20	0	41
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1859	1781	0	1585	1798	0	1585
Q Serve(g_s), s	1.8	14.3	14.3	0.0	10.2	10.2	0.2	0.0	0.1	0.5	0.0	1.2
Cycle Q Clear(g_c), s	1.8	14.3	14.3	0.0	10.2	10.2	0.2	0.0	0.1	0.5	0.0	1.2
Prop In Lane	1.00		0.02	1.00		0.03	1.00		1.00	0.80		1.00
Lane Grp Cap(c), veh/h	148	924	969	3	779	816	37	0	33	203	0	179
V/C Ratio(X)	0.45	0.70	0.70	0.29	0.59	0.59	0.16	0.00	0.06	0.10	0.00	0.23
Avail Cap(c_a), veh/h	242	1219	1279	242	1219	1276	693	0	616	699	0	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.5	9.4	9.4	25.6	11.0	11.0	24.7	0.0	24.7	20.5	0.0	20.8
Incr Delay (d2), s/veh	0.8	1.9	1.8	16.1	1.2	1.2	0.7	0.0	0.3	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.1	4.3	0.0	3.2	3.3	0.1	0.0	0.0	0.2	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	11.3	11.2	41.7	12.2	12.2	25.5	0.0	25.0	20.5	0.0	21.0
LnGrp LOS	C	B	B	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1400			949			8			61	
Approach Delay, s/veh		11.8			12.2			25.3			20.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	32.4		5.1	8.3	28.3		9.8				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	7.0	35.3		20.0	7.0	35.3		20.0				
Max Q Clear Time (g_c+I1), s	2.0	16.3		2.2	3.8	12.2		3.2				
Green Ext Time (p_c), s	0.0	10.5		0.0	0.0	7.6		0.1				

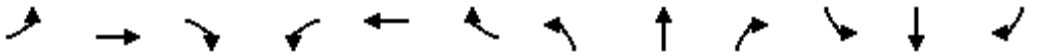
Intersection Summary			
HCM 6th Ctrl Delay		12.2	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1218	50	57	750	10	35	3	28	10	8	5
Future Volume (veh/h)	26	1218	50	57	750	10	35	3	28	10	8	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	1282	53	60	789	11	37	3	29	11	8	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	1727	71	91	1819	812	201	16	193	57	42	86
Arrive On Green	0.04	0.50	0.50	0.05	0.51	0.51	0.12	0.12	0.12	0.05	0.05	0.05
Sat Flow, veh/h	1781	3478	144	1781	3554	1585	1654	134	1585	1052	765	1585
Grp Volume(v), veh/h	27	654	681	60	789	11	40	0	29	19	0	5
Grp Sat Flow(s),veh/h/ln	1781	1777	1845	1781	1777	1585	1788	0	1585	1818	0	1585
Q Serve(g_s), s	0.9	18.8	18.8	2.1	8.9	0.2	1.3	0.0	1.0	0.6	0.0	0.2
Cycle Q Clear(g_c), s	0.9	18.8	18.8	2.1	8.9	0.2	1.3	0.0	1.0	0.6	0.0	0.2
Prop In Lane	1.00		0.08	1.00		1.00	0.92		1.00	0.58		1.00
Lane Grp Cap(c), veh/h	64	882	916	91	1819	812	217	0	193	99	0	86
V/C Ratio(X)	0.42	0.74	0.74	0.66	0.43	0.01	0.18	0.00	0.15	0.19	0.00	0.06
Avail Cap(c_a), veh/h	223	952	988	223	1904	849	307	0	272	596	0	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.2	12.8	12.9	29.8	9.8	7.7	25.3	0.0	25.2	28.9	0.0	28.7
Incr Delay (d2), s/veh	1.7	5.6	5.4	3.0	0.7	0.0	0.2	0.0	0.1	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.2	7.4	0.9	2.9	0.1	0.5	0.0	0.4	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	18.4	18.2	32.8	10.5	7.7	25.4	0.0	25.3	29.3	0.0	28.8
LnGrp LOS	C	B	B	C	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1362			860			69			24	
Approach Delay, s/veh		18.6			12.1			25.4			29.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.8	7.3	37.5		7.5	6.3	38.5				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		11.0	8.0	34.3		21.0	8.0	34.3				
Max Q Clear Time (g_c+I1), s		3.3	4.1	20.8		2.6	2.9	10.9				
Green Ext Time (p_c), s		0.0	0.0	10.9		0.0	0.0	10.9				

Intersection Summary												
HCM 6th Ctrl Delay			16.5									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	677	520	45	518	239	116	1343	35	329	1509	204
Future Volume (veh/h)	107	677	520	45	518	239	116	1343	35	329	1509	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	113	713	0	47	545	0	122	1414	0	346	1588	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	815		228	772		255	2033		405	2183	
Arrive On Green	0.08	0.23	0.00	0.07	0.22	0.00	0.07	0.40	0.00	0.12	0.43	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	113	713	0	47	545	0	122	1414	0	346	1588	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	7.5	23.2	0.0	1.5	17.0	0.0	4.1	27.7	0.0	11.8	31.0	0.0
Cycle Q Clear(g_c), s	7.5	23.2	0.0	1.5	17.0	0.0	4.1	27.7	0.0	11.8	31.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	815		228	772		255	2033		405	2183	
V/C Ratio(X)	0.82	0.88		0.21	0.71		0.48	0.70		0.85	0.73	
Avail Cap(c_a), veh/h	208	897		288	779		259	2033		490	2183	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.5	44.6	0.0	53.1	43.4	0.0	53.4	30.1	0.0	52.0	28.5	0.0
Incr Delay (d2), s/veh	8.4	9.8	0.0	0.2	3.4	0.0	0.5	1.2	0.0	10.3	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	11.0	0.0	0.7	7.6	0.0	1.7	10.7	0.0	5.5	12.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	54.4	0.0	53.2	46.8	0.0	53.9	31.3	0.0	62.3	30.7	0.0
LnGrp LOS	E	D		D	D		D	C		E	C	
Approach Vol, veh/h		826	A		592	A		1536	A		1934	A
Approach Delay, s/veh		55.5			47.3			33.1			36.4	
Approach LOS		E			D			C			D	

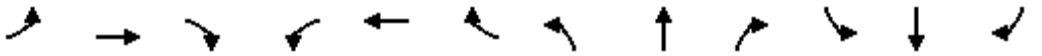
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.1	53.5	11.9	33.2	14.5	57.0	13.3	31.8
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	5.7	* 5.7	4.0	5.7
Max Green Setting (Gmax), s	17.0	43.3	10.0	30.3	9.0	* 51	14.0	26.3
Max Q Clear Time (g_c+I1), s	13.8	29.7	3.5	25.2	6.1	33.0	9.5	19.0
Green Ext Time (p_c), s	0.3	8.7	0.0	2.3	0.1	11.8	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

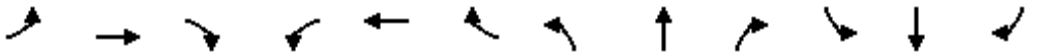
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	476	0	0	631	374	1	1	0	446	0	13
Future Volume (veh/h)	6	476	0	0	631	374	1	1	0	446	0	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	501	0	0	664	394	1	1	0	469	0	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	1689	0	0	889	1233	2	2	0	539	0	480
Arrive On Green	0.00	0.48	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.30	0.00	0.30
Sat Flow, veh/h	0	3647	0	0	1870	1585	912	912	0	1781	0	1585
Grp Volume(v), veh/h	0	501	0	0	664	394	2	0	0	469	0	14
Grp Sat Flow(s),veh/h/ln	0	1777	0	0	1870	1585	1825	0	0	1781	0	1585
Q Serve(g_s), s	0.0	5.1	0.0	0.0	17.0	4.3	0.1	0.0	0.0	14.6	0.0	0.4
Cycle Q Clear(g_c), s	0.0	5.1	0.0	0.0	17.0	4.3	0.1	0.0	0.0	14.6	0.0	0.4
Prop In Lane	0.00		0.00	0.00		1.00	0.50		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	1689	0	0	889	1233	4	0	0	539	0	480
V/C Ratio(X)	0.00	0.30	0.00	0.00	0.75	0.32	0.50	0.00	0.00	0.87	0.00	0.03
Avail Cap(c_a), veh/h	0	4363	0	0	1341	1616	684	0	0	1153	0	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.4	0.0	0.0	12.5	1.9	29.3	0.0	0.0	19.4	0.0	14.4
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	1.3	0.2	31.9	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	0.0	0.0	5.8	2.8	0.1	0.0	0.0	5.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.5	0.0	0.0	13.9	2.1	61.1	0.0	0.0	21.1	0.0	14.4
LnGrp LOS	A	A	A	A	B	A	E	A	A	C	A	B
Approach Vol, veh/h		501			1058			2			483	
Approach Delay, s/veh		9.5			9.5			61.1			20.9	
Approach LOS		A			A			E			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.8		4.1	0.0	32.8		21.8				
Change Period (Y+Rc), s		4.9		4.0	4.0	4.9		4.0				
Max Green Setting (Gmax), s		72.1		22.0	26.0	42.1		38.0				
Max Q Clear Time (g_c+I1), s		7.1		2.1	0.0	19.0		16.6				
Green Ext Time (p_c), s		2.8		0.0	0.0	9.0		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			12.2									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	964	9	3	967	0	19	0	19	75	5	19
Future Volume (veh/h)	0	964	9	3	967	0	19	0	19	75	5	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1015	0	3	1018	0	20	0	20	79	5	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	1469		12	1812	0	59	0	59	232	43	170
Arrive On Green	0.00	0.41	0.00	0.01	0.51	0.00	0.07	0.00	0.07	0.13	0.13	0.13
Sat Flow, veh/h	0	3741	0	1781	3647	0	839	0	839	1781	327	1308
Grp Volume(v), veh/h	0	1015	0	3	1018	0	40	0	0	79	0	25
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	0	1677	0	0	1781	0	1635
Q Serve(g_s), s	0.0	10.4	0.0	0.1	8.8	0.0	1.0	0.0	0.0	1.8	0.0	0.6
Cycle Q Clear(g_c), s	0.0	10.4	0.0	0.1	8.8	0.0	1.0	0.0	0.0	1.8	0.0	0.6
Prop In Lane	0.00		0.00	1.00		0.00	0.50		0.50	1.00		0.80
Lane Grp Cap(c), veh/h	0	1469		12	1812	0	118	0	0	232	0	213
V/C Ratio(X)	0.00	0.69		0.26	0.56	0.00	0.34	0.00	0.00	0.34	0.00	0.12
Avail Cap(c_a), veh/h	0	1766		320	2724	0	754	0	0	801	0	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.7	0.0	22.0	7.5	0.0	19.7	0.0	0.0	17.6	0.0	17.1
Incr Delay (d2), s/veh	0.0	0.9	0.0	4.2	0.3	0.0	0.6	0.0	0.0	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.0	0.0	0.0	2.0	0.0	0.4	0.0	0.0	0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.6	0.0	26.2	7.8	0.0	20.3	0.0	0.0	17.9	0.0	17.2
LnGrp LOS	A	B		C	A	A	C	A	A	B	A	B
Approach Vol, veh/h		1015	A		1021			40			104	
Approach Delay, s/veh		11.6			7.8			20.3			17.8	
Approach LOS		B			A			C			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	4.3	23.3		7.1		27.6		9.8				
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9		4.0				
Max Green Setting (Gmax), s	8.0	22.1		20.0		34.1		20.0				
Max Q Clear Time (g_c+I1), s	2.1	12.4		3.0		10.8		3.8				
Green Ext Time (p_c), s	0.0	6.0		0.0		10.5		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		10.3	
HCM 6th LOS		B	

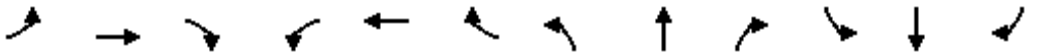
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1017	49	164	499	45	206
Future Volume (veh/h)	1017	49	164	499	45	206
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1071	52	173	525	47	217
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1471	71	220	2259	310	276
Arrive On Green	0.43	0.43	0.12	0.64	0.17	0.17
Sat Flow, veh/h	3543	167	1781	3647	1781	1585
Grp Volume(v), veh/h	552	571	173	525	47	217
Grp Sat Flow(s),veh/h/ln	1777	1840	1781	1777	1781	1585
Q Serve(g_s), s	12.1	12.1	4.4	3.0	1.0	6.1
Cycle Q Clear(g_c), s	12.1	12.1	4.4	3.0	1.0	6.1
Prop In Lane		0.09	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	758	785	220	2259	310	276
V/C Ratio(X)	0.73	0.73	0.79	0.23	0.15	0.79
Avail Cap(c_a), veh/h	877	909	305	2363	571	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	11.2	19.9	3.6	16.4	18.5
Incr Delay (d2), s/veh	2.6	2.6	5.8	0.1	0.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.9	1.9	0.5	0.4	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	13.7	25.7	3.7	16.5	20.4
LnGrp LOS	B	B	C	A	B	C
Approach Vol, veh/h	1123			698	264	
Approach Delay, s/veh	13.7			9.2	19.7	
Approach LOS	B			A	B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.8	24.9		12.1		34.6
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9
Max Green Setting (Gmax), s	8.0	23.1		15.0		31.1
Max Q Clear Time (g_c+I1), s	6.4	14.1		8.1		5.0
Green Ext Time (p_c), s	0.1	5.9		0.3		6.1

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B



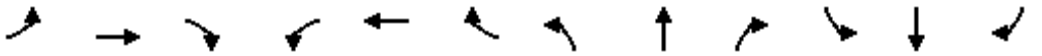
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1144	4	16	1264	90	5	4	12	474	4	56
Future Volume (veh/h)	61	1144	4	16	1264	90	5	4	12	474	4	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	1204	4	17	1331	95	5	4	13	502	0	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	2384	8	20	2091	149	7	5	17	585	0	260
Arrive On Green	0.05	0.66	0.66	0.01	0.62	0.62	0.02	0.02	0.02	0.16	0.00	0.16
Sat Flow, veh/h	1781	3633	12	1781	3365	240	380	304	989	3563	0	1585
Grp Volume(v), veh/h	64	589	619	17	701	725	22	0	0	502	0	59
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1827	1673	0	0	1781	0	1585
Q Serve(g_s), s	4.3	20.4	20.4	1.1	29.6	29.9	1.6	0.0	0.0	16.5	0.0	3.9
Cycle Q Clear(g_c), s	4.3	20.4	20.4	1.1	29.6	29.9	1.6	0.0	0.0	16.5	0.0	3.9
Prop In Lane	1.00		0.01	1.00		0.13	0.23		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	82	1166	1226	20	1104	1135	29	0	0	585	0	260
V/C Ratio(X)	0.78	0.50	0.50	0.84	0.64	0.64	0.76	0.00	0.00	0.86	0.00	0.23
Avail Cap(c_a), veh/h	134	1166	1226	119	1104	1135	271	0	0	754	0	336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.6	10.6	10.6	59.2	14.2	14.3	58.7	0.0	0.0	48.8	0.0	43.5
Incr Delay (d2), s/veh	5.8	1.6	1.5	17.9	0.7	0.7	25.4	0.0	0.0	7.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.8	8.1	0.6	11.4	11.8	0.9	0.0	0.0	7.9	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	12.2	12.1	77.1	15.0	15.0	84.1	0.0	0.0	56.1	0.0	43.9
LnGrp LOS	E	B	B	E	B	B	F	A	A	E	A	D
Approach Vol, veh/h		1272			1443			22			561	
Approach Delay, s/veh		14.7			15.7			84.1			54.8	
Approach LOS		B			B			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	83.7		6.7	9.6	79.5		24.3				
Change Period (Y+Rc), s	4.0	4.9		4.6	4.0	4.9		4.6				
Max Green Setting (Gmax), s	8.0	49.1		19.4	9.0	48.1		25.4				
Max Q Clear Time (g_c+I1), s	3.1	22.4		3.6	6.3	31.9		18.5				
Green Ext Time (p_c), s	0.0	20.6		0.0	0.0	14.8		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			22.4									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.



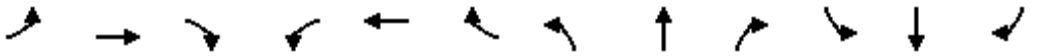
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	378	1788	400	325	1788	199	475	1276	218	218	1169	56
Future Volume (veh/h)	378	1788	400	325	1788	199	475	1276	218	218	1169	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	398	1882	233	342	1882	0	500	1343	0	229	1231	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	403	1830	563	346	1830		490	1417		288	1119	343
Arrive On Green	0.12	0.36	0.36	0.10	0.36	0.00	0.14	0.28	0.00	0.08	0.22	0.22
Sat Flow, veh/h	3456	5106	1572	3456	5106	1585	3456	5106	1585	3456	5106	1563
Grp Volume(v), veh/h	398	1882	233	342	1882	0	500	1343	0	229	1231	11
Grp Sat Flow(s),veh/h/ln	1728	1702	1572	1728	1702	1585	1728	1702	1585	1728	1702	1563
Q Serve(g_s), s	13.8	43.0	8.7	11.9	43.0	0.0	17.0	30.9	0.0	7.8	26.3	0.7
Cycle Q Clear(g_c), s	13.8	43.0	8.7	11.9	43.0	0.0	17.0	30.9	0.0	7.8	26.3	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	403	1830	563	346	1830		490	1417		288	1119	343
V/C Ratio(X)	0.99	1.03	0.41	0.99	1.03		1.02	0.95		0.80	1.10	0.03
Avail Cap(c_a), veh/h	403	1830	563	346	1830		490	1417		288	1119	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	38.5	12.2	53.9	38.5	0.0	51.5	42.5	0.0	54.0	46.8	36.8
Incr Delay (d2), s/veh	41.2	28.7	2.2	45.4	28.7	0.0	46.2	13.6	0.0	13.3	58.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	21.8	4.8	7.2	21.8	0.0	10.2	14.0	0.0	3.8	16.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.1	67.2	14.5	99.4	67.2	0.0	97.7	56.1	0.0	67.3	105.4	36.9
LnGrp LOS	F	F	B	F	F		F	E		E	F	D
Approach Vol, veh/h		2513			2224	A		1843	A		1471	
Approach Delay, s/veh		66.6			72.2			67.4			99.0	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	49.0	21.0	32.0	18.0	49.0	14.0	39.0
Change Period (Y+Rc), s	6.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	12.0	43.0	17.0	26.3	14.0	43.0	10.0	33.3
Max Q Clear Time (g_c+I1), s	13.9	45.0	19.0	28.3	15.8	45.0	9.8	32.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	74.2
HCM 6th LOS	E

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



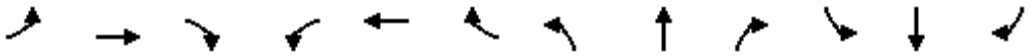
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	1449	112	415	1321	4	69	4	425	8	3	15
Future Volume (veh/h)	43	1449	112	415	1321	4	69	4	425	8	3	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2106	2106	2106	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	1525	0	437	1391	4	73	4	388	8	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	1786	0	455	2440	7	170	9	564	13	5	16
Arrive On Green	0.03	0.45	0.00	0.51	1.00	1.00	0.10	0.10	0.10	0.01	0.01	0.00
Sat Flow, veh/h	2006	4107	0	1781	3635	10	1693	93	1585	1313	492	1585
Grp Volume(v), veh/h	45	1525	0	437	680	715	77	0	388	11	0	0
Grp Sat Flow(s),veh/h/ln	2006	2001	0	1781	1777	1868	1786	0	1585	1805	0	1585
Q Serve(g_s), s	3.3	51.1	0.0	35.3	0.0	0.0	6.1	0.0	15.1	0.9	0.0	0.0
Cycle Q Clear(g_c), s	3.3	51.1	0.0	35.3	0.0	0.0	6.1	0.0	15.1	0.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.01	0.95		1.00	0.73		1.00
Lane Grp Cap(c), veh/h	61	1786	0	455	1193	1254	180	0	564	18	0	16
V/C Ratio(X)	0.74	0.85	0.00	0.96	0.57	0.57	0.43	0.00	0.69	0.62	0.00	0.00
Avail Cap(c_a), veh/h	120	1795	0	475	1193	1254	180	0	564	78	0	69
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.61	0.61	0.61	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	72.1	37.2	0.0	36.0	0.0	0.0	63.4	0.0	41.2	74.0	0.0	0.0
Incr Delay (d2), s/veh	6.3	4.3	0.0	22.2	1.2	1.2	0.6	0.0	2.9	12.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	25.4	0.0	14.6	0.4	0.4	2.8	0.0	12.5	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.4	41.5	0.0	58.2	1.2	1.2	64.0	0.0	44.1	86.5	0.0	0.0
LnGrp LOS	E	D	A	E	A	A	E	A	D	F	A	A
Approach Vol, veh/h		1570			1832			465			11	
Approach Delay, s/veh		42.5			14.8			47.4			86.5	
Approach LOS		D			B			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	42.3	72.6		7.2	8.6	106.4		20.8				
Change Period (Y+Rc), s	4.0	5.7		5.7	4.0	* 5.7		5.7				
Max Green Setting (Gmax), s	40.0	67.3		6.5	9.0	* 1E2		15.1				
Max Q Clear Time (g_c+I1), s	37.3	53.1		2.9	5.3	2.0		17.1				
Green Ext Time (p_c), s	1.0	13.8		0.0	0.1	95.5		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	30.1	
HCM 6th LOS	C	

Notes

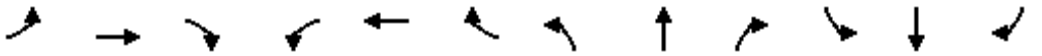
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1521	269	79	1592	0	144	0	26	0	5	0
Future Volume (veh/h)	0	1521	269	79	1592	0	144	0	26	0	5	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	0	1870	0	1870	0
Adj Flow Rate, veh/h	0	1601	283	83	1676	0	152	0	27	0	5	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0	2	0	2	0	2	0
Cap, veh/h	0	1784	307	95	2376	0	166	0	0	0	9	0
Arrive On Green	0.00	0.59	0.59	0.05	0.67	0.00	0.09	0.00	0.00	0.00	0.01	0.00
Sat Flow, veh/h	0	3125	522	1781	3647	0	1781	152		0	1870	0
Grp Volume(v), veh/h	0	921	963	83	1676	0	152	112.3		0	5	0
Grp Sat Flow(s),veh/h/ln	0	1777	1776	1781	1777	0	1781	F		0	1870	0
Q Serve(g_s), s	0.0	66.4	73.1	6.9	44.4	0.0	12.7			0.0	0.4	0.0
Cycle Q Clear(g_c), s	0.0	66.4	73.1	6.9	44.4	0.0	12.7			0.0	0.4	0.0
Prop In Lane	0.00		0.29	1.00		0.00	1.00			0.00		0.00
Lane Grp Cap(c), veh/h	0	1046	1046	95	2376	0	166			0	9	0
V/C Ratio(X)	0.00	0.88	0.92	0.87	0.71	0.00	0.91			0.00	0.53	0.00
Avail Cap(c_a), veh/h	0	1046	1046	95	2376	0	166			0	287	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	0.42	0.42	1.00	1.00	0.00	1.00			0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	26.3	27.7	70.5	15.6	0.0	67.4			0.0	74.4	0.0
Incr Delay (d2), s/veh	0.0	4.2	6.4	52.4	1.8	0.0	44.9			0.0	30.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	27.6	30.9	4.5	17.2	0.0	7.9			0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.5	34.1	122.9	17.4	0.0	112.3			0.0	105.1	0.0
LnGrp LOS	A	C	C	F	B	A	F			A	F	A
Approach Vol, veh/h		1884			1759						5	
Approach Delay, s/veh		32.4			22.3						105.1	
Approach LOS		C			C						F	

Timer - Assigned Phs	1	2	3	4		6
Phs Duration (G+Y+Rc), s	12.0	94.0	18.0	3.8		106.0
Change Period (Y+Rc), s	4.0	5.7	4.0	3.0		5.7
Max Green Setting (Gmax), s	8.0	88.3	14.0	23.0		100.3
Max Q Clear Time (g_c+I1), s	8.9	75.1	14.7	2.4		46.4
Green Ext Time (p_c), s	0.0	10.8	0.0	0.0		24.5

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	377	799	375	588	1012	65	336	1152	172	204	1390	272
Future Volume (veh/h)	377	799	375	588	1012	65	336	1152	172	204	1390	272
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	397	841	0	619	1065	65	354	1213	97	215	1463	165
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	897		645	1123	69	369	1286	563	230	1702	519
Arrive On Green	0.12	0.25	0.00	0.19	0.33	0.33	0.04	0.12	0.12	0.07	0.33	0.33
Sat Flow, veh/h	3456	3554	1585	3456	3398	207	3456	3554	1556	3456	5106	1556
Grp Volume(v), veh/h	397	841	0	619	557	573	354	1213	97	215	1463	165
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1828	1728	1777	1556	1728	1702	1556
Q Serve(g_s), s	17.1	34.8	0.0	26.6	45.8	45.9	15.3	50.8	8.4	9.3	40.2	11.9
Cycle Q Clear(g_c), s	17.1	34.8	0.0	26.6	45.8	45.9	15.3	50.8	8.4	9.3	40.2	11.9
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	415	897		645	587	604	369	1286	563	230	1702	519
V/C Ratio(X)	0.96	0.94		0.96	0.95	0.95	0.96	0.94	0.17	0.93	0.86	0.32
Avail Cap(c_a), veh/h	415	907		645	587	604	369	1286	563	230	1702	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.6	54.9	0.0	60.4	49.0	49.0	72.0	64.5	45.8	69.7	46.7	37.3
Incr Delay (d2), s/veh	33.0	16.8	0.0	25.5	25.1	24.7	32.6	12.9	0.6	40.7	4.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	17.4	0.0	13.8	24.0	24.7	8.8	26.6	3.5	5.4	17.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.6	71.7	0.0	86.0	74.0	73.7	104.6	77.4	46.4	110.4	51.6	37.8
LnGrp LOS	F	E		F	E	E	F	E	D	F	D	D
Approach Vol, veh/h		1238	A		1749			1664			1843	
Approach Delay, s/veh		80.3			78.1			81.4			57.2	
Approach LOS		F			E			F			E	

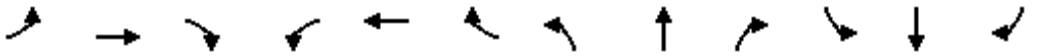
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.3	43.6	20.0	55.3	22.0	54.9	15.3	60.0
Change Period (Y+Rc), s	5.3	* 5.7	4.0	5.3	4.0	5.3	5.3	* 5.7
Max Green Setting (Gmax), s	28.0	* 38	16.0	48.7	18.0	48.7	10.0	* 54
Max Q Clear Time (g_c+I1), s	28.6	36.8	17.3	42.2	19.1	47.9	11.3	52.8
Green Ext Time (p_c), s	0.0	1.1	0.0	6.0	0.0	0.7	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	73.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



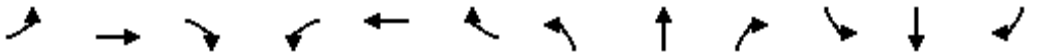
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1116	10	47	1435	15	18	9	41	30	40	288
Future Volume (veh/h)	79	1116	10	47	1435	15	18	9	41	30	40	288
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	1175	11	49	1511	16	19	9	0	32	42	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	1933	18	63	1818	19	38	18	49	41	54	83
Arrive On Green	0.06	0.54	0.54	0.04	0.50	0.50	0.03	0.03	0.00	0.05	0.05	0.05
Sat Flow, veh/h	1781	3607	34	1781	3602	38	1228	581	1585	792	1039	1585
Grp Volume(v), veh/h	83	579	607	49	745	782	28	0	0	74	0	7
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1863	1809	0	1585	1831	0	1585
Q Serve(g_s), s	6.9	33.6	33.6	4.1	53.6	53.7	2.3	0.0	0.0	6.0	0.0	0.6
Cycle Q Clear(g_c), s	6.9	33.6	33.6	4.1	53.6	53.7	2.3	0.0	0.0	6.0	0.0	0.6
Prop In Lane	1.00		0.02	1.00		0.02	0.68		1.00	0.43		1.00
Lane Grp Cap(c), veh/h	103	952	999	63	897	940	56	0	49	95	0	83
V/C Ratio(X)	0.80	0.61	0.61	0.78	0.83	0.83	0.50	0.00	0.00	0.78	0.00	0.08
Avail Cap(c_a), veh/h	190	980	1028	107	897	940	241	0	211	256	0	222
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.8	24.0	24.0	71.8	31.7	31.7	71.5	0.0	0.0	70.2	0.0	67.7
Incr Delay (d2), s/veh	5.4	1.5	1.5	7.4	8.8	8.5	2.5	0.0	0.0	5.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	14.1	14.8	2.0	24.4	25.5	1.1	0.0	0.0	3.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.3	25.5	25.4	79.2	40.5	40.2	74.0	0.0	0.0	75.2	0.0	67.8
LnGrp LOS	E	C	C	E	D	D	E	A	A	E	A	E
Approach Vol, veh/h		1269			1576			28			81	
Approach Delay, s/veh		28.7			41.6			74.0			74.6	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	85.7		11.8	14.0	81.0		8.7				
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.0				
Max Green Setting (Gmax), s	9.0	82.7		21.0	16.0	* 76		20.0				
Max Q Clear Time (g_c+I1), s	6.1	35.6		8.0	8.9	55.7		4.3				
Green Ext Time (p_c), s	0.0	14.7		0.1	0.1	13.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		37.3
HCM 6th LOS		D

Notes

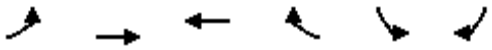
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1140	0	7	1529	14	10	0	5	19	0	25
Future Volume (veh/h)	32	1140	0	7	1529	14	10	0	5	19	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	1200	0	7	1609	15	11	0	5	20	0	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	2137	0	10	2103	20	190	0	13	256	0	64
Arrive On Green	0.02	0.60	0.00	0.01	0.58	0.58	0.04	0.00	0.04	0.04	0.00	0.04
Sat Flow, veh/h	1781	3647	0	1781	3608	34	725	0	329	1610	0	1585
Grp Volume(v), veh/h	34	1200	0	7	792	832	16	0	0	20	0	26
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1864	1054	0	0	1610	0	1585
Q Serve(g_s), s	0.7	7.7	0.0	0.1	12.6	12.7	0.4	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	0.7	7.7	0.0	0.1	12.6	12.7	0.8	0.0	0.0	0.4	0.0	0.6
Prop In Lane	1.00		0.00	1.00		0.02	0.69		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	42	2137	0	10	1036	1087	204	0	0	256	0	64
V/C Ratio(X)	0.80	0.56	0.00	0.70	0.76	0.77	0.08	0.00	0.00	0.08	0.00	0.40
Avail Cap(c_a), veh/h	378	2139	0	378	1069	1122	948	0	0	985	0	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	4.5	0.0	18.7	5.9	5.9	18.0	0.0	0.0	17.6	0.0	17.7
Incr Delay (d2), s/veh	12.1	0.4	0.0	27.7	3.3	3.2	0.1	0.0	0.0	0.1	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.9	0.0	0.1	2.4	2.5	0.1	0.0	0.0	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	4.9	0.0	46.5	9.3	9.1	18.1	0.0	0.0	17.7	0.0	20.7
LnGrp LOS	C	A	A	D	A	A	B	A	A	B	A	C
Approach Vol, veh/h		1234			1631			16			46	
Approach Delay, s/veh		5.6			9.4			18.1			19.4	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	27.3		5.5	4.2	28.0		5.5				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	22.7		21.0	8.0	22.7		21.0				
Max Q Clear Time (g_c+I1), s	2.7	14.7		2.8	2.1	9.7		2.6				
Green Ext Time (p_c), s	0.0	7.3		0.0	0.0	9.7		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			8.0									
HCM 6th LOS			A									



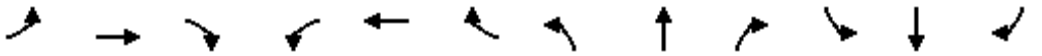
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	563	481	742	221	793	724
Future Volume (veh/h)	563	481	742	221	793	724
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	612	480	781	198	835	724
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	961	504	880	223	932	855
Arrive On Green	0.27	0.27	0.31	0.31	0.27	0.27
Sat Flow, veh/h	3563	1870	2901	712	3456	1585
Grp Volume(v), veh/h	612	480	494	485	835	724
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1742	1728	1585
Q Serve(g_s), s	12.4	20.6	21.6	21.6	19.0	22.0
Cycle Q Clear(g_c), s	12.4	20.6	21.6	21.6	19.0	22.0
Prop In Lane	1.00			0.41	1.00	1.00
Lane Grp Cap(c), veh/h	961	504	557	546	932	855
V/C Ratio(X)	0.64	0.95	0.89	0.89	0.90	0.85
Avail Cap(c_a), veh/h	961	504	784	769	932	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	29.3	26.6	26.6	28.7	13.7
Incr Delay (d2), s/veh	1.1	28.0	7.2	7.3	10.9	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	12.4	9.5	9.3	8.7	15.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.3	57.2	33.8	33.9	39.6	21.2
LnGrp LOS	C	E	C	C	D	C
Approach Vol, veh/h		1092	979		1559	
Approach Delay, s/veh		40.5	33.8		31.1	
Approach LOS		D	C		C	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	29.6				26.0	26.0
Change Period (Y+Rc), s	4.0				4.0	4.0
Max Green Setting (Gmax), s	36.0				22.0	22.0
Max Q Clear Time (g_c+I1), s	23.6				22.6	24.0
Green Ext Time (p_c), s	2.0				0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	792	314	34	693	12	53	9	9	21	14	0
Future Volume (veh/h)	61	792	314	34	693	12	53	9	9	21	14	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	834	331	36	729	13	56	9	9	22	15	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	1132	448	90	1524	27	302	33	22	245	113	185
Arrive On Green	0.08	0.46	0.46	0.05	0.43	0.43	0.12	0.12	0.12	0.12	0.12	0.00
Sat Flow, veh/h	1781	2486	984	1781	3572	64	1052	281	185	699	965	1585
Grp Volume(v), veh/h	64	595	570	36	363	379	74	0	0	37	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1693	1781	1777	1859	1518	0	0	1664	0	1585
Q Serve(g_s), s	1.2	9.7	9.7	0.7	5.2	5.2	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	9.7	9.7	0.7	5.2	5.2	1.5	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.58	1.00		0.03	0.76		0.12	0.59		1.00
Lane Grp Cap(c), veh/h	141	809	771	90	758	793	357	0	0	357	0	185
V/C Ratio(X)	0.45	0.74	0.74	0.40	0.48	0.48	0.21	0.00	0.00	0.10	0.00	0.00
Avail Cap(c_a), veh/h	404	942	898	404	942	986	1016	0	0	1057	0	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.5	7.9	7.9	16.2	7.3	7.3	14.4	0.0	0.0	14.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	3.1	3.3	1.1	0.7	0.7	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.5	2.4	0.2	1.2	1.2	0.5	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	11.0	11.2	17.3	8.0	8.0	14.5	0.0	0.0	14.1	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		1229			778			74			37	
Approach Delay, s/veh		11.4			8.4			14.5			14.1	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	21.4		8.1	6.8	20.4		8.1				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	18.7		20.0	8.0	18.7		20.0				
Max Q Clear Time (g_c+I1), s	2.7	11.7		3.5	3.2	7.2		2.6				
Green Ext Time (p_c), s	0.0	4.3		0.1	0.0	3.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			10.5									
HCM 6th LOS			B									

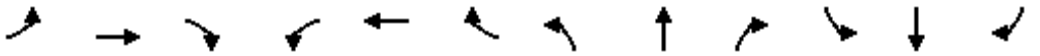
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	509	385	312	353	347	565
Future Volume (veh/h)	509	385	312	353	347	565
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	470	475	328	372	365	595
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	578	523	470	913	407	1008
Arrive On Green	0.32	0.32	0.25	0.25	0.23	0.54
Sat Flow, veh/h	1781	1610	1870	1585	1781	1870
Grp Volume(v), veh/h	470	475	328	372	365	595
Grp Sat Flow(s),veh/h/ln	1781	1610	1870	1585	1781	1870
Q Serve(g_s), s	16.5	19.2	10.8	8.9	13.5	14.7
Cycle Q Clear(g_c), s	16.5	19.2	10.8	8.9	13.5	14.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	578	523	470	913	407	1008
V/C Ratio(X)	0.81	0.91	0.70	0.41	0.90	0.59
Avail Cap(c_a), veh/h	628	568	733	1136	419	1283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	22.0	23.1	8.0	25.5	10.6
Incr Delay (d2), s/veh	6.7	16.9	3.0	0.5	20.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	8.8	4.8	5.5	7.5	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.8	39.0	26.1	8.5	45.8	11.5
LnGrp LOS	C	D	C	A	D	B
Approach Vol, veh/h	945		700			960
Approach Delay, s/veh	33.4		16.7			24.5
Approach LOS	C		B			C

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		42.0			19.6	22.4	26.1
Change Period (Y+Rc), s		5.3			4.0	5.3	4.0
Max Green Setting (Gmax), s		46.7			16.0	26.7	24.0
Max Q Clear Time (g_c+I1), s		16.7			15.5	12.8	21.2
Green Ext Time (p_c), s		4.8			0.1	4.3	0.9

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Notes

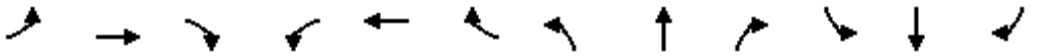
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	8	34	71	10	67	92	846	136	100	721	65
Future Volume (veh/h)	24	8	34	71	10	67	92	846	136	100	721	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	8	36	75	11	71	97	891	143	105	759	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	73	62	102	134	114	123	1611	500	134	1642	510
Arrive On Green	0.02	0.04	0.04	0.06	0.07	0.07	0.07	0.32	0.32	0.08	0.32	0.32
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	25	8	36	75	11	71	97	891	143	105	759	68
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.5	0.2	0.9	1.6	0.2	1.7	2.1	5.6	2.6	2.3	4.6	1.2
Cycle Q Clear(g_c), s	0.5	0.2	0.9	1.6	0.2	1.7	2.1	5.6	2.6	2.3	4.6	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	73	62	102	134	114	123	1611	500	134	1642	510
V/C Ratio(X)	0.58	0.11	0.58	0.74	0.08	0.63	0.79	0.55	0.29	0.79	0.46	0.13
Avail Cap(c_a), veh/h	366	1537	1302	686	1873	1587	320	2491	773	320	2491	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	18.1	18.4	18.1	16.9	17.6	17.9	11.1	10.0	17.7	10.5	9.4
Incr Delay (d2), s/veh	11.5	0.7	8.5	9.9	0.3	5.5	10.6	0.3	0.3	9.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.4	0.9	0.1	0.7	1.0	1.4	0.8	1.1	1.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	18.7	26.9	28.0	17.1	23.1	28.5	11.4	10.3	27.4	10.7	9.5
LnGrp LOS	C	B	C	C	B	C	C	B	B	C	B	A
Approach Vol, veh/h		69			157			1131			932	
Approach Delay, s/veh		27.2			25.0			12.7			12.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	17.3	7.2	6.5	7.7	17.5	5.9	7.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	19.0	15.0	32.0	7.0	19.0	8.0	39.0
Max Q Clear Time (g_c+I1), s	4.3	7.6	3.6	2.9	4.1	6.6	2.5	3.7
Green Ext Time (p_c), s	0.1	4.7	0.1	0.1	0.0	4.0	0.0	0.3

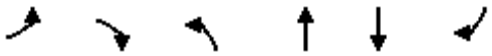
Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	3	47	0	5	64	124	1240	0	49	824	50
Future Volume (veh/h)	21	3	47	0	5	64	124	1240	0	49	824	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	3	49	0	5	67	131	1305	0	52	867	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	38	356	302	4	100	85	171	2144	666	77	1873	581
Arrive On Green	0.02	0.19	0.19	0.00	0.05	0.05	0.10	0.42	0.00	0.04	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	22	3	49	0	5	67	131	1305	0	52	867	53
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.5	0.1	1.1	0.0	0.1	1.8	3.1	8.6	0.0	1.2	5.6	0.9
Cycle Q Clear(g_c), s	0.5	0.1	1.1	0.0	0.1	1.8	3.1	8.6	0.0	1.2	5.6	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	38	356	302	4	100	85	171	2144	666	77	1873	581
V/C Ratio(X)	0.58	0.01	0.16	0.00	0.05	0.79	0.77	0.61	0.00	0.68	0.46	0.09
Avail Cap(c_a), veh/h	453	1383	1172	453	1383	1172	453	3067	952	453	3067	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	14.2	14.6	0.0	19.4	20.2	19.1	9.8	0.0	20.4	10.5	9.0
Incr Delay (d2), s/veh	12.9	0.0	0.2	0.0	0.2	14.8	7.0	0.3	0.0	10.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	0.0	0.0	0.9	1.4	2.1	0.0	0.6	1.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	14.2	14.9	0.0	19.6	35.0	26.1	10.1	0.0	30.5	10.6	9.0
LnGrp LOS	C	B	B	A	B	D	C	B	A	C	B	A
Approach Vol, veh/h		74			72			1436			972	
Approach Delay, s/veh		20.5			33.9			11.5			11.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	23.2	0.0	13.3	9.2	20.9	5.9	7.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	26.0	11.0	32.0	11.0	26.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	3.2	10.6	0.0	3.1	5.1	7.6	2.5	3.8
Green Ext Time (p_c), s	0.0	7.6	0.0	0.1	0.1	5.5	0.0	0.2

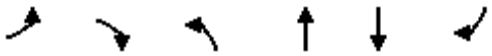
Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	49	109	1223	1369	171
Future Volume (veh/h)	75	49	109	1223	1369	171
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	52	115	1287	1441	180
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	150	133	147	3462	2433	754
Arrive On Green	0.08	0.08	0.08	0.68	0.48	0.48
Sat Flow, veh/h	1781	1585	1781	5274	5274	1582
Grp Volume(v), veh/h	79	52	115	1287	1441	180
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1702	1702	1582
Q Serve(g_s), s	1.4	1.0	2.1	3.6	6.9	2.3
Cycle Q Clear(g_c), s	1.4	1.0	2.1	3.6	6.9	2.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	150	133	147	3462	2433	754
V/C Ratio(X)	0.53	0.39	0.78	0.37	0.59	0.24
Avail Cap(c_a), veh/h	1060	943	424	4862	3039	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	14.6	15.1	2.3	6.4	5.2
Incr Delay (d2), s/veh	2.9	1.9	8.8	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	1.0	0.0	0.9	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.6	16.4	23.9	2.4	6.6	5.4
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	131			1402	1621	
Approach Delay, s/veh	17.2			4.2	6.5	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.8		6.8	6.8	20.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		32.0		20.0	8.0	20.0
Max Q Clear Time (g_c+I1), s		5.6		3.4	4.1	8.9
Green Ext Time (p_c), s		9.7		0.3	0.1	7.1

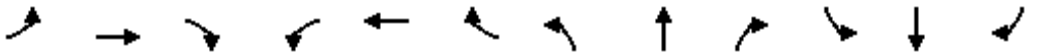
Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	22	47	1314	1368	50
Future Volume (veh/h)	17	22	47	1314	1368	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	23	49	1383	1440	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	68	61	79	3598	2716	841
Arrive On Green	0.04	0.04	0.04	0.70	0.53	0.53
Sat Flow, veh/h	1781	1585	1781	5274	5274	1582
Grp Volume(v), veh/h	18	23	49	1383	1440	53
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1702	1702	1582
Q Serve(g_s), s	0.3	0.4	0.8	3.4	5.7	0.5
Cycle Q Clear(g_c), s	0.3	0.4	0.8	3.4	5.7	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	68	61	79	3598	2716	841
V/C Ratio(X)	0.26	0.38	0.62	0.38	0.53	0.06
Avail Cap(c_a), veh/h	1144	1018	458	5248	3936	1219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	14.6	14.6	1.9	4.8	3.5
Incr Delay (d2), s/veh	2.0	3.8	7.7	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.4	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.6	18.4	22.3	1.9	4.9	3.6
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	41			1432	1493	
Approach Delay, s/veh	17.6			2.6	4.9	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		25.9		5.2	5.4	20.6
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		32.0		20.0	8.0	24.0
Max Q Clear Time (g_c+I1), s		5.4		2.4	2.8	7.7
Green Ext Time (p_c), s		10.6		0.1	0.0	8.8

Intersection Summary	
HCM 6th Ctrl Delay	4.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	0	45	13	0	5	121	1290	31	13	1545	85
Future Volume (veh/h)	26	0	45	13	0	5	121	1290	31	13	1545	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	0	47	14	0	5	127	1358	33	14	1626	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	0	72	37	0	13	164	2851	884	25	2454	760
Arrive On Green	0.07	0.00	0.07	0.03	0.00	0.03	0.09	0.56	0.56	0.01	0.48	0.48
Sat Flow, veh/h	600	0	1044	1268	0	453	1781	5106	1582	1781	5106	1582
Grp Volume(v), veh/h	74	0	0	19	0	0	127	1358	33	14	1626	89
Grp Sat Flow(s),veh/h/ln	1643	0	0	1721	0	0	1781	1702	1582	1781	1702	1582
Q Serve(g_s), s	2.1	0.0	0.0	0.5	0.0	0.0	3.4	7.8	0.5	0.4	11.8	1.5
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.5	0.0	0.0	3.4	7.8	0.5	0.4	11.8	1.5
Prop In Lane	0.36		0.64	0.74		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	0	0	50	0	0	164	2851	884	25	2454	760
V/C Ratio(X)	0.65	0.00	0.00	0.38	0.00	0.00	0.77	0.48	0.04	0.55	0.66	0.12
Avail Cap(c_a), veh/h	1285	0	0	1346	0	0	293	3047	944	293	3047	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	23.2	0.0	0.0	21.6	6.5	4.8	23.8	9.6	6.9
Incr Delay (d2), s/veh	6.1	0.0	0.0	4.7	0.0	0.0	7.6	0.1	0.0	17.6	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.3	0.0	0.0	1.5	1.5	0.1	0.3	2.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	0.0	0.0	27.8	0.0	0.0	29.2	6.6	4.9	41.4	10.0	7.0
LnGrp LOS	C	A	A	C	A	A	C	A	A	D	B	A
Approach Vol, veh/h		74			19			1518			1729	
Approach Delay, s/veh		28.2			27.8			8.4			10.1	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	31.1		7.4	8.5	27.4		5.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	29.0		38.0	8.0	29.0		38.0				
Max Q Clear Time (g_c+I1), s	2.4	9.8		4.1	5.4	13.8		2.5				
Green Ext Time (p_c), s	0.0	9.0		0.4	0.1	9.6		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			9.8									
HCM 6th LOS			A									

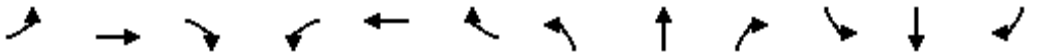
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	855	25	38	914	42	6
Future Volume (veh/h)	855	25	38	914	42	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	900	26	40	962	44	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1802	804	79	2286	167	149
Arrive On Green	0.51	0.51	0.04	0.64	0.09	0.09
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	900	26	40	962	44	6
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	7.3	0.4	1.0	5.7	1.0	0.1
Cycle Q Clear(g_c), s	7.3	0.4	1.0	5.7	1.0	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1802	804	79	2286	167	149
V/C Ratio(X)	0.50	0.03	0.51	0.42	0.26	0.04
Avail Cap(c_a), veh/h	2015	899	328	2892	821	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.1	5.4	20.3	3.8	18.3	17.9
Incr Delay (d2), s/veh	0.4	0.0	1.9	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.4	0.7	0.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.4	5.4	22.2	4.0	18.6	17.9
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	926			1002	50	
Approach Delay, s/veh	7.4			4.7	18.5	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.9	27.7				33.6	9.8
Change Period (Y+Rc), s	4.0	5.7				* 5.7	5.7
Max Green Setting (Gmax), s	8.0	24.6				* 35	20.0
Max Q Clear Time (g_c+I1), s	3.0	9.3				7.7	3.0
Green Ext Time (p_c), s	0.0	11.9				20.2	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Notes

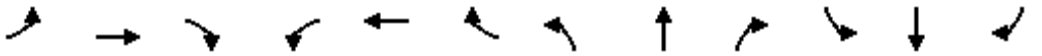
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	22	34	21	12	36	59	973	48	75	1044	130
Future Volume (veh/h)	46	22	34	21	12	36	59	973	48	75	1044	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	23	36	22	13	38	62	1024	51	79	1099	137
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	119	101	39	82	69	90	1716	533	106	1761	547
Arrive On Green	0.04	0.06	0.06	0.02	0.04	0.04	0.05	0.34	0.34	0.06	0.34	0.34
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	48	23	36	22	13	38	62	1024	51	79	1099	137
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.0	0.4	0.8	0.5	0.3	0.9	1.3	6.4	0.9	1.7	6.9	2.4
Cycle Q Clear(g_c), s	1.0	0.4	0.8	0.5	0.3	0.9	1.3	6.4	0.9	1.7	6.9	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	74	119	101	39	82	69	90	1716	533	106	1761	547
V/C Ratio(X)	0.65	0.19	0.36	0.57	0.16	0.55	0.69	0.60	0.10	0.75	0.62	0.25
Avail Cap(c_a), veh/h	416	1554	1317	324	1408	1194	324	2387	741	324	2121	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	17.1	17.3	18.7	17.7	18.0	18.0	10.6	8.8	17.8	10.5	9.0
Incr Delay (d2), s/veh	9.0	0.8	2.1	12.3	0.9	6.6	9.1	0.3	0.1	10.1	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.3	0.3	0.1	0.4	0.6	1.6	0.2	0.8	1.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	17.9	19.4	31.0	18.6	24.7	27.1	11.0	8.8	27.9	10.9	9.3
LnGrp LOS	C	B	B	C	B	C	C	B	A	C	B	A
Approach Vol, veh/h		107			73			1137			1315	
Approach Delay, s/veh		22.6			25.5			11.7			11.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	17.9	5.8	7.4	6.9	18.3	6.6	6.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	18.0	7.0	32.0	7.0	16.0	9.0	29.0
Max Q Clear Time (g_c+I1), s	3.7	8.4	2.5	2.8	3.3	8.9	3.0	2.9
Green Ext Time (p_c), s	0.0	4.5	0.0	0.2	0.0	4.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	48	44	134	90	0	96	1048	246	1	1022	75
Future Volume (veh/h)	32	48	44	134	90	0	96	1048	246	1	1022	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	51	46	141	95	0	101	1103	259	1	1076	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	120	102	188	259	220	129	2194	681	4	1829	568
Arrive On Green	0.03	0.06	0.06	0.11	0.14	0.00	0.07	0.43	0.43	0.00	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	34	51	46	141	95	0	101	1103	259	1	1076	79
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.8	1.1	1.2	3.3	2.0	0.0	2.4	6.7	4.7	0.0	7.3	1.4
Cycle Q Clear(g_c), s	0.8	1.1	1.2	3.3	2.0	0.0	2.4	6.7	4.7	0.0	7.3	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	120	102	188	259	220	129	2194	681	4	1829	568
V/C Ratio(X)	0.61	0.43	0.45	0.75	0.37	0.00	0.78	0.50	0.38	0.24	0.59	0.14
Avail Cap(c_a), veh/h	460	1450	1229	753	1758	1490	335	2194	681	335	2039	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	19.2	19.2	18.5	16.6	0.0	19.4	8.8	8.3	21.2	11.1	9.2
Incr Delay (d2), s/veh	10.5	2.4	3.1	5.9	0.9	0.0	9.7	0.5	1.0	27.0	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.5	1.5	0.8	0.0	1.1	1.6	1.3	0.0	2.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	21.5	22.3	24.4	17.5	0.0	29.1	9.3	9.2	48.3	12.0	9.5
LnGrp LOS	C	C	C	C	B	A	C	A	A	D	B	A
Approach Vol, veh/h		131			236			1463			1156	
Approach Delay, s/veh		24.2			21.6			10.7			11.8	
Approach LOS		C			C			B			B	

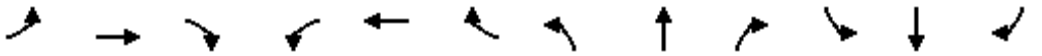
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.0	23.3	8.5	6.7	7.1	20.2	5.3	9.9
Change Period (Y+Rc), s	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	17.0	18.0	33.0	8.0	17.0	11.0	40.0
Max Q Clear Time (g_c+I1), s	2.0	8.7	5.3	3.2	4.4	9.3	2.8	4.0
Green Ext Time (p_c), s	0.0	6.8	0.3	0.4	0.1	6.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	1	1382	73	0	1200
Future Volume (veh/h)	35	1	1382	73	0	1200
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	1	1455	77	0	1263
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	66	58	2992	929	7	2992
Arrive On Green	0.04	0.04	0.59	0.59	0.00	0.59
Sat Flow, veh/h	1781	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	37	1	1455	77	0	1263
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1781	1702
Q Serve(g_s), s	0.5	0.0	4.4	0.6	0.0	3.6
Cycle Q Clear(g_c), s	0.5	0.0	4.4	0.6	0.0	3.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	66	58	2992	929	7	2992
V/C Ratio(X)	0.56	0.02	0.49	0.08	0.00	0.42
Avail Cap(c_a), veh/h	1949	1734	3852	1196	739	6934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	12.3	3.2	2.4	0.0	3.0
Incr Delay (d2), s/veh	7.4	0.1	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	12.4	3.3	2.4	0.0	3.1
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	38		1532			1263
Approach Delay, s/veh	19.7		3.3			3.1
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	0.0	20.5			20.5	6.0
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	20.0			36.0	29.0
Max Q Clear Time (g_c+I1), s	0.0	6.4			5.6	2.5
Green Ext Time (p_c), s	0.0	8.0			9.9	0.1

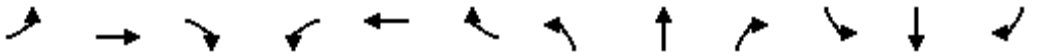
Intersection Summary	
HCM 6th Ctrl Delay	3.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	29	19	51	14	6	72	1467	197	9	1209	106
Future Volume (veh/h)	191	29	19	51	14	6	72	1467	197	9	1209	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	201	31	20	54	15	6	76	1544	207	9	1273	112
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	227	192	78	38	33	98	1919	596	17	1688	524
Arrive On Green	0.14	0.12	0.12	0.04	0.02	0.02	0.05	0.38	0.38	0.01	0.33	0.33
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	201	31	20	54	15	6	76	1544	207	9	1273	112
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.8	0.7	0.5	1.3	0.4	0.2	1.9	12.0	4.2	0.2	9.9	2.3
Cycle Q Clear(g_c), s	4.8	0.7	0.5	1.3	0.4	0.2	1.9	12.0	4.2	0.2	9.9	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	227	192	78	38	33	98	1919	596	17	1688	524
V/C Ratio(X)	0.78	0.14	0.10	0.69	0.39	0.18	0.78	0.80	0.35	0.53	0.75	0.21
Avail Cap(c_a), veh/h	440	1345	1140	641	1555	1318	440	1919	596	440	1836	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	17.5	17.4	21.0	21.5	21.4	20.8	12.4	10.0	21.9	13.3	10.7
Incr Delay (d2), s/veh	5.1	0.3	0.2	10.4	6.3	2.7	12.5	2.6	0.3	23.7	1.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.3	0.2	0.7	0.2	0.1	1.0	3.5	1.2	0.2	2.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	17.7	17.6	31.4	27.8	24.1	33.3	15.0	10.3	45.7	15.0	10.9
LnGrp LOS	C	B	B	C	C	C	C	B	B	D	B	B
Approach Vol, veh/h		252			75			1827			1394	
Approach Delay, s/veh		22.3			30.1			15.2			14.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	21.7	6.9	10.4	7.4	19.7	11.4	5.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	16.0	32.0	11.0	16.0	11.0	37.0
Max Q Clear Time (g_c+I1), s	2.2	14.0	3.3	2.7	3.9	11.9	6.8	2.4
Green Ext Time (p_c), s	0.0	1.6	0.1	0.1	0.1	2.8	0.2	0.0

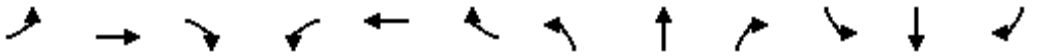
Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	32	5	8	4	34	5	539	38	164	1342	72
Future Volume (veh/h)	28	32	5	8	4	34	5	539	38	164	1342	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	34	5	8	4	36	5	567	40	173	1413	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	198	166	19	155	131	22	1558	693	220	1953	869
Arrive On Green	0.03	0.11	0.11	0.01	0.08	0.08	0.01	0.44	0.44	0.12	0.55	0.55
Sat Flow, veh/h	1781	1870	1576	1781	1870	1576	1781	3554	1581	1781	3554	1582
Grp Volume(v), veh/h	29	34	5	8	4	36	5	567	40	173	1413	76
Grp Sat Flow(s),veh/h/ln	1781	1870	1576	1781	1870	1576	1781	1777	1581	1781	1777	1582
Q Serve(g_s), s	0.8	0.8	0.1	0.2	0.1	1.1	0.1	5.3	0.7	4.7	14.8	1.1
Cycle Q Clear(g_c), s	0.8	0.8	0.1	0.2	0.1	1.1	0.1	5.3	0.7	4.7	14.8	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	198	166	19	155	131	22	1558	693	220	1953	869
V/C Ratio(X)	0.49	0.17	0.03	0.43	0.03	0.28	0.23	0.36	0.06	0.79	0.72	0.09
Avail Cap(c_a), veh/h	287	980	825	287	980	825	323	2863	1274	287	2720	1211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	20.2	19.9	24.4	20.9	21.4	24.3	9.3	8.0	21.1	8.4	5.3
Incr Delay (d2), s/veh	6.2	0.4	0.1	14.6	0.1	1.1	5.4	0.1	0.0	10.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.0	0.2	0.0	0.4	0.1	1.4	0.2	2.3	3.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	20.6	20.0	39.0	21.0	22.5	29.7	9.5	8.1	31.5	9.0	5.3
LnGrp LOS	C	C	B	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		68			48			612			1662	
Approach Delay, s/veh		24.5			25.1			9.5			11.1	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	25.8	4.5	9.2	4.6	31.3	5.6	8.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	40.0	8.0	26.0	9.0	38.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	6.7	7.3	2.2	2.8	2.1	16.8	2.8	3.1
Green Ext Time (p_c), s	0.1	3.9	0.0	0.1	0.0	10.5	0.0	0.1

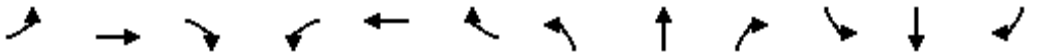
Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	812	5	5	1567	194	5	5	5	79	5	32
Future Volume (veh/h)	80	812	5	5	1567	194	5	5	5	79	5	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	84	855	5	5	1649	204	5	5	5	83	5	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	2117	944	398	1755	783	182	130	110	148	366	310
Arrive On Green	0.07	0.66	0.66	0.55	0.55	0.55	0.08	0.08	0.08	0.09	0.22	0.22
Sat Flow, veh/h	1603	3198	1427	578	3198	1427	1232	1683	1427	1603	1683	1427
Grp Volume(v), veh/h	84	855	5	5	1649	204	5	5	5	83	5	34
Grp Sat Flow(s),veh/h/ln	1603	1599	1427	578	1599	1427	1232	1683	1427	1603	1683	1427
Q Serve(g_s), s	4.3	10.2	0.1	0.3	39.9	6.3	0.3	0.2	0.3	4.1	0.2	1.6
Cycle Q Clear(g_c), s	4.3	10.2	0.1	1.2	39.9	6.3	0.3	0.2	0.3	4.1	0.2	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	2117	944	398	1755	783	182	130	110	148	366	310
V/C Ratio(X)	0.81	0.40	0.01	0.01	0.94	0.26	0.03	0.04	0.05	0.56	0.01	0.11
Avail Cap(c_a), veh/h	154	2155	961	401	1770	790	250	223	189	174	486	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	6.5	4.8	8.9	17.5	9.9	35.5	35.5	35.5	36.1	25.5	26.1
Incr Delay (d2), s/veh	10.3	0.2	0.0	0.0	10.5	0.3	0.0	0.0	0.1	1.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.5	0.0	0.0	14.2	1.8	0.1	0.1	0.1	1.6	0.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.7	6.7	4.8	8.9	28.0	10.2	35.6	35.5	35.6	37.3	25.5	26.1
LnGrp LOS	D	A	A	A	C	B	D	D	D	D	C	C
Approach Vol, veh/h		944			1858			15			122	
Approach Delay, s/veh		10.4			26.0			35.6			33.7	
Approach LOS		B			C			D			C	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		61.0		22.1	9.4	51.6	11.7	10.4				
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0	4.0	4.0				
Max Green Setting (Gmax), s		56.0		24.0	8.0	46.0	9.0	11.0				
Max Q Clear Time (g_c+I1), s		12.2		3.6	6.3	41.9	6.1	2.3				
Green Ext Time (p_c), s		9.3		0.1	0.0	3.7	0.0	0.0				

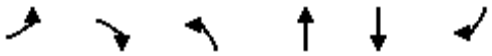
Intersection Summary												
HCM 6th Ctrl Delay			21.4									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	2	88	16	2	4	336	851	39	13	1444	91
Future Volume (veh/h)	40	2	88	16	2	4	336	851	39	13	1444	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	2	93	17	2	4	354	896	41	14	1520	96
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	6	123	30	3	29	388	2712	1210	366	1772	791
Arrive On Green	0.08	0.08	0.08	0.02	0.02	0.02	0.22	0.76	0.76	0.50	0.50	0.50
Sat Flow, veh/h	1704	81	1585	1602	188	1585	1781	3554	1585	598	3554	1585
Grp Volume(v), veh/h	44	0	93	19	0	4	354	896	41	14	1520	96
Grp Sat Flow(s),veh/h/ln	1785	0	1585	1790	0	1585	1781	1777	1585	598	1777	1585
Q Serve(g_s), s	2.5	0.0	6.1	1.1	0.0	0.3	20.7	8.5	0.7	1.3	40.0	3.5
Cycle Q Clear(g_c), s	2.5	0.0	6.1	1.1	0.0	0.3	20.7	8.5	0.7	1.3	40.0	3.5
Prop In Lane	0.95		1.00	0.89		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	0	123	33	0	29	388	2712	1210	366	1772	791
V/C Ratio(X)	0.32	0.00	0.75	0.57	0.00	0.14	0.91	0.33	0.03	0.04	0.86	0.12
Avail Cap(c_a), veh/h	318	0	282	268	0	238	467	3162	1410	415	2064	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	0.0	48.2	52.0	0.0	51.6	40.8	4.0	3.1	13.7	23.4	14.3
Incr Delay (d2), s/veh	1.3	0.0	8.9	14.6	0.0	2.1	20.0	0.1	0.0	0.0	3.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	2.7	0.6	0.0	0.1	10.8	2.1	0.1	0.2	15.9	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	0.0	57.2	66.6	0.0	53.6	60.8	4.1	3.1	13.8	26.8	14.3
LnGrp LOS	D	A	E	E	A	D	E	A	A	B	C	B
Approach Vol, veh/h		137			23			1291			1630	
Approach Delay, s/veh		54.2			64.3			19.6			26.0	
Approach LOS		D			E			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		86.5		13.3	28.2	58.3		7.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		95.0		19.0	28.0	62.0		16.0				
Max Q Clear Time (g_c+I1), s		10.5		8.1	22.7	42.0		3.1				
Green Ext Time (p_c), s		7.2		0.3	0.5	11.3		0.0				

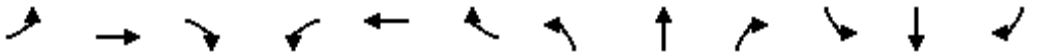
Intersection Summary												
HCM 6th Ctrl Delay			24.9									
HCM 6th LOS			C									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	85	119	191	1199	1357	139
Future Volume (veh/h)	85	119	191	1199	1357	139
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	125	201	1262	1428	146
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	264	235	250	2424	1685	752
Arrive On Green	0.15	0.15	0.14	0.68	0.47	0.47
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	89	125	201	1262	1428	146
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	2.6	4.3	6.4	10.3	20.8	3.1
Cycle Q Clear(g_c), s	2.6	4.3	6.4	10.3	20.8	3.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	264	235	250	2424	1685	752
V/C Ratio(X)	0.34	0.53	0.81	0.52	0.85	0.19
Avail Cap(c_a), veh/h	605	538	363	2714	1749	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	23.2	24.6	4.6	13.6	9.0
Incr Delay (d2), s/veh	0.3	0.7	5.1	0.3	4.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.7	1.7	7.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.8	23.9	29.6	5.0	18.0	9.2
LnGrp LOS	C	C	C	A	B	A
Approach Vol, veh/h	214			1463	1574	
Approach Delay, s/veh	23.4			8.3	17.2	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		46.2		12.7	12.3	33.9
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		45.0		20.0	12.0	29.0
Max Q Clear Time (g_c+I1), s		12.3		6.3	8.4	22.8
Green Ext Time (p_c), s		14.9		0.4	0.1	5.1

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	35	86	77	73	66	116	916	42	23	1235	191
Future Volume (veh/h)	114	35	86	77	73	66	116	916	42	23	1235	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	37	91	81	77	69	122	964	44	24	1300	201
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	217	184	206	216	183	171	1673	746	74	1481	660
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.10	0.47	0.47	0.04	0.42	0.42
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	120	37	91	81	77	69	122	964	44	24	1300	201
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.9	1.4	4.2	3.3	2.9	3.1	5.1	15.2	1.2	1.0	26.0	6.6
Cycle Q Clear(g_c), s	4.9	1.4	4.2	3.3	2.9	3.1	5.1	15.2	1.2	1.0	26.0	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	217	184	206	216	183	171	1673	746	74	1481	660
V/C Ratio(X)	0.58	0.17	0.50	0.39	0.36	0.38	0.71	0.58	0.06	0.32	0.88	0.30
Avail Cap(c_a), veh/h	461	484	410	461	484	410	276	1673	746	276	1526	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	30.8	32.1	31.7	31.5	31.6	33.9	14.9	11.1	36.0	20.7	15.1
Incr Delay (d2), s/veh	2.7	0.4	2.2	1.3	1.0	1.3	2.1	0.7	0.1	0.9	6.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.6	1.7	1.4	1.3	1.2	2.1	5.0	0.3	0.4	10.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	31.2	34.2	33.0	32.6	33.0	36.0	15.6	11.2	36.9	27.2	15.6
LnGrp LOS	D	C	C	C	C	C	D	B	B	D	C	B
Approach Vol, veh/h		248			227			1130			1525	
Approach Delay, s/veh		34.2			32.8			17.6			25.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	42.4		13.8	11.4	38.2		13.9				
Change Period (Y+Rc), s	4.0	6.0		4.9	4.0	6.0		4.9				
Max Green Setting (Gmax), s	12.0	33.2		20.0	12.0	33.2		20.0				
Max Q Clear Time (g_c+I1), s	3.0	17.2		5.3	7.1	28.0		6.9				
Green Ext Time (p_c), s	0.0	7.6		0.7	0.1	4.2		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		24.0	
HCM 6th LOS		C	

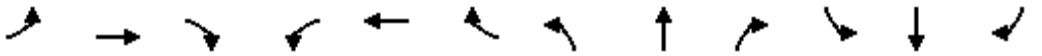
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	32	26	1503	61	37	1665
Future Volume (veh/h)	32	26	1503	61	37	1665
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	27	1582	64	39	1753
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	48	38	2465	765	64	3380
Arrive On Green	0.05	0.05	0.48	0.48	0.04	0.66
Sat Flow, veh/h	928	737	5274	1585	1781	5274
Grp Volume(v), veh/h	62	0	1582	64	39	1753
Grp Sat Flow(s),veh/h/ln	1691	0	1702	1585	1781	1702
Q Serve(g_s), s	1.3	0.0	8.1	0.8	0.8	6.2
Cycle Q Clear(g_c), s	1.3	0.0	8.1	0.8	0.8	6.2
Prop In Lane	0.55	0.44		1.00	1.00	
Lane Grp Cap(c), veh/h	88	0	2465	765	64	3380
V/C Ratio(X)	0.71	0.00	0.64	0.08	0.61	0.52
Avail Cap(c_a), veh/h	1404	0	2924	908	561	5263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	6.8	4.9	16.6	3.0
Incr Delay (d2), s/veh	10.0	0.0	0.4	0.0	8.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.2	0.1	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.3	0.0	7.1	4.9	25.5	3.2
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	62		1646			1792
Approach Delay, s/veh	26.3		7.1			3.6
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.3	21.9			28.1	6.8
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	20.0			36.0	29.0
Max Q Clear Time (g_c+I1), s	2.8	10.1			8.2	3.3
Green Ext Time (p_c), s	0.0	6.7			14.7	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

Notes

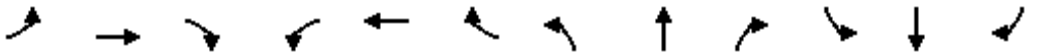
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	4	232	18	2	14	30	1412	47	34	1565	98
Future Volume (veh/h)	138	4	232	18	2	14	30	1412	47	34	1565	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	4	244	19	2	15	32	1486	49	36	1647	103
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	6	340	33	25	188	50	2245	695	55	2258	699
Arrive On Green	0.10	0.22	0.22	0.02	0.13	0.13	0.03	0.44	0.44	0.03	0.44	0.44
Sat Flow, veh/h	1781	26	1559	1781	189	1418	1781	5106	1581	1781	5106	1581
Grp Volume(v), veh/h	145	0	248	19	0	17	32	1486	49	36	1647	103
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1607	1781	1702	1581	1781	1702	1581
Q Serve(g_s), s	4.3	0.0	7.9	0.6	0.0	0.5	1.0	12.6	1.0	1.1	14.5	2.1
Cycle Q Clear(g_c), s	4.3	0.0	7.9	0.6	0.0	0.5	1.0	12.6	1.0	1.1	14.5	2.1
Prop In Lane	1.00		0.98	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	0	346	33	0	213	50	2245	695	55	2258	699
V/C Ratio(X)	0.78	0.00	0.72	0.58	0.00	0.08	0.64	0.66	0.07	0.66	0.73	0.15
Avail Cap(c_a), veh/h	261	0	900	261	0	913	261	2245	695	261	2258	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	0.0	19.8	26.6	0.0	20.8	26.3	12.1	8.8	26.2	12.5	9.1
Incr Delay (d2), s/veh	9.6	0.0	2.8	15.3	0.0	0.2	12.7	1.6	0.2	12.5	2.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	2.8	0.4	0.0	0.2	0.5	3.8	0.3	0.6	4.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	0.0	22.6	41.9	0.0	20.9	38.9	13.6	9.0	38.7	14.6	9.5
LnGrp LOS	C	A	C	D	A	C	D	B	A	D	B	A
Approach Vol, veh/h		393			36			1567			1786	
Approach Delay, s/veh		26.6			32.0			14.0			14.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	28.0	5.0	15.9	5.5	28.1	9.7	11.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	24.0	8.0	31.0	8.0	24.0	8.0	31.0
Max Q Clear Time (g_c+I1), s	3.1	14.6	2.6	9.9	3.0	16.5	6.3	2.5
Green Ext Time (p_c), s	0.0	6.2	0.0	1.4	0.0	5.6	0.1	0.0

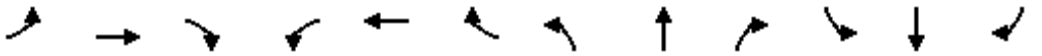
Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	5	63	52	5	18	152	308	123	51	725	143
Future Volume (veh/h)	34	5	63	52	5	18	152	308	123	51	725	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	5	66	55	5	19	160	324	129	54	763	151
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	15	109	92	8	89	209	1336	596	78	1076	480
Arrive On Green	0.07	0.07	0.07	0.06	0.06	0.06	0.12	0.38	0.38	0.04	0.30	0.30
Sat Flow, veh/h	1573	219	1585	1639	149	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	41	0	66	60	0	19	160	324	129	54	763	151
Grp Sat Flow(s),veh/h/ln	1792	0	1585	1788	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.0	0.0	1.8	1.4	0.0	0.5	3.8	2.7	2.4	1.3	8.4	3.2
Cycle Q Clear(g_c), s	1.0	0.0	1.8	1.4	0.0	0.5	3.8	2.7	2.4	1.3	8.4	3.2
Prop In Lane	0.88		1.00	0.92		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	0	109	101	0	89	209	1336	596	78	1076	480
V/C Ratio(X)	0.33	0.00	0.61	0.60	0.00	0.21	0.77	0.24	0.22	0.69	0.71	0.31
Avail Cap(c_a), veh/h	1061	0	938	1059	0	938	446	1376	614	446	1376	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	19.9	20.2	0.0	19.8	18.8	9.4	9.3	20.7	13.6	11.8
Incr Delay (d2), s/veh	1.6	0.0	5.4	5.5	0.0	1.2	5.8	0.1	0.2	10.3	1.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.7	0.7	0.0	0.2	1.6	0.8	0.6	0.7	2.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	0.0	25.3	25.7	0.0	21.0	24.6	9.5	9.5	31.0	14.8	12.2
LnGrp LOS	C	A	C	C	A	C	C	A	A	C	B	B
Approach Vol, veh/h		107			79			613			968	
Approach Delay, s/veh		23.7			24.6			13.4			15.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	21.5		8.0	10.1	18.3		7.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	11.0	17.0		26.0	11.0	17.0		26.0				
Max Q Clear Time (g_c+I1), s	3.3	4.7		3.8	5.8	10.4		3.4				
Green Ext Time (p_c), s	0.0	1.9		0.3	0.2	2.9		0.3				

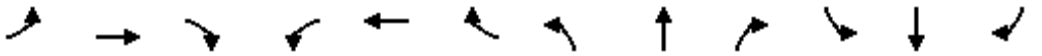
Intersection Summary			
HCM 6th Ctrl Delay		15.6	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	10	73	11	51	56	127	489	32	46	717	78
Future Volume (veh/h)	38	10	73	11	51	56	127	489	32	46	717	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	11	77	12	54	59	134	515	34	48	755	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	31	127	24	108	113	174	1341	598	71	1136	507
Arrive On Green	0.08	0.08	0.08	0.07	0.07	0.07	0.10	0.38	0.38	0.04	0.32	0.32
Sat Flow, veh/h	1412	388	1585	337	1517	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	51	0	77	66	0	59	134	515	34	48	755	82
Grp Sat Flow(s),veh/h/ln	1800	0	1585	1854	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.2	0.0	2.2	1.6	0.0	1.7	3.4	4.9	0.6	1.2	8.5	1.7
Cycle Q Clear(g_c), s	1.2	0.0	2.2	1.6	0.0	1.7	3.4	4.9	0.6	1.2	8.5	1.7
Prop In Lane	0.78		1.00	0.18		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	145	0	127	132	0	113	174	1341	598	71	1136	507
V/C Ratio(X)	0.35	0.00	0.60	0.50	0.00	0.52	0.77	0.38	0.06	0.68	0.66	0.16
Avail Cap(c_a), veh/h	1009	0	889	1040	0	889	346	1341	598	653	1840	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	20.6	20.7	0.0	20.8	20.4	10.5	9.2	22.0	13.6	11.3
Incr Delay (d2), s/veh	1.5	0.0	4.6	2.9	0.0	3.7	7.1	0.2	0.0	10.7	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.9	0.7	0.0	0.7	1.5	1.4	0.2	0.7	2.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	0.0	25.2	23.7	0.0	24.5	27.5	10.7	9.2	32.7	14.3	11.5
LnGrp LOS	C	A	C	C	A	C	C	B	A	C	B	B
Approach Vol, veh/h		128			125			683			885	
Approach Delay, s/veh		23.8			24.1			13.9			15.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	22.5		8.7	9.5	19.8		8.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	17.0	16.0		26.0	9.0	24.0		26.0				
Max Q Clear Time (g_c+I1), s	3.2	6.9		4.2	5.4	10.5		3.7				
Green Ext Time (p_c), s	0.1	2.2		0.4	0.1	4.3		0.5				

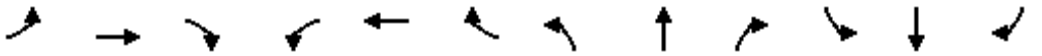
Intersection Summary			
HCM 6th Ctrl Delay		15.8	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	5	28	5	5	5	39	335	5	5	985	37
Future Volume (veh/h)	11	5	28	5	5	5	39	335	5	5	985	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	5	29	5	5	5	41	353	5	5	1037	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	12	71	10	82	69	68	1617	721	10	1501	670
Arrive On Green	0.01	0.05	0.05	0.01	0.04	0.04	0.04	0.45	0.45	0.01	0.42	0.42
Sat Flow, veh/h	1781	238	1383	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	12	0	34	5	5	5	41	353	5	5	1037	39
Grp Sat Flow(s),veh/h/ln	1781	0	1621	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.2	0.0	0.7	0.1	0.1	0.1	0.8	2.0	0.1	0.1	7.9	0.5
Cycle Q Clear(g_c), s	0.2	0.0	0.7	0.1	0.1	0.1	0.8	2.0	0.1	0.1	7.9	0.5
Prop In Lane	1.00		0.85	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	22	0	83	10	82	69	68	1617	721	10	1501	670
V/C Ratio(X)	0.53	0.00	0.41	0.52	0.06	0.07	0.61	0.22	0.01	0.52	0.69	0.06
Avail Cap(c_a), veh/h	430	0	1126	430	1299	1101	430	1932	862	430	1932	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	15.2	16.4	15.2	15.2	15.7	5.5	4.9	16.4	7.8	5.7
Incr Delay (d2), s/veh	18.2	0.0	3.2	36.8	0.3	0.4	8.5	0.1	0.0	36.8	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.1	0.0	0.0	0.4	0.3	0.0	0.1	1.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	0.0	18.5	53.2	15.5	15.6	24.1	5.5	4.9	53.2	8.5	5.7
LnGrp LOS	C	A	B	D	B	B	C	A	A	D	A	A
Approach Vol, veh/h		46			15			399			1081	
Approach Delay, s/veh		22.6			28.1			7.4			8.6	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.2	19.1	4.2	5.7	5.3	18.0	4.4	5.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	18.0	8.0	23.0	8.0	18.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	2.1	4.0	2.1	2.7	2.8	9.9	2.2	2.1
Green Ext Time (p_c), s	0.0	1.7	0.0	0.1	0.0	4.1	0.0	0.0

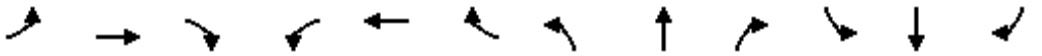
Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	10	8	271	37	24	17	333	68	45	931	37
Future Volume (veh/h)	16	10	8	271	37	24	17	333	68	45	931	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	11	8	285	39	25	18	351	72	47	980	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	29	63	390	410	346	32	1272	566	70	1348	600
Arrive On Green	0.04	0.04	0.04	0.22	0.22	0.22	0.02	0.36	0.36	0.04	0.38	0.38
Sat Flow, veh/h	1102	713	1574	1781	1870	1581	1781	3554	1581	1781	3554	1581
Grp Volume(v), veh/h	28	0	8	285	39	25	18	351	72	47	980	39
Grp Sat Flow(s),veh/h/ln	1815	0	1574	1781	1870	1581	1781	1777	1581	1781	1777	1581
Q Serve(g_s), s	0.7	0.0	0.2	6.9	0.8	0.6	0.5	3.3	1.4	1.2	11.0	0.7
Cycle Q Clear(g_c), s	0.7	0.0	0.2	6.9	0.8	0.6	0.5	3.3	1.4	1.2	11.0	0.7
Prop In Lane	0.61		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	0	63	390	410	346	32	1272	566	70	1348	600
V/C Ratio(X)	0.38	0.00	0.13	0.73	0.10	0.07	0.57	0.28	0.13	0.67	0.73	0.07
Avail Cap(c_a), veh/h	1208	0	1047	1185	1244	1052	306	1754	780	306	1754	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	21.6	16.9	14.5	14.4	22.7	10.7	10.1	22.1	12.4	9.2
Incr Delay (d2), s/veh	3.3	0.0	0.9	2.6	0.1	0.1	14.9	0.1	0.1	10.8	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	2.7	0.3	0.2	0.3	1.0	0.4	0.6	3.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	22.5	19.5	14.6	14.5	37.6	10.8	10.2	32.9	13.5	9.2
LnGrp LOS	C	A	C	B	B	B	D	B	B	C	B	A
Approach Vol, veh/h		36			349			441			1066	
Approach Delay, s/veh		24.5			18.6			11.8			14.2	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	20.7		5.9	4.8	21.7		14.2				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	23.0		31.0	8.0	23.0		31.0				
Max Q Clear Time (g_c+I1), s	3.2	5.3		2.7	2.5	13.0		8.9				
Green Ext Time (p_c), s	0.0	2.2		0.1	0.0	4.6		1.1				

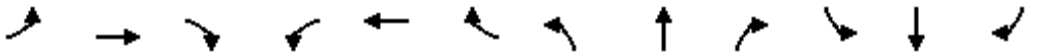
Intersection Summary												
HCM 6th Ctrl Delay			14.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	2	35	9	3	18	39	503	11	46	1248	107
Future Volume (veh/h)	66	2	35	9	3	18	39	503	11	46	1248	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	2	37	9	3	19	41	529	12	48	1314	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	7	207	83	28	97	75	1612	37	67	1488	128
Arrive On Green	0.13	0.13	0.13	0.06	0.06	0.06	0.04	0.45	0.45	0.04	0.45	0.45
Sat Flow, veh/h	1733	50	1585	1352	451	1585	1781	3552	81	1781	3312	284
Grp Volume(v), veh/h	71	0	37	12	0	19	41	264	277	48	703	724
Grp Sat Flow(s),veh/h/ln	1784	0	1585	1803	0	1585	1781	1777	1856	1781	1777	1819
Q Serve(g_s), s	2.0	0.0	1.2	0.4	0.0	0.6	1.3	5.3	5.4	1.5	20.2	20.4
Cycle Q Clear(g_c), s	2.0	0.0	1.2	0.4	0.0	0.6	1.3	5.3	5.4	1.5	20.2	20.4
Prop In Lane	0.97		1.00	0.75		1.00	1.00		0.04	1.00		0.16
Lane Grp Cap(c), veh/h	233	0	207	111	0	97	75	806	842	67	798	817
V/C Ratio(X)	0.30	0.00	0.18	0.11	0.00	0.19	0.55	0.33	0.33	0.72	0.88	0.89
Avail Cap(c_a), veh/h	638	0	567	644	0	567	382	806	842	382	804	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	21.6	24.8	0.0	24.9	26.3	9.8	9.8	26.6	14.0	14.1
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.2	0.0	0.4	2.3	0.3	0.3	5.2	11.3	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.4	0.1	0.0	0.2	0.5	1.6	1.7	0.7	8.3	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	21.8	25.0	0.0	25.3	28.6	10.1	10.1	31.9	25.4	25.7
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	C	C
Approach Vol, veh/h		108			31			582			1475	
Approach Delay, s/veh		22.1			25.2			11.4			25.7	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	31.1		7.4	6.4	30.8		11.3				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	25.3		20.0	12.0	25.3		20.0				
Max Q Clear Time (g_c+I1), s	3.5	7.4		2.6	3.3	22.4		4.0				
Green Ext Time (p_c), s	0.0	6.7		0.0	0.0	2.8		0.2				

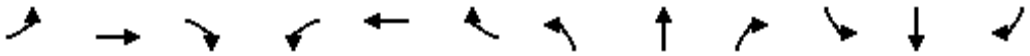
Intersection Summary			
HCM 6th Ctrl Delay		21.8	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	16	37	15	2	12	67	514	28	10	1175	68
Future Volume (veh/h)	49	16	37	15	2	12	67	514	28	10	1175	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	17	39	16	2	13	71	541	29	11	1237	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	53	189	54	7	44	108	1618	87	30	1460	85
Arrive On Green	0.12	0.12	0.12	0.06	0.06	0.06	0.06	0.47	0.47	0.02	0.43	0.43
Sat Flow, veh/h	1358	444	1585	877	110	712	1781	3431	184	1781	3413	198
Grp Volume(v), veh/h	69	0	39	31	0	0	71	280	290	11	643	666
Grp Sat Flow(s),veh/h/ln	1802	0	1585	1698	0	0	1781	1777	1837	1781	1777	1835
Q Serve(g_s), s	1.9	0.0	1.2	0.9	0.0	0.0	2.1	5.3	5.3	0.3	17.4	17.5
Cycle Q Clear(g_c), s	1.9	0.0	1.2	0.9	0.0	0.0	2.1	5.3	5.3	0.3	17.4	17.5
Prop In Lane	0.75		1.00	0.52		0.42	1.00		0.10	1.00		0.11
Lane Grp Cap(c), veh/h	215	0	189	105	0	0	108	838	867	30	760	785
V/C Ratio(X)	0.32	0.00	0.21	0.29	0.00	0.00	0.65	0.33	0.33	0.37	0.85	0.85
Avail Cap(c_a), veh/h	470	0	414	380	0	0	399	838	867	399	805	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	0.0	21.3	24.0	0.0	0.0	24.6	8.9	8.9	26.1	13.8	13.8
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.6	0.0	0.0	2.5	0.3	0.3	2.7	8.2	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.4	0.4	0.0	0.0	0.9	1.6	1.6	0.1	6.9	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	0.0	21.5	24.6	0.0	0.0	27.1	9.2	9.2	28.8	22.0	21.9
LnGrp LOS	C	A	C	C	A	A	C	A	A	C	C	C
Approach Vol, veh/h		108			31			641			1320	
Approach Delay, s/veh		21.8			24.6			11.2			22.0	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	31.0		10.4	7.3	28.6		7.3				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	24.3		14.0	12.0	24.3		12.0				
Max Q Clear Time (g_c+I1), s	2.3	7.3		3.9	4.1	19.5		2.9				
Green Ext Time (p_c), s	0.0	3.5		0.2	0.0	3.5		0.0				

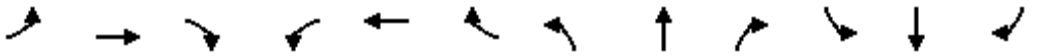
Intersection Summary			
HCM 6th Ctrl Delay		18.7	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	81	11	9	13	103	569	24	20	1146	58
Future Volume (veh/h)	35	5	81	11	9	13	103	569	24	20	1146	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	5	85	12	9	14	108	599	25	21	1206	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	29	214	70	52	106	152	1625	68	44	1401	71
Arrive On Green	0.14	0.14	0.14	0.07	0.07	0.07	0.09	0.47	0.47	0.02	0.41	0.41
Sat Flow, veh/h	1578	213	1585	1039	779	1585	1781	3476	145	1781	3442	174
Grp Volume(v), veh/h	42	0	85	21	0	14	108	306	318	21	622	645
Grp Sat Flow(s),veh/h/ln	1791	0	1585	1818	0	1585	1781	1777	1844	1781	1777	1839
Q Serve(g_s), s	1.2	0.0	2.8	0.6	0.0	0.5	3.4	6.4	6.4	0.7	18.5	18.6
Cycle Q Clear(g_c), s	1.2	0.0	2.8	0.6	0.0	0.5	3.4	6.4	6.4	0.7	18.5	18.6
Prop In Lane	0.88		1.00	0.57		1.00	1.00		0.08	1.00		0.09
Lane Grp Cap(c), veh/h	242	0	214	122	0	106	152	831	862	44	723	748
V/C Ratio(X)	0.17	0.00	0.40	0.17	0.00	0.13	0.71	0.37	0.37	0.48	0.86	0.86
Avail Cap(c_a), veh/h	619	0	547	628	0	547	246	837	869	246	776	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	22.9	25.5	0.0	25.4	25.8	9.9	9.9	27.9	15.7	15.7
Incr Delay (d2), s/veh	0.3	0.0	1.2	0.7	0.0	0.6	2.3	0.4	0.4	2.9	9.6	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.1	0.3	0.0	0.2	1.4	2.0	2.1	0.3	7.8	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	0.0	24.1	26.2	0.0	26.0	28.1	10.3	10.3	30.8	25.2	25.1
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	C	C
Approach Vol, veh/h		127			35			732			1288	
Approach Delay, s/veh		23.6			26.1			12.9			25.2	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	29.3		11.8	5.4	32.8		7.9				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	25.3		20.0	8.0	27.3		20.0				
Max Q Clear Time (g_c+I1), s	5.4	20.6		4.8	2.7	8.4		2.6				
Green Ext Time (p_c), s	0.0	3.0		0.4	0.0	3.3		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		21.0	
HCM 6th LOS		C	



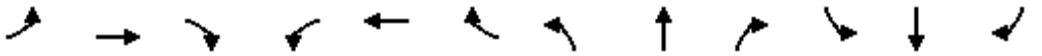
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	6	11	39	10	136	25	1211	19	109	1587	81
Future Volume (veh/h)	17	6	11	39	10	136	25	1211	19	109	1587	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	14	-22	41	11	46	26	1275	19	115	1671	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	121	103	179	188	159	61	1675	25	148	1784	83
Arrive On Green	0.06	0.06	0.00	0.10	0.10	0.10	0.03	0.47	0.47	0.08	0.52	0.52
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3583	53	1781	3454	160
Grp Volume(v), veh/h	12	14	-22	41	11	46	26	632	662	115	855	894
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1859	1781	1777	1838
Q Serve(g_s), s	0.4	0.5	0.0	1.4	0.4	1.8	1.0	19.7	19.7	4.2	30.0	30.6
Cycle Q Clear(g_c), s	0.4	0.5	0.0	1.4	0.4	1.8	1.0	19.7	19.7	4.2	30.0	30.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.09
Lane Grp Cap(c), veh/h	115	121	103	179	188	159	61	831	870	148	918	949
V/C Ratio(X)	0.10	0.12	-0.21	0.23	0.06	0.29	0.42	0.76	0.76	0.78	0.93	0.94
Avail Cap(c_a), veh/h	586	615	521	216	227	192	213	831	870	320	927	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	29.5	0.0	27.7	27.2	27.9	31.6	14.7	14.7	30.0	15.1	15.2
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.5	0.1	0.7	1.7	4.4	4.2	3.3	15.7	16.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.6	0.2	0.7	0.4	7.1	7.4	1.8	12.8	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	29.8	0.0	28.2	27.3	28.6	33.4	19.1	18.9	33.3	30.8	32.1
LnGrp LOS	C	C	A	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		4			98			1320			1864	
Approach Delay, s/veh		193.4			28.3			19.3			31.6	
Approach LOS		F			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	37.0		12.0	6.3	40.2		8.3				
Change Period (Y+Rc), s	4.0	5.7		5.3	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	28.9		8.1	8.0	34.9		22.0				
Max Q Clear Time (g_c+I1), s	6.2	21.7		3.8	3.0	32.6		2.5				
Green Ext Time (p_c), s	0.1	4.2		0.1	0.0	1.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		26.7	
HCM 6th LOS		C	

Notes

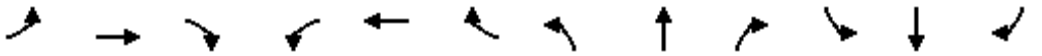
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	0	48	15	0	25	53	1184	47	32	1526	2
Future Volume (veh/h)	68	0	48	15	0	25	53	1184	47	32	1526	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	0	51	16	0	26	56	1246	49	34	1606	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	213	0	0	65	0	0	120	1847	73	69	1781	794
Arrive On Green	0.12	0.00	0.00	0.04	0.00	0.00	0.07	0.53	0.53	0.04	0.50	0.50
Sat Flow, veh/h	1781	72		1781	16		1781	3486	137	1781	3554	1585
Grp Volume(v), veh/h	72	18.1		16	21.3		56	635	660	34	1606	2
Grp Sat Flow(s),veh/h/ln	1781	B		1781	C		1781	1777	1846	1781	1777	1585
Q Serve(g_s), s	1.6			0.4			1.3	11.5	11.5	0.8	18.1	0.0
Cycle Q Clear(g_c), s	1.6			0.4			1.3	11.5	11.5	0.8	18.1	0.0
Prop In Lane	1.00			1.00			1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	213			65			120	942	978	69	1781	794
V/C Ratio(X)	0.34			0.25			0.47	0.67	0.67	0.49	0.90	0.00
Avail Cap(c_a), veh/h	486			486			486	942	978	486	1802	804
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8			20.6			19.7	7.6	7.6	20.7	10.0	5.5
Incr Delay (d2), s/veh	0.3			0.7			1.0	2.3	2.2	2.0	6.9	0.0
Initial Q Delay(d3),s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6			0.2			0.5	3.0	3.1	0.3	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1			21.3			20.8	9.8	9.8	22.7	16.9	5.5
LnGrp LOS	B			C			C	A	A	C	B	A
Approach Vol, veh/h								1351			1642	
Approach Delay, s/veh								10.3			17.0	
Approach LOS								B			B	

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	5.7	29.0	9.3		7.0	27.7	5.6					
Change Period (Y+Rc), s	4.0	5.7	4.0		4.0	5.7	4.0					
Max Green Setting (Gmax), s	12.0	22.3	12.0		12.0	22.3	12.0					
Max Q Clear Time (g_c+I1), s	2.8	13.5	3.6		3.3	20.1	2.4					
Green Ext Time (p_c), s	0.0	5.8	0.0		0.0	1.9	0.0					

Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	604	61	309	210	6	98	96	917	67	33	1031	175
Future Volume (veh/h)	604	61	309	210	6	98	96	917	67	33	1031	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	682	0	0	221	6	0	101	965	0	35	1085	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	803	0		206	6		131	1892		86	1227	547
Arrive On Green	0.23	0.00	0.00	0.12	0.12	0.00	0.07	0.37	0.00	0.05	0.35	0.35
Sat Flow, veh/h	3563	0	1585	1736	47	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	682	0	0	227	0	0	101	965	0	35	1085	184
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1784	0	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	13.9	0.0	0.0	9.0	0.0	0.0	4.2	11.1	0.0	1.4	21.8	6.5
Cycle Q Clear(g_c), s	13.9	0.0	0.0	9.0	0.0	0.0	4.2	11.1	0.0	1.4	21.8	6.5
Prop In Lane	1.00		1.00	0.97		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	803	0		212	0		131	1892		86	1227	547
V/C Ratio(X)	0.85	0.00		1.07	0.00		0.77	0.51		0.41	0.88	0.34
Avail Cap(c_a), veh/h	939	0		212	0		376	2153		258	1265	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	0.0	33.4	0.0	0.0	34.5	18.5	0.0	35.1	23.4	18.4
Incr Delay (d2), s/veh	6.2	0.0	0.0	82.6	0.0	0.0	3.6	0.4	0.0	3.1	8.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	0.0	8.7	0.0	0.0	1.8	3.7	0.0	0.6	9.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	0.0	0.0	116.0	0.0	0.0	38.2	18.9	0.0	38.2	31.4	19.0
LnGrp LOS	C	A		F	A		D	B		D	C	B
Approach Vol, veh/h		682	A		227	A		1066	A		1304	
Approach Delay, s/veh		34.4			116.0			20.7			29.8	
Approach LOS		C			F			C			C	

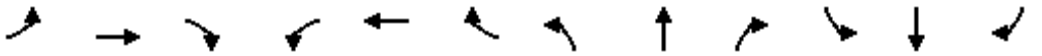
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	34.1		21.1	9.6	32.2		13.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	11.0	32.0		20.0	16.0	27.0		9.0				
Max Q Clear Time (g_c+I1), s	3.4	13.1		15.9	6.2	23.8		11.0				
Green Ext Time (p_c), s	0.0	7.4		1.2	0.1	2.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

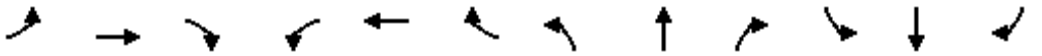
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	6	5	322	0	426	1	680	87	147	1697	0
Future Volume (veh/h)	0	6	5	322	0	426	1	680	87	147	1697	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	6	5	339	0	448	1	716	92	155	1786	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	19	17	462	0	411	2	2167	967	412	2031	906
Arrive On Green	0.00	0.01	0.01	0.26	0.00	0.26	0.00	0.61	0.61	0.57	0.57	0.00
Sat Flow, veh/h	0	1870	1585	1781	0	1585	1781	3554	1585	675	3554	1585
Grp Volume(v), veh/h	0	6	5	339	0	448	1	716	92	155	1786	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	0	1585	1781	1777	1585	675	1777	1585
Q Serve(g_s), s	0.0	0.3	0.3	18.8	0.0	28.0	0.1	10.6	2.6	15.7	46.7	0.0
Cycle Q Clear(g_c), s	0.0	0.3	0.3	18.8	0.0	28.0	0.1	10.6	2.6	22.2	46.7	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	19	17	462	0	411	2	2167	967	412	2031	906
V/C Ratio(X)	0.00	0.31	0.30	0.73	0.00	1.09	0.51	0.33	0.10	0.38	0.88	0.00
Avail Cap(c_a), veh/h	0	277	235	462	0	411	198	3061	1365	507	2535	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	53.0	53.0	36.6	0.0	40.0	53.9	10.3	8.7	16.7	19.9	0.0
Incr Delay (d2), s/veh	0.0	8.7	9.9	6.0	0.0	70.7	131.3	0.1	0.0	0.6	3.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.2	8.9	0.0	18.9	0.1	3.5	0.8	2.2	16.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	61.7	63.0	42.5	0.0	110.7	185.2	10.4	8.8	17.3	23.2	0.0
LnGrp LOS	A	E	E	D	A	F	F	B	A	B	C	A
Approach Vol, veh/h		11			787			809			1941	
Approach Delay, s/veh		62.3			81.3			10.4			22.7	
Approach LOS		E			F			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		69.8		5.1	4.1	65.7		33.0				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		5.0				
Max Green Setting (Gmax), s		93.0		16.0	12.0	77.0		28.0				
Max Q Clear Time (g_c+I1), s		12.6		2.3	2.1	48.7		30.0				
Green Ext Time (p_c), s		3.5		0.0	0.0	13.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			33.0									
HCM 6th LOS			C									



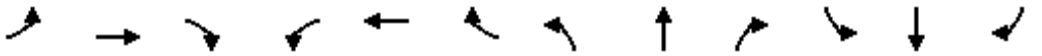
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	13	349	0	8	116	122	650	0	340	1678	6
Future Volume (veh/h)	1	13	349	0	8	116	122	650	0	340	1678	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	15	15	0	8	4	128	684	0	358	1766	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	47	40	21	22	19	161	1706	0	411	2205	984
Arrive On Green	0.02	0.02	0.02	0.00	0.01	0.01	0.09	0.48	0.00	0.23	0.62	0.62
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3647	0	1781	3554	1585
Grp Volume(v), veh/h	1	15	15	0	8	4	128	684	0	358	1766	3
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	0	1781	1777	1585
Q Serve(g_s), s	0.0	0.6	0.7	0.0	0.3	0.2	5.6	9.8	0.0	15.3	29.7	0.1
Cycle Q Clear(g_c), s	0.0	0.6	0.7	0.0	0.3	0.2	5.6	9.8	0.0	15.3	29.7	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	47	40	21	22	19	161	1706	0	411	2205	984
V/C Ratio(X)	0.02	0.32	0.38	0.00	0.36	0.22	0.80	0.40	0.00	0.87	0.80	0.00
Avail Cap(c_a), veh/h	585	614	521	585	614	521	180	1751	0	765	2918	1301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	37.9	38.0	0.0	38.8	38.8	35.3	13.3	0.0	29.3	11.3	5.7
Incr Delay (d2), s/veh	0.2	3.9	5.9	0.0	9.9	5.7	19.8	0.2	0.0	5.8	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.3	0.0	0.2	0.1	3.2	3.4	0.0	6.7	8.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	41.8	43.9	0.0	48.7	44.4	55.1	13.4	0.0	35.2	12.6	5.7
LnGrp LOS	D	D	D	A	D	D	E	B	A	D	B	A
Approach Vol, veh/h		31			12			812			2127	
Approach Delay, s/veh		42.7			47.3			20.0			16.4	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.3	43.0		7.0	12.1	54.1		5.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	34.0	39.0		26.0	8.0	65.0		26.0				
Max Q Clear Time (g_c+I1), s	17.3	11.8		2.7	7.6	31.7		2.3				
Green Ext Time (p_c), s	0.9	4.5		0.1	0.0	17.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		17.7	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.



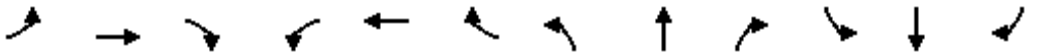
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	0	75	127	0	0	18	616	261	7	1911	37
Future Volume (veh/h)	27	0	75	127	0	0	18	616	261	7	1911	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	0	79	134	0	0	19	648	275	7	2012	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	0	169	398	0	177	47	1908	851	13	2673	50
Arrive On Green	0.11	0.00	0.11	0.11	0.00	0.00	0.03	0.54	0.54	0.01	0.52	0.52
Sat Flow, veh/h	1781	0	1585	3563	0	1585	1781	3554	1585	1781	5160	97
Grp Volume(v), veh/h	28	0	79	134	0	0	19	648	275	7	1327	723
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1702	1853
Q Serve(g_s), s	1.1	0.0	3.5	2.6	0.0	0.0	0.8	7.8	7.4	0.3	23.3	23.4
Cycle Q Clear(g_c), s	1.1	0.0	3.5	2.6	0.0	0.0	0.8	7.8	7.4	0.3	23.3	23.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	189	0	169	398	0	177	47	1908	851	13	1763	960
V/C Ratio(X)	0.15	0.00	0.47	0.34	0.00	0.00	0.41	0.34	0.32	0.54	0.75	0.75
Avail Cap(c_a), veh/h	471	0	419	941	0	419	188	2253	1005	188	2068	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	31.8	31.0	0.0	0.0	36.3	9.9	9.8	37.5	14.4	14.4
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.2	0.0	0.0	2.1	0.1	0.3	12.6	1.5	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.4	1.1	0.0	0.0	0.3	2.3	2.0	0.2	7.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	0.0	32.6	31.2	0.0	0.0	38.4	10.1	10.1	50.0	15.9	17.2
LnGrp LOS	C	A	C	C	A	A	D	B	B	D	B	B
Approach Vol, veh/h		107			134			942			2057	
Approach Delay, s/veh		32.1			31.2			10.7			16.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	46.6		12.1	6.0	45.2		12.5				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	8.0	48.0		20.0	8.0	46.0		20.0				
Max Q Clear Time (g_c+I1), s	2.3	9.8		5.5	2.8	25.4		4.6				
Green Ext Time (p_c), s	0.0	6.6		0.0	0.0	13.9		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		15.9
HCM 6th LOS		B

Notes

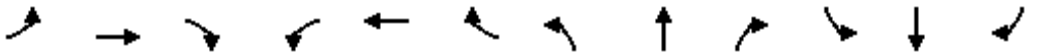
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	14	166	63	7	22	93	1423	25	35	2100	57
Future Volume (veh/h)	110	14	166	63	7	22	93	1423	25	35	2100	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	15	175	66	7	23	98	1498	26	37	2211	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	28	210	93	10	91	125	2936	51	46	2679	72
Arrive On Green	0.14	0.14	0.14	0.06	0.06	0.06	0.07	0.57	0.57	0.03	0.52	0.52
Sat Flow, veh/h	1586	205	1550	1618	172	1585	1781	5168	90	1781	5110	138
Grp Volume(v), veh/h	131	0	175	73	0	23	98	987	537	37	1471	800
Grp Sat Flow(s),veh/h/ln	1791	0	1550	1789	0	1585	1781	1702	1853	1781	1702	1844
Q Serve(g_s), s	6.6	0.0	10.7	3.9	0.0	1.3	5.2	17.1	17.1	2.0	35.1	35.3
Cycle Q Clear(g_c), s	6.6	0.0	10.7	3.9	0.0	1.3	5.2	17.1	17.1	2.0	35.1	35.3
Prop In Lane	0.89		1.00	0.90		1.00	1.00		0.05	1.00		0.07
Lane Grp Cap(c), veh/h	243	0	210	103	0	91	125	1934	1053	46	1785	967
V/C Ratio(X)	0.54	0.00	0.83	0.71	0.00	0.25	0.79	0.51	0.51	0.80	0.82	0.83
Avail Cap(c_a), veh/h	371	0	321	371	0	329	221	2079	1132	92	1833	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	0.0	40.8	44.9	0.0	43.7	44.4	12.7	12.7	46.9	19.3	19.4
Incr Delay (d2), s/veh	0.7	0.0	6.3	3.3	0.0	0.5	4.1	0.5	0.9	10.9	3.6	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	4.4	1.8	0.0	0.5	2.3	5.4	6.0	1.0	12.3	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	0.0	47.2	48.2	0.0	44.2	48.5	13.2	13.6	57.9	22.9	26.0
LnGrp LOS	D	A	D	D	A	D	D	B	B	E	C	C
Approach Vol, veh/h		306			96			1622			2308	
Approach Delay, s/veh		44.0			47.3			15.5			24.5	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	56.8		10.9	6.5	61.1		18.5				
Change Period (Y+Rc), s	4.0	6.0		5.3	4.0	6.0		5.3				
Max Green Setting (Gmax), s	12.0	52.2		20.1	5.0	59.2		20.1				
Max Q Clear Time (g_c+I1), s	7.2	37.3		5.9	4.0	19.1		12.7				
Green Ext Time (p_c), s	0.1	13.5		0.1	0.0	20.4		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		23.0	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	401	86	318	1034	198	332	1368	157	292	1876	166
Future Volume (veh/h)	165	401	86	318	1034	198	332	1368	157	292	1876	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	422	10	335	1088	81	349	1440	0	307	1975	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	505	220	327	1322	406	346	2073		361	2096	
Arrive On Green	0.07	0.14	0.14	0.18	0.26	0.26	0.10	0.41	0.00	0.10	0.41	0.00
Sat Flow, veh/h	3456	3554	1552	1781	5106	1567	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	174	422	10	335	1088	81	349	1440	0	307	1975	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1552	1781	1702	1567	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	5.9	13.9	0.7	22.0	24.1	4.8	12.0	28.0	0.0	10.5	44.6	0.0
Cycle Q Clear(g_c), s	5.9	13.9	0.7	22.0	24.1	4.8	12.0	28.0	0.0	10.5	44.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	505	220	327	1322	406	346	2073		361	2096	
V/C Ratio(X)	0.76	0.84	0.05	1.03	0.82	0.20	1.01	0.69		0.85	0.94	
Avail Cap(c_a), veh/h	230	572	250	327	1417	435	346	2073		374	2096	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.1	50.1	44.5	49.0	41.9	34.7	54.0	29.5	0.0	52.8	34.0	0.0
Incr Delay (d2), s/veh	12.1	9.9	0.1	56.6	4.0	0.3	50.9	1.2	0.0	15.5	10.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.6	0.3	14.5	10.1	1.8	7.5	11.0	0.0	5.2	19.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	60.0	44.6	105.6	45.9	35.0	104.9	30.7	0.0	68.3	44.1	0.0
LnGrp LOS	E	E	D	F	D	D	F	C		E	D	
Approach Vol, veh/h		606			1504			1789	A		2282	A
Approach Delay, s/veh		61.8			58.6			45.2			47.4	
Approach LOS		E			E			D			D	

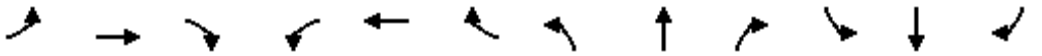
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	55.3	12.0	36.8	16.5	54.7	26.0	22.7
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	* 6	4.0	5.7
Max Green Setting (Gmax), s	12.0	47.0	8.0	33.3	13.0	* 46	22.0	19.3
Max Q Clear Time (g_c+I1), s	14.0	46.6	7.9	26.1	12.5	30.0	24.0	15.9
Green Ext Time (p_c), s	0.0	0.3	0.0	3.8	0.0	10.1	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



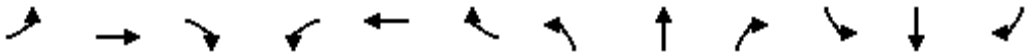
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1	26	29	1	20	47	1897	5	16	2243	13
Future Volume (veh/h)	25	1	26	29	1	20	47	1897	5	16	2243	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	1	27	31	1	21	49	1997	5	17	2361	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	2	34	87	1	27	490	4392	11	20	2919	17
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.28	0.84	0.84	0.01	0.56	0.56
Sat Flow, veh/h	809	58	867	1011	33	685	1781	5259	13	1781	5238	31
Grp Volume(v), veh/h	54	0	0	53	0	0	49	1293	709	17	1534	841
Grp Sat Flow(s),veh/h/ln	1733	0	0	1729	0	0	1781	1702	1868	1781	1702	1865
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	2.5	12.1	12.1	1.1	43.6	43.7
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.5	0.0	0.0	2.5	12.1	12.1	1.1	43.6	43.7
Prop In Lane	0.48		0.50	0.58		0.40	1.00		0.01	1.00		0.02
Lane Grp Cap(c), veh/h	113	0	0	115	0	0	490	2843	1560	20	1897	1039
V/C Ratio(X)	0.48	0.00	0.00	0.46	0.00	0.00	0.10	0.45	0.45	0.84	0.81	0.81
Avail Cap(c_a), veh/h	315	0	0	314	0	0	490	2843	1560	119	2164	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	0.0	0.0	57.0	0.0	0.0	32.4	2.6	2.6	59.2	21.4	21.4
Incr Delay (d2), s/veh	3.1	0.0	0.0	2.8	0.0	0.0	0.0	0.5	1.0	27.4	2.3	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.7	0.0	0.0	1.0	2.1	2.4	0.7	16.0	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	0.0	0.0	59.9	0.0	0.0	32.5	3.2	3.6	86.6	23.7	25.5
LnGrp LOS	E	A	A	E	A	A	C	A	A	F	C	C
Approach Vol, veh/h		54			53			2051			2392	
Approach Delay, s/veh		60.2			59.9			4.0			24.8	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	105.9		8.7	38.7	72.6		8.7				
Change Period (Y+Rc), s	4.0	5.7		4.0	5.7	* 5.7		4.0				
Max Green Setting (Gmax), s	8.0	77.3		21.0	9.0	* 76		21.0				
Max Q Clear Time (g_c+I1), s	3.1	14.1		5.5	4.5	45.7		5.5				
Green Ext Time (p_c), s	0.0	23.2		0.1	0.0	21.2		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		16.2
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



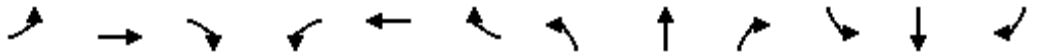
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	80	203	156	199	109	390	1901	71	61	2147	88
Future Volume (veh/h)	126	80	203	156	199	109	390	1901	71	61	2147	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	84	47	164	209	0	411	2001	0	64	2260	90
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	364	160	209	269		456	3453		102	2892	115
Arrive On Green	0.09	0.10	0.10	0.06	0.08	0.00	0.13	0.68	0.00	0.03	0.57	0.57
Sat Flow, veh/h	1781	3554	1562	3456	3554	1585	3456	5106	1585	3456	5038	200
Grp Volume(v), veh/h	133	84	47	164	209	0	411	2001	0	64	1523	827
Grp Sat Flow(s),veh/h/ln	1781	1777	1562	1728	1777	1585	1728	1702	1585	1728	1702	1834
Q Serve(g_s), s	11.0	3.3	4.2	7.0	8.7	0.0	17.6	31.3	0.0	2.7	51.7	52.4
Cycle Q Clear(g_c), s	11.0	3.3	4.2	7.0	8.7	0.0	17.6	31.3	0.0	2.7	51.7	52.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	155	364	160	209	269		456	3453		102	1954	1053
V/C Ratio(X)	0.86	0.23	0.29	0.79	0.78		0.90	0.58		0.63	0.78	0.79
Avail Cap(c_a), veh/h	190	481	211	230	339		484	3453		184	1954	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.5	61.9	62.3	69.5	68.1	0.0	64.2	12.9	0.0	72.0	24.6	24.8
Incr Delay (d2), s/veh	23.0	0.4	1.3	13.1	9.7	0.0	18.5	0.7	0.0	2.3	3.2	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	1.5	1.7	3.5	4.3	0.0	8.8	11.4	0.0	1.2	20.7	23.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.5	62.3	63.6	82.7	77.8	0.0	82.7	13.6	0.0	74.3	27.8	30.7
LnGrp LOS	F	E	E	F	E		F	B		E	C	C
Approach Vol, veh/h		264			373	A		2412	A		2414	
Approach Delay, s/veh		76.8			79.9			25.4			30.0	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	17.1	8.4	107.4	13.1	21.1	23.8	92.1
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	16.0	14.3	8.0	92.0	10.0	20.3	21.0	79.0
Max Q Clear Time (g_c+I1), s	13.0	10.7	4.7	33.3	9.0	6.2	19.6	54.4
Green Ext Time (p_c), s	0.1	0.4	0.0	21.2	0.0	0.5	0.2	16.5

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	29	181	420	81	776	150	1257	213	389	1095	5
Future Volume (veh/h)	5	29	181	420	81	776	150	1257	213	389	1095	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	31	2	442	0	473	158	1323	139	409	1153	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	45	38	636	0	566	180	2005	894	438	2096	935
Arrive On Green	0.02	0.02	0.02	0.18	0.00	0.18	0.10	0.56	0.56	0.13	0.59	0.59
Sat Flow, veh/h	3456	1870	1585	3563	0	3170	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	5	31	2	442	0	473	158	1323	139	409	1153	2
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	0	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.2	2.5	0.2	17.5	0.0	21.6	13.1	38.8	6.3	17.6	29.6	0.1
Cycle Q Clear(g_c), s	0.2	2.5	0.2	17.5	0.0	21.6	13.1	38.8	6.3	17.6	29.6	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	45	38	636	0	566	180	2005	894	438	2096	935
V/C Ratio(X)	0.06	0.69	0.05	0.69	0.00	0.84	0.88	0.66	0.16	0.93	0.55	0.00
Avail Cap(c_a), veh/h	369	200	169	903	0	803	202	2005	894	438	2096	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.5	72.6	71.5	57.8	0.0	59.5	66.5	22.7	15.6	64.9	18.7	12.6
Incr Delay (d2), s/veh	0.3	17.2	0.6	1.4	0.0	5.4	30.3	1.7	0.4	27.3	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.4	0.1	7.9	0.0	9.0	7.4	15.9	2.3	9.3	11.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	89.9	72.1	59.2	0.0	64.9	96.8	24.4	16.0	92.2	19.7	12.6
LnGrp LOS	E	F	E	E	A	E	F	C	B	F	B	B
Approach Vol, veh/h		38			915			1620			1564	
Approach Delay, s/veh		86.6			62.1			30.8			38.7	
Approach LOS		F			E			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	88.6		7.6	19.2	92.5		30.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	19.0	61.0		16.0	17.0	63.0		38.0				
Max Q Clear Time (g_c+I1), s	19.6	40.8		4.5	15.1	31.6		23.6				
Green Ext Time (p_c), s	0.0	9.7		0.1	0.1	9.2		3.2				

Intersection Summary			
HCM 6th Ctrl Delay		41.2	
HCM 6th LOS		D	

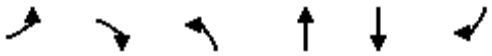
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	69	43	502	74	69	928
Future Volume (veh/h)	69	43	502	74	69	928
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	45	528	78	73	977
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	318	283	1135	506	157	1868
Arrive On Green	0.18	0.18	0.32	0.32	0.09	0.53
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	73	45	528	78	73	977
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	1.2	0.8	4.0	1.2	1.3	6.1
Cycle Q Clear(g_c), s	1.2	0.8	4.0	1.2	1.3	6.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	318	283	1135	506	157	1868
V/C Ratio(X)	0.23	0.16	0.47	0.15	0.47	0.52
Avail Cap(c_a), veh/h	1265	1126	2208	985	422	3260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	11.7	9.2	8.2	14.7	5.2
Incr Delay (d2), s/veh	0.4	0.3	0.6	0.3	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	1.2	0.3	0.5	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.3	12.0	9.8	8.5	15.5	5.7
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	118		606			1050
Approach Delay, s/veh	12.2		9.6			6.4
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.0	16.8			23.8	10.0
Change Period (Y+Rc), s	4.0	6.0			6.0	4.0
Max Green Setting (Gmax), s	8.0	21.0			31.0	24.0
Max Q Clear Time (g_c+I1), s	3.3	6.0			8.1	3.2
Green Ext Time (p_c), s	0.0	4.5			9.7	0.4

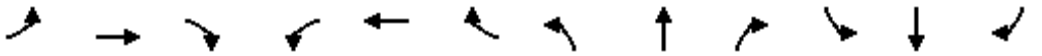
Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	405	291	787	1305	7
Future Volume (veh/h)	12	405	291	787	1305	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	141	306	828	1374	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	201	179	351	2656	1709	762
Arrive On Green	0.11	0.11	0.20	0.75	0.48	0.48
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	13	141	306	828	1374	3
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	0.5	6.2	11.9	5.5	23.5	0.1
Cycle Q Clear(g_c), s	0.5	6.2	11.9	5.5	23.5	0.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	201	179	351	2656	1709	762
V/C Ratio(X)	0.06	0.79	0.87	0.31	0.80	0.00
Avail Cap(c_a), veh/h	447	398	397	3071	2031	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	31.0	27.9	3.0	15.8	9.7
Incr Delay (d2), s/veh	0.1	7.4	17.3	0.1	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	6.5	1.2	8.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.6	38.4	45.2	3.0	17.8	9.7
LnGrp LOS	C	D	D	A	B	A
Approach Vol, veh/h	154			1134	1377	
Approach Delay, s/veh	37.6			14.4	17.8	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.6		13.1	19.1	39.5
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		62.0		18.0	16.0	41.0
Max Q Clear Time (g_c+I1), s		7.5		8.2	13.9	25.5
Green Ext Time (p_c), s		7.2		0.3	0.2	9.0

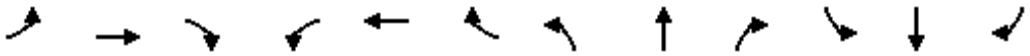
Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	3	10	271	6	332	11	997	75	187	1445	31
Future Volume (veh/h)	5	3	10	271	6	332	11	997	75	187	1445	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	3	11	285	6	349	12	1049	79	197	1521	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	50	68	250	3	412	37	1427	107	237	1915	41
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.02	0.43	0.43	0.13	0.54	0.54
Sat Flow, veh/h	0	190	262	599	13	1576	1781	3348	252	1781	3556	77
Grp Volume(v), veh/h	19	0	0	291	0	349	12	557	571	197	759	795
Grp Sat Flow(s),veh/h/ln	452	0	0	611	0	1576	1781	1777	1823	1781	1777	1856
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	16.0	0.5	20.0	20.0	8.2	26.3	26.4
Cycle Q Clear(g_c), s	20.0	0.0	0.0	20.0	0.0	16.0	0.5	20.0	20.0	8.2	26.3	26.4
Prop In Lane	0.26		0.58	0.98		1.00	1.00		0.14	1.00		0.04
Lane Grp Cap(c), veh/h	178	0	0	253	0	412	37	757	777	237	957	999
V/C Ratio(X)	0.11	0.00	0.00	1.15	0.00	0.85	0.33	0.73	0.74	0.83	0.79	0.80
Avail Cap(c_a), veh/h	178	0	0	253	0	412	186	797	818	280	957	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	0.0	31.9	0.0	26.8	36.9	18.3	18.3	32.3	14.2	14.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	102.9	0.0	14.3	1.9	4.0	3.9	14.5	5.1	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	11.9	0.0	7.5	0.2	7.6	7.8	4.2	9.3	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	0.0	0.0	134.8	0.0	41.0	38.8	22.3	22.2	46.8	19.3	19.2
LnGrp LOS	C	A	A	F	A	D	D	C	C	D	B	B
Approach Vol, veh/h		19			640			1140			1751	
Approach Delay, s/veh		22.6			83.7			22.4			22.3	
Approach LOS		C			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	38.3		24.0	5.6	46.8		24.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	34.3		20.0	8.0	38.3		20.0				
Max Q Clear Time (g_c+I1), s	10.2	22.0		22.0	2.5	28.4		22.0				
Green Ext Time (p_c), s	0.1	10.6		0.0	0.0	9.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			33.4									
HCM 6th LOS			C									



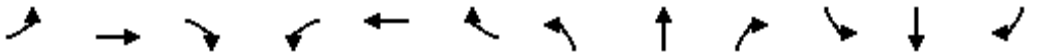
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	0	37	50	5	39	54	997	23	16	1598	60
Future Volume (veh/h)	59	0	37	50	5	39	54	997	23	16	1598	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	0	1	53	5	1	57	1049	15	17	1682	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	0	73	69	7	65	443	2501	1114	21	1566	57
Arrive On Green	0.05	0.00	0.05	0.04	0.04	0.04	0.25	0.70	0.70	0.01	0.45	0.45
Sat Flow, veh/h	1781	0	1585	1634	154	1542	1781	3554	1583	1781	3498	126
Grp Volume(v), veh/h	62	0	1	58	0	1	57	1049	15	17	851	892
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1789	0	1542	1781	1777	1583	1781	1777	1847
Q Serve(g_s), s	3.1	0.0	0.1	2.9	0.0	0.1	2.2	11.2	0.3	0.9	40.3	40.3
Cycle Q Clear(g_c), s	3.1	0.0	0.1	2.9	0.0	0.1	2.2	11.2	0.3	0.9	40.3	40.3
Prop In Lane	1.00		1.00	0.91		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	82	0	73	75	0	65	443	2501	1114	21	796	827
V/C Ratio(X)	0.76	0.00	0.01	0.77	0.00	0.02	0.13	0.42	0.01	0.83	1.07	1.08
Avail Cap(c_a), veh/h	317	0	282	159	0	137	443	2501	1114	158	796	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	0.0	41.0	42.7	0.0	41.3	26.2	5.6	4.0	44.4	24.9	24.9
Incr Delay (d2), s/veh	5.3	0.0	0.0	6.0	0.0	0.0	0.0	0.3	0.0	25.3	52.3	54.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	1.4	0.0	0.0	0.9	2.6	0.1	0.5	25.7	27.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	0.0	41.0	48.7	0.0	41.3	26.3	5.9	4.0	69.7	77.1	79.4
LnGrp LOS	D	A	D	D	A	D	C	A	A	E	F	F
Approach Vol, veh/h		63			59			1121			1760	
Approach Delay, s/veh		47.7			48.6			6.9			78.2	
Approach LOS		D			D			A			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.1	46.0		7.8	5.0	69.0		8.1				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	* 40		8.0	8.0	40.3		16.0				
Max Q Clear Time (g_c+I1), s	4.2	42.3		4.9	2.9	13.2		5.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	22.4		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		50.4
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	0	488	5	4	3	925	747	0	8	1041	608
Future Volume (veh/h)	298	0	488	5	4	3	925	747	0	8	1041	608
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	314	0	0	5	4	0	974	786	0	8	1096	215
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	394	0		36	38	0	922	2340	0	25	1482	661
Arrive On Green	0.11	0.00	0.00	0.02	0.02	0.00	0.27	0.66	0.00	0.01	0.42	0.42
Sat Flow, veh/h	3563	0	1585	1781	1870	0	3456	3647	0	1781	3554	1585
Grp Volume(v), veh/h	314	0	0	5	4	0	974	786	0	8	1096	215
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1728	1777	0	1781	1777	1585
Q Serve(g_s), s	7.7	0.0	0.0	0.2	0.2	0.0	24.0	8.7	0.0	0.4	23.4	8.2
Cycle Q Clear(g_c), s	7.7	0.0	0.0	0.2	0.2	0.0	24.0	8.7	0.0	0.4	23.4	8.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	394	0		36	38	0	922	2340	0	25	1482	661
V/C Ratio(X)	0.80	0.00		0.14	0.11	0.00	1.06	0.34	0.00	0.32	0.74	0.33
Avail Cap(c_a), veh/h	475	0		238	249	0	922	2340	0	158	1482	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	0.0	0.0	43.3	43.3	0.0	33.0	6.7	0.0	43.9	22.1	17.7
Incr Delay (d2), s/veh	6.3	0.0	0.0	0.7	0.5	0.0	45.9	0.4	0.0	2.7	2.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	0.1	0.1	0.0	15.6	3.0	0.0	0.2	8.8	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	0.0	0.0	44.0	43.8	0.0	78.9	7.1	0.0	46.6	24.3	18.1
LnGrp LOS	D	A		D	D	A	F	A	A	D	C	B
Approach Vol, veh/h		314	A		9			1760			1319	
Approach Delay, s/veh		45.4			43.9			46.8			23.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	65.0		5.8	27.0	43.2		14.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	3.0	* 5.7		4.0				
Max Green Setting (Gmax), s	8.0	40.3		12.0	24.0	* 26		12.0				
Max Q Clear Time (g_c+I1), s	2.4	10.7		2.2	26.0	25.4		9.7				
Green Ext Time (p_c), s	0.0	6.1		0.0	0.0	0.7		0.2				

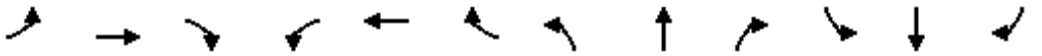
Intersection Summary			
HCM 6th Ctrl Delay		37.6	
HCM 6th LOS		D	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	1	111	30	1	30	104	1060	42	67	1204	99
Future Volume (veh/h)	203	1	111	30	1	30	104	1060	42	67	1204	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	0	117	32	1	32	109	1116	44	71	1267	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	452	0	201	163	4	142	155	1682	750	114	1599	713
Arrive On Green	0.13	0.00	0.13	0.09	0.09	0.09	0.09	0.47	0.47	0.06	0.45	0.45
Sat Flow, veh/h	3563	0	1585	1781	48	1544	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	215	0	117	32	0	33	109	1116	44	71	1267	104
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1592	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.0	0.0	4.9	1.2	0.0	1.4	4.2	17.1	1.1	2.8	21.6	2.7
Cycle Q Clear(g_c), s	4.0	0.0	4.9	1.2	0.0	1.4	4.2	17.1	1.1	2.8	21.6	2.7
Prop In Lane	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	452	0	201	163	0	146	155	1682	750	114	1599	713
V/C Ratio(X)	0.48	0.00	0.58	0.20	0.00	0.23	0.70	0.66	0.06	0.63	0.79	0.15
Avail Cap(c_a), veh/h	1006	0	448	503	0	450	302	1792	799	302	1792	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	29.1	29.7	0.0	29.8	31.4	14.3	10.1	32.3	16.7	11.5
Incr Delay (d2), s/veh	0.3	0.0	1.0	0.2	0.0	0.3	2.1	1.0	0.0	2.1	2.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.9	0.5	0.0	0.5	1.8	5.9	0.3	1.2	7.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	30.1	30.0	0.0	30.1	33.6	15.3	10.1	34.4	19.1	11.6
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		332			65			1269			1442	
Approach Delay, s/veh		29.4			30.0			16.7			19.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	38.8		10.5	10.2	37.2		13.0				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	12.0	35.7		20.0	12.0	35.7		20.0				
Max Q Clear Time (g_c+I1), s	4.8	19.1		3.4	6.2	23.6		6.9				
Green Ext Time (p_c), s	0.0	9.1		0.1	0.1	8.3		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		19.6	
HCM 6th LOS		B	

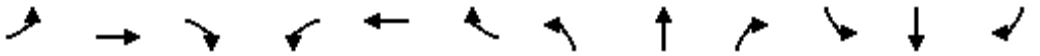
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	8	8	1	5	21
Future Volume (veh/h)	1	8	8	1	5	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	8	8	1	5	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	31	27	120	102	15	703
Arrive On Green	0.02	0.02	0.06	0.06	0.01	0.38
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	1	8	8	1	5	22
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	0.0	0.1	0.1	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.1	0.1	0.0	0.0	0.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	31	27	120	102	15	703
V/C Ratio(X)	0.03	0.29	0.07	0.01	0.34	0.03
Avail Cap(c_a), veh/h	2270	2020	2497	2116	757	3860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.0	8.0	7.2	7.2	8.1	3.2
Incr Delay (d2), s/veh	0.4	5.9	0.2	0.0	13.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.4	13.9	7.5	7.3	21.2	3.3
LnGrp LOS	A	B	A	A	C	A
Approach Vol, veh/h	9		9			27
Approach Delay, s/veh	13.3		7.5			6.6
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.1	6.1			11.2	5.3
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	7.0	22.0			34.0	21.0
Max Q Clear Time (g_c+I1), s	2.0	2.1			2.1	2.1
Green Ext Time (p_c), s	0.0	0.0			0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A



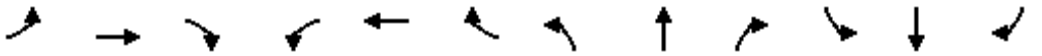
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1275	47	111	1115	41	117	29	25	4	29	2
Future Volume (veh/h)	55	1275	47	111	1115	41	117	29	25	4	29	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	1342	49	117	1174	43	77	95	26	4	31	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1629	727	152	1788	797	156	164	139	6	49	3
Arrive On Green	0.04	0.46	0.46	0.09	0.50	0.50	0.09	0.09	0.09	0.03	0.03	0.03
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	199	1544	100
Grp Volume(v), veh/h	58	1342	49	117	1174	43	77	95	26	37	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1842	0	0
Q Serve(g_s), s	1.7	17.3	0.9	3.4	12.9	0.7	2.2	2.6	0.8	1.0	0.0	0.0
Cycle Q Clear(g_c), s	1.7	17.3	0.9	3.4	12.9	0.7	2.2	2.6	0.8	1.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.11		0.05
Lane Grp Cap(c), veh/h	72	1629	727	152	1788	797	156	164	139	59	0	0
V/C Ratio(X)	0.80	0.82	0.07	0.77	0.66	0.05	0.49	0.58	0.19	0.63	0.00	0.00
Avail Cap(c_a), veh/h	407	1779	794	407	1788	797	509	534	453	491	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.0	12.4	7.9	23.5	9.7	6.7	22.9	23.0	22.2	25.1	0.0	0.0
Incr Delay (d2), s/veh	7.5	3.3	0.1	3.1	1.0	0.0	0.9	1.2	0.2	4.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.4	0.2	1.4	3.5	0.2	0.9	1.1	0.3	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	15.6	8.0	26.6	10.7	6.7	23.8	24.2	22.5	29.3	0.0	0.0
LnGrp LOS	C	B	A	C	B	A	C	C	C	C	A	A
Approach Vol, veh/h		1449			1334			198			37	
Approach Delay, s/veh		16.1			12.0			23.8			29.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.7	8.5	29.8		8.6	6.1	32.1				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		14.0	12.0	26.3		15.0	12.0	26.3				
Max Q Clear Time (g_c+I1), s		3.0	5.4	19.3		4.6	3.7	14.9				
Green Ext Time (p_c), s		0.0	0.1	4.8		0.3	0.0	6.2				

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



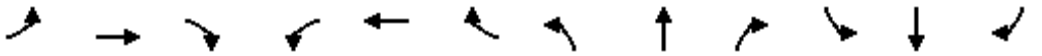
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	930	206	121	1101	34	185	36	86	23	27	67
Future Volume (veh/h)	91	930	206	121	1101	34	185	36	86	23	27	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	979	217	127	1159	36	222	0	91	24	28	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	1294	577	163	1374	613	368	0	164	136	143	121
Arrive On Green	0.07	0.36	0.36	0.09	0.39	0.39	0.10	0.00	0.10	0.08	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	1781	1870	1585
Grp Volume(v), veh/h	96	979	217	127	1159	36	222	0	91	24	28	71
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1781	1870	1585
Q Serve(g_s), s	2.7	12.1	5.1	3.5	14.9	0.7	3.0	0.0	2.7	0.6	0.7	2.2
Cycle Q Clear(g_c), s	2.7	12.1	5.1	3.5	14.9	0.7	3.0	0.0	2.7	0.6	0.7	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	1294	577	163	1374	613	368	0	164	136	143	121
V/C Ratio(X)	0.78	0.76	0.38	0.78	0.84	0.06	0.60	0.00	0.56	0.18	0.20	0.59
Avail Cap(c_a), veh/h	284	1345	600	284	1374	613	568	0	253	557	585	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	14.0	11.8	22.3	14.0	9.7	21.5	0.0	21.4	21.7	21.7	22.4
Incr Delay (d2), s/veh	4.0	2.6	0.6	3.0	5.1	0.1	0.6	0.0	1.1	0.9	0.9	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.1	1.4	1.4	5.3	0.2	1.1	0.0	0.9	0.3	0.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	16.6	12.3	25.3	19.2	9.7	22.1	0.0	22.5	22.6	22.7	28.7
LnGrp LOS	C	B	B	C	B	A	C	A	C	C	C	C
Approach Vol, veh/h		1292			1322			313			123	
Approach Delay, s/veh		16.7			19.5			22.2			26.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.2	8.6	24.0		8.4	7.5	25.1				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.6	4.0	5.7				
Max Green Setting (Gmax), s		8.0	8.0	19.0		15.7	8.0	19.0				
Max Q Clear Time (g_c+I1), s		5.0	5.5	14.1		4.2	4.7	16.9				
Green Ext Time (p_c), s		0.3	0.0	4.1		0.5	0.0	1.9				

Intersection Summary												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			B									

Notes

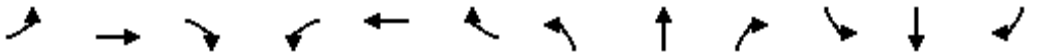
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	912	98	48	802	4	160	33	8	3	20	83
Future Volume (veh/h)	97	912	98	48	802	4	160	33	8	3	20	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	960	103	51	844	4	168	35	8	3	21	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	1335	596	62	1198	534	231	48	247	19	130	127
Arrive On Green	0.07	0.38	0.38	0.03	0.34	0.34	0.16	0.16	0.16	0.08	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1486	310	1585	232	1626	1585
Grp Volume(v), veh/h	102	960	103	51	844	4	203	0	8	24	0	87
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1796	0	1585	1859	0	1585
Q Serve(g_s), s	2.7	11.1	2.1	1.4	9.9	0.1	5.2	0.0	0.2	0.6	0.0	2.6
Cycle Q Clear(g_c), s	2.7	11.1	2.1	1.4	9.9	0.1	5.2	0.0	0.2	0.6	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	0.83		1.00	0.12		1.00
Lane Grp Cap(c), veh/h	131	1335	596	62	1198	534	280	0	247	149	0	127
V/C Ratio(X)	0.78	0.72	0.17	0.82	0.70	0.01	0.73	0.00	0.03	0.16	0.00	0.68
Avail Cap(c_a), veh/h	296	1404	626	296	1256	560	822	0	725	851	0	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.9	12.8	10.0	23.1	13.9	10.6	19.3	0.0	17.2	20.6	0.0	21.5
Incr Delay (d2), s/veh	3.8	2.0	0.2	9.6	2.0	0.0	4.3	0.0	0.1	0.6	0.0	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.7	0.6	0.7	3.4	0.0	2.3	0.0	0.1	0.3	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	14.8	10.2	32.7	15.9	10.6	23.6	0.0	17.3	21.2	0.0	29.1
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	C
Approach Vol, veh/h		1165			899			211			111	
Approach Delay, s/veh		15.4			16.8			23.4			27.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.9	5.7	23.1		11.5	7.5	21.2				
Change Period (Y+Rc), s		4.0	4.0	5.0		4.0	4.0	5.0				
Max Green Setting (Gmax), s		22.0	8.0	19.0		22.0	8.0	17.0				
Max Q Clear Time (g_c+I1), s		4.6	3.4	13.1		7.2	4.7	11.9				
Green Ext Time (p_c), s		0.4	0.0	5.0		0.8	0.0	3.9				

Intersection Summary												
HCM 6th Ctrl Delay			17.2									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	525	386	31	414	44	332	58	32	63	55	36
Future Volume (veh/h)	28	525	386	31	414	44	332	58	32	63	55	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	553	406	33	436	46	393	0	34	66	58	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	1096	798	40	738	329	694	0	309	95	83	155
Arrive On Green	0.10	0.31	0.31	0.02	0.21	0.21	0.19	0.00	0.19	0.10	0.10	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	970	852	1585
Grp Volume(v), veh/h	29	553	406	33	436	46	393	0	34	124	0	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1822	0	1585
Q Serve(g_s), s	0.7	5.8	7.7	0.8	5.0	1.1	4.5	0.0	0.8	3.0	0.0	1.0
Cycle Q Clear(g_c), s	0.7	5.8	7.7	0.8	5.0	1.1	4.5	0.0	0.8	3.0	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.53		1.00
Lane Grp Cap(c), veh/h	180	1096	798	40	738	329	694	0	309	178	0	155
V/C Ratio(X)	0.16	0.50	0.51	0.82	0.59	0.14	0.57	0.00	0.11	0.70	0.00	0.25
Avail Cap(c_a), veh/h	316	1417	941	316	1338	597	1894	0	843	323	0	281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	12.8	7.5	22.0	16.2	14.6	16.4	0.0	15.0	19.7	0.0	18.8
Incr Delay (d2), s/veh	0.2	0.6	0.8	14.2	1.2	0.3	0.9	0.0	0.2	1.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.8	3.1	0.5	1.8	0.3	1.7	0.0	0.3	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	13.4	8.3	36.2	17.4	14.9	17.3	0.0	15.1	21.6	0.0	19.1
LnGrp LOS	B	B	A	D	B	B	B	A	B	C	A	B
Approach Vol, veh/h		988			515			427			162	
Approach Delay, s/veh		11.4			18.3			17.2			21.0	
Approach LOS		B			B			B			C	

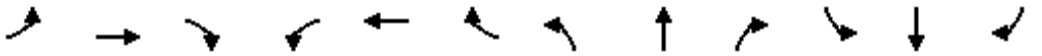
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.8	5.0	18.9		8.4	9.6	14.4				
Change Period (Y+Rc), s		4.0	4.0	5.0		4.0	5.0	* 5				
Max Green Setting (Gmax), s		24.0	8.0	18.0		8.0	8.0	* 17				
Max Q Clear Time (g_c+I1), s		6.5	2.8	9.7		5.0	2.7	7.0				
Green Ext Time (p_c), s		2.3	0.0	4.2		0.1	0.0	2.4				

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



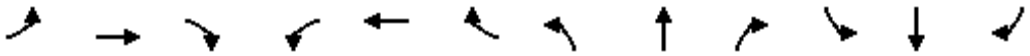
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	16	44	18	7	4	55	984	8	7	888	177
Future Volume (veh/h)	215	16	44	18	7	4	55	984	8	7	888	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1864	1864	1870	1870	1870	1776	1776	1776	2027	2027	2027
Adj Flow Rate, veh/h	226	17	46	19	7	4	58	1036	8	7	935	186
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	64	174	174	40	23	91	2143	664	18	2200	681
Arrive On Green	0.16	0.15	0.15	0.05	0.04	0.04	0.05	0.44	0.44	0.01	0.40	0.40
Sat Flow, veh/h	1776	443	1200	3456	1116	638	1692	4849	1502	1931	5535	1714
Grp Volume(v), veh/h	226	0	63	19	0	11	58	1036	8	7	935	186
Grp Sat Flow(s),veh/h/ln	1776	0	1643	1728	0	1753	1692	1616	1502	1931	1845	1714
Q Serve(g_s), s	6.7	0.0	1.9	0.3	0.0	0.3	1.8	8.3	0.2	0.2	6.7	1.6
Cycle Q Clear(g_c), s	6.7	0.0	1.9	0.3	0.0	0.3	1.8	8.3	0.2	0.2	6.7	1.6
Prop In Lane	1.00		0.73	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	0	238	174	0	63	91	2143	664	18	2200	681
V/C Ratio(X)	0.80	0.00	0.26	0.11	0.00	0.17	0.64	0.48	0.01	0.39	0.42	0.27
Avail Cap(c_a), veh/h	325	0	602	696	0	716	248	2193	679	283	2503	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	0.0	20.8	24.8	0.0	25.5	25.3	10.8	8.6	26.9	11.9	1.7
Incr Delay (d2), s/veh	10.0	0.0	0.5	0.1	0.0	0.5	2.8	0.3	0.0	5.2	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.7	0.1	0.0	0.1	0.7	2.0	0.0	0.1	2.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	21.3	24.9	0.0	26.0	28.1	11.1	8.6	32.1	12.2	2.1
LnGrp LOS	C	A	C	C	A	C	C	B	A	C	B	A
Approach Vol, veh/h		289			30			1102			1128	
Approach Delay, s/veh		29.7			25.3			12.0			10.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	30.1	6.8	13.2	6.9	27.7	14.0	6.0
Change Period (Y+Rc), s	4.0	6.0	4.0	5.3	4.0	6.0	5.3	* 4
Max Green Setting (Gmax), s	8.0	24.7	11.0	20.0	8.0	24.7	10.0	* 22
Max Q Clear Time (g_c+I1), s	2.2	10.3	2.3	3.9	3.8	8.7	8.7	2.3
Green Ext Time (p_c), s	0.0	12.1	0.0	0.3	0.0	13.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes

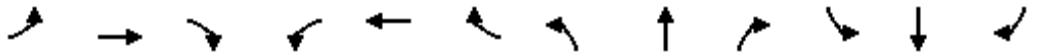
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	27	25	16	14	16	93	169	0	32	177	177
Future Volume (veh/h)	25	27	25	16	14	16	93	169	0	32	177	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	28	26	17	15	17	98	178	0	34	186	186
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	39	36	20	18	20	122	1236	0	44	261	261
Arrive On Green	0.06	0.06	0.06	0.03	0.03	0.03	0.07	0.35	0.00	0.02	0.30	0.30
Sat Flow, veh/h	566	609	566	601	530	601	1781	3647	0	1781	858	858
Grp Volume(v), veh/h	80	0	0	49	0	0	98	178	0	34	0	372
Grp Sat Flow(s),veh/h/ln	1740	0	0	1732	0	0	1781	1777	0	1781	0	1716
Q Serve(g_s), s	1.4	0.0	0.0	0.9	0.0	0.0	1.7	1.1	0.0	0.6	0.0	6.2
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.9	0.0	0.0	1.7	1.1	0.0	0.6	0.0	6.2
Prop In Lane	0.32		0.32	0.35		0.35	1.00		0.00	1.00		0.50
Lane Grp Cap(c), veh/h	111	0	0	57	0	0	122	1236	0	44	0	521
V/C Ratio(X)	0.72	0.00	0.00	0.85	0.00	0.00	0.80	0.14	0.00	0.78	0.00	0.71
Avail Cap(c_a), veh/h	870	0	0	433	0	0	389	2109	0	445	0	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	0.0	15.4	0.0	0.0	14.7	7.2	0.0	15.5	0.0	9.9
Incr Delay (d2), s/veh	8.6	0.0	0.0	12.4	0.0	0.0	4.6	0.1	0.0	10.7	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.5	0.0	0.0	0.7	0.3	0.0	0.3	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	0.0	0.0	27.8	0.0	0.0	19.3	7.2	0.0	26.2	0.0	11.7
LnGrp LOS	C	A	A	C	A	A	B	A	A	C	A	B
Approach Vol, veh/h		80			49			276			406	
Approach Delay, s/veh		23.3			27.8			11.5			12.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	15.1		5.1	6.2	13.7		7.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		5.0				
Max Green Setting (Gmax), s	8.0	19.0		8.0	7.0	17.0		16.0				
Max Q Clear Time (g_c+I1), s	2.6	3.1		2.9	3.7	8.2		3.4				
Green Ext Time (p_c), s	0.0	0.9		0.0	0.0	1.6		0.3				

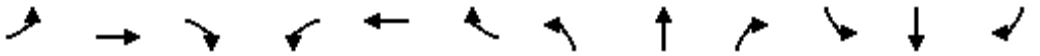
Intersection Summary			
HCM 6th Ctrl Delay		14.3	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	155	10	2	6	242	1743	6	35	1772	156
Future Volume (veh/h)	84	0	155	10	2	6	242	1743	6	35	1772	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	0	7	11	2	0	255	1835	6	37	1865	112
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	0	130	45	8	47	261	2498	8	53	2029	905
Arrive On Green	0.08	0.00	0.08	0.03	0.03	0.00	0.15	0.69	0.69	0.03	0.57	0.57
Sat Flow, veh/h	1781	0	1585	1518	276	1585	1781	3633	12	1781	3554	1585
Grp Volume(v), veh/h	88	0	7	13	0	0	255	897	944	37	1865	112
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1794	0	1585	1781	1777	1868	1781	1777	1585
Q Serve(g_s), s	5.5	0.0	0.5	0.8	0.0	0.0	16.5	36.9	37.0	2.4	54.9	3.8
Cycle Q Clear(g_c), s	5.5	0.0	0.5	0.8	0.0	0.0	16.5	36.9	37.0	2.4	54.9	3.8
Prop In Lane	1.00		1.00	0.85		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	146	0	130	53	0	47	261	1222	1284	53	2029	905
V/C Ratio(X)	0.60	0.00	0.05	0.25	0.00	0.00	0.98	0.73	0.73	0.69	0.92	0.12
Avail Cap(c_a), veh/h	307	0	273	309	0	273	261	1222	1284	123	2090	932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	0.0	49.1	55.0	0.0	0.0	49.3	11.4	11.4	55.7	22.5	11.5
Incr Delay (d2), s/veh	1.5	0.0	0.1	0.9	0.0	0.0	48.8	2.5	2.4	5.8	7.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.2	0.4	0.0	0.0	10.7	12.6	13.3	1.1	22.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	0.0	49.1	55.9	0.0	0.0	98.1	14.0	13.9	61.5	29.6	11.6
LnGrp LOS	D	A	D	E	A	A	F	B	B	E	C	B
Approach Vol, veh/h		95			13			2096			2014	
Approach Delay, s/veh		52.6			55.9			24.2			29.2	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	85.7		8.3	21.0	72.2		14.4				
Change Period (Y+Rc), s	4.0	6.0		4.9	4.0	6.0		4.9				
Max Green Setting (Gmax), s	8.0	77.2		20.0	17.0	68.2		20.0				
Max Q Clear Time (g_c+I1), s	4.4	39.0		2.8	18.5	56.9		7.5				
Green Ext Time (p_c), s	0.0	21.2		0.0	0.0	9.3		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		27.3	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	379	8	269	17	16	24	210	1586	8	5	1373	568
Future Volume (veh/h)	379	8	269	17	16	24	210	1586	8	5	1373	568
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	405	0	283	18	17	25	221	1669	8	5	1445	598
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	767	0	341	31	29	52	270	2092	10	7	1786	796
Arrive On Green	0.22	0.00	0.22	0.03	0.03	0.03	0.08	0.58	0.58	0.00	0.50	0.50
Sat Flow, veh/h	3563	0	1585	938	886	1585	3456	3627	17	1781	3554	1585
Grp Volume(v), veh/h	405	0	283	35	0	25	221	817	860	5	1445	598
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1823	0	1585	1728	1777	1867	1781	1777	1585
Q Serve(g_s), s	10.3	0.0	17.4	1.9	0.0	1.6	6.4	36.9	36.9	0.3	34.9	30.8
Cycle Q Clear(g_c), s	10.3	0.0	17.4	1.9	0.0	1.6	6.4	36.9	36.9	0.3	34.9	30.8
Prop In Lane	1.00		1.00	0.51		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	767	0	341	60	0	52	270	1025	1077	7	1786	796
V/C Ratio(X)	0.53	0.00	0.83	0.58	0.00	0.48	0.82	0.80	0.80	0.72	0.81	0.75
Avail Cap(c_a), veh/h	1045	0	465	535	0	465	270	1025	1077	139	1858	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	0.0	38.3	48.8	0.0	48.6	46.4	17.0	17.0	50.9	21.3	20.3
Incr Delay (d2), s/veh	0.6	0.0	8.9	8.6	0.0	6.7	16.6	5.2	5.0	41.0	3.2	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	7.6	1.0	0.0	0.7	3.3	14.6	15.3	0.2	14.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	47.2	57.4	0.0	55.3	63.0	22.2	21.9	91.9	24.5	25.0
LnGrp LOS	D	A	D	E	A	E	E	C	C	F	C	C
Approach Vol, veh/h		688			60			1898			2048	
Approach Delay, s/veh		40.7			56.5			26.8			24.8	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	64.5		7.4	12.0	56.9		26.0				
Change Period (Y+Rc), s	4.0	5.5		4.0	4.0	5.5		4.0				
Max Green Setting (Gmax), s	8.0	54.5		30.0	8.0	53.5		30.0				
Max Q Clear Time (g_c+I1), s	2.3	38.9		3.9	8.4	36.9		19.4				
Green Ext Time (p_c), s	0.0	12.6		0.2	0.0	14.5		2.6				

Intersection Summary			
HCM 6th Ctrl Delay		28.4	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	744	790	966	409	983	734
Future Volume (veh/h)	744	790	966	409	983	734
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1024	521	1017	156	1035	773
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1069	935	984	439	1002	2203
Arrive On Green	0.30	0.30	0.28	0.28	0.29	0.62
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	1024	521	1017	156	1035	773
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	28.2	0.0	27.7	7.9	29.0	10.6
Cycle Q Clear(g_c), s	28.2	0.0	27.7	7.9	29.0	10.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1069	935	984	439	1002	2203
V/C Ratio(X)	0.96	0.56	1.03	0.36	1.03	0.35
Avail Cap(c_a), veh/h	1069	935	984	439	1002	2203
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	12.5	36.2	29.0	35.5	9.2
Incr Delay (d2), s/veh	18.1	0.4	37.6	0.7	37.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	14.6	16.8	3.1	17.0	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.5	13.0	73.7	29.7	72.7	9.3
LnGrp LOS	D	B	F	C	F	A
Approach Vol, veh/h	1545		1173			1808
Approach Delay, s/veh	39.2		67.8			45.6
Approach LOS	D		E			D

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	66.0	34.0	33.0	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	5.3
Max Green Setting (Gmax), s	62.0	30.0	29.0	27.7
Max Q Clear Time (g_c+I1), s	12.6	30.2	31.0	29.7
Green Ext Time (p_c), s	5.4	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.2
HCM 6th LOS	D

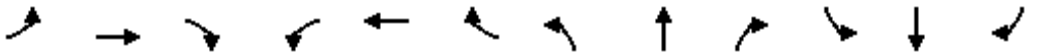
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	299	722	9	312	880
Future Volume (veh/h)	80	299	722	9	312	880
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	315	760	9	328	926
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	793	364	1759	546	377	3160
Arrive On Green	0.23	0.23	0.34	0.34	0.21	0.62
Sat Flow, veh/h	3456	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	84	315	760	9	328	926
Grp Sat Flow(s),veh/h/ln	1728	1585	1702	1585	1781	1702
Q Serve(g_s), s	1.2	12.2	7.3	0.2	11.4	5.4
Cycle Q Clear(g_c), s	1.2	12.2	7.3	0.2	11.4	5.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	793	364	1759	546	377	3160
V/C Ratio(X)	0.11	0.87	0.43	0.02	0.87	0.29
Avail Cap(c_a), veh/h	1081	496	2421	751	446	4019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	23.7	16.1	13.8	24.3	5.7
Incr Delay (d2), s/veh	0.0	9.2	0.3	0.0	13.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.0	2.4	0.1	5.5	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.5	32.8	16.4	13.8	37.7	5.8
LnGrp LOS	B	C	B	B	D	A
Approach Vol, veh/h	399		769			1254
Approach Delay, s/veh	30.0		16.4			14.1
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.5	27.7			45.3	18.7
Change Period (Y+Rc), s	4.0	5.7			5.7	4.0
Max Green Setting (Gmax), s	16.0	30.3			50.3	20.0
Max Q Clear Time (g_c+I1), s	13.4	9.3			7.4	14.2
Green Ext Time (p_c), s	0.2	12.7			24.4	0.5

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	569	77	179	787	146	170	21	106	211	6	75
Future Volume (veh/h)	126	569	77	179	787	146	170	21	106	211	6	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	599	81	188	828	154	179	22	112	226	0	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	1128	151	232	1320	410	265	33	264	592	0	264
Arrive On Green	0.12	0.25	0.25	0.13	0.26	0.26	0.17	0.17	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1781	4556	608	1781	5106	1585	1595	196	1585	3563	0	1585
Grp Volume(v), veh/h	133	446	234	188	828	154	201	0	112	226	0	79
Grp Sat Flow(s),veh/h/ln	1781	1702	1761	1781	1702	1585	1791	0	1585	1781	0	1585
Q Serve(g_s), s	4.2	6.8	6.9	6.1	8.6	4.8	6.3	0.0	3.8	3.4	0.0	2.6
Cycle Q Clear(g_c), s	4.2	6.8	6.9	6.1	8.6	4.8	6.3	0.0	3.8	3.4	0.0	2.6
Prop In Lane	1.00		0.35	1.00		1.00	0.89		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	843	436	232	1320	410	298	0	264	592	0	264
V/C Ratio(X)	0.63	0.53	0.54	0.81	0.63	0.38	0.67	0.00	0.42	0.38	0.00	0.30
Avail Cap(c_a), veh/h	596	1749	905	238	1598	496	420	0	371	596	0	265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	19.5	19.5	25.3	19.6	18.2	23.4	0.0	22.3	22.2	0.0	21.9
Incr Delay (d2), s/veh	1.1	1.1	2.1	17.0	1.1	1.2	1.0	0.0	0.4	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.5	2.7	3.4	3.1	1.7	2.6	0.0	1.4	1.4	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	20.5	21.6	42.3	20.7	19.4	24.4	0.0	22.7	22.3	0.0	22.1
LnGrp LOS	C	C	C	D	C	B	C	A	C	C	A	C
Approach Vol, veh/h		813			1170			313			305	
Approach Delay, s/veh		21.8			24.0			23.8			22.3	
Approach LOS		C			C			C			C	

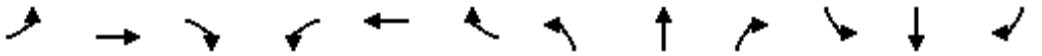
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	20.1		13.9	11.1	20.7		13.9				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	30.7		10.0	20.0	18.7		14.0				
Max Q Clear Time (g_c+I1), s	8.1	8.9		5.4	6.2	10.6		8.3				
Green Ext Time (p_c), s	0.0	5.9		0.4	0.2	4.7		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		23.0
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



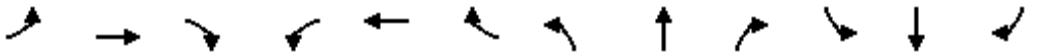
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	673	459	202	664	210	480	695	55	110	679	271
Future Volume (veh/h)	233	673	459	202	664	210	480	695	55	110	679	271
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	2145	2145	2145
Adj Flow Rate, veh/h	245	708	164	213	699	86	505	732	21	116	715	167
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	795	354	233	737	329	523	2157	670	146	1173	364
Arrive On Green	0.15	0.22	0.22	0.13	0.21	0.21	0.29	0.42	0.42	0.07	0.20	0.20
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	2043	5857	1818
Grp Volume(v), veh/h	245	708	164	213	699	86	505	732	21	116	715	167
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	2043	1952	1818
Q Serve(g_s), s	16.7	23.7	11.0	14.5	23.8	5.6	34.2	11.8	1.0	6.8	13.6	9.9
Cycle Q Clear(g_c), s	16.7	23.7	11.0	14.5	23.8	5.6	34.2	11.8	1.0	6.8	13.6	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	795	354	233	737	329	523	2157	670	146	1173	364
V/C Ratio(X)	0.94	0.89	0.46	0.92	0.95	0.26	0.96	0.34	0.03	0.79	0.61	0.46
Avail Cap(c_a), veh/h	262	806	360	233	737	329	523	2208	686	250	1529	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	46.1	41.2	52.6	47.9	40.7	42.6	23.9	20.7	56.0	44.6	43.2
Incr Delay (d2), s/veh	38.3	12.7	1.9	36.3	21.8	0.7	30.3	0.1	0.0	3.6	0.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	11.8	4.4	8.8	12.7	2.2	19.0	4.7	0.4	3.6	6.6	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.0	58.8	43.1	88.9	69.7	41.4	73.0	24.0	20.7	59.6	45.5	44.6
LnGrp LOS	F	E	D	F	E	D	E	C	C	E	D	D
Approach Vol, veh/h		1117			998			1258			998	
Approach Delay, s/veh		63.3			71.4			43.6			47.0	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	32.7	40.0	29.8	22.0	30.7	12.8	57.1
Change Period (Y+Rc), s	4.0	* 5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	16.0	* 28	36.0	32.0	18.0	25.4	15.0	53.0
Max Q Clear Time (g_c+I1), s	16.5	25.7	36.2	15.6	18.7	25.8	8.8	13.8
Green Ext Time (p_c), s	0.0	1.7	0.0	8.9	0.0	0.0	0.1	13.1

Intersection Summary	
HCM 6th Ctrl Delay	55.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	22	81	149	17	340	73	784	34	229	976	73
Future Volume (veh/h)	78	22	81	149	17	340	73	784	34	229	976	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1988	1988	1988	1870	1945	1870	2145	2231	2145
Adj Flow Rate, veh/h	82	23	85	157	18	358	77	825	36	241	1027	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	48	194	364	42	599	117	1015	44	291	2186	652
Arrive On Green	0.12	0.12	0.12	0.21	0.21	0.21	0.07	0.28	0.28	0.14	0.36	0.36
Sat Flow, veh/h	1406	394	1585	1707	196	1682	1781	3605	157	2043	6091	1818
Grp Volume(v), veh/h	105	0	85	175	0	358	77	423	438	241	1027	77
Grp Sat Flow(s),veh/h/ln	1800	0	1585	1903	0	1682	1781	1848	1914	2043	2030	1818
Q Serve(g_s), s	3.9	0.0	3.6	5.7	0.0	12.5	3.0	15.4	15.4	8.3	9.4	2.0
Cycle Q Clear(g_c), s	3.9	0.0	3.6	5.7	0.0	12.5	3.0	15.4	15.4	8.3	9.4	2.0
Prop In Lane	0.78		1.00	0.90		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	220	0	194	406	0	599	117	520	539	291	2186	652
V/C Ratio(X)	0.48	0.00	0.44	0.43	0.00	0.60	0.66	0.81	0.81	0.83	0.47	0.12
Avail Cap(c_a), veh/h	225	0	198	547	0	724	247	539	558	340	2186	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	0.0	29.3	24.5	0.0	19.0	32.9	24.1	24.1	30.0	17.8	15.5
Incr Delay (d2), s/veh	0.6	0.0	0.6	0.3	0.0	0.4	2.4	10.4	10.1	11.9	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.3	2.5	0.0	4.4	1.3	7.6	7.8	4.7	4.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	0.0	29.9	24.8	0.0	19.3	35.3	34.5	34.2	41.9	18.2	15.6
LnGrp LOS	C	A	C	C	A	B	D	C	C	D	B	B
Approach Vol, veh/h		190			533			938			1345	
Approach Delay, s/veh		30.0			21.1			34.4			22.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.8	8.7	31.2		19.4	14.3	25.6				
Change Period (Y+Rc), s		4.0	4.0	5.3		4.0	4.0	5.3				
Max Green Setting (Gmax), s		9.0	10.0	23.0		20.7	12.0	21.0				
Max Q Clear Time (g_c+I1), s		5.9	5.0	11.4		14.5	10.3	17.4				
Green Ext Time (p_c), s		0.1	0.0	9.3		0.8	0.1	2.9				

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

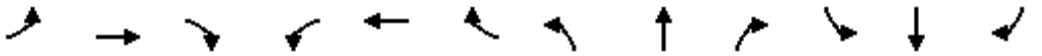
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	36	38	960	14	73	967
Future Volume (veh/h)	36	38	960	14	73	967
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	40	1011	15	77	1018
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	215	192	1473	22	187	2233
Arrive On Green	0.12	0.12	0.41	0.41	0.10	0.63
Sat Flow, veh/h	1781	1585	3678	53	1781	3647
Grp Volume(v), veh/h	38	40	501	525	77	1018
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1861	1781	1777
Q Serve(g_s), s	0.7	0.8	8.2	8.2	1.4	5.3
Cycle Q Clear(g_c), s	0.7	0.8	8.2	8.2	1.4	5.3
Prop In Lane	1.00	1.00		0.03	1.00	
Lane Grp Cap(c), veh/h	215	192	730	765	187	2233
V/C Ratio(X)	0.18	0.21	0.69	0.69	0.41	0.46
Avail Cap(c_a), veh/h	1013	902	1001	1048	401	3093
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	14.1	8.6	8.6	14.9	3.4
Incr Delay (d2), s/veh	0.1	0.2	1.6	1.5	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.0	2.1	0.5	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	14.3	10.2	10.1	15.4	3.6
LnGrp LOS	B	B	B	B	B	A
Approach Vol, veh/h	78		1026			1095
Approach Delay, s/veh	14.2		10.1			4.4
Approach LOS	B		B			A

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	27.2	8.3	7.7	19.5
Change Period (Y+Rc), s	4.9	4.0	4.0	* 4.9
Max Green Setting (Gmax), s	30.9	20.2	8.0	* 20
Max Q Clear Time (g_c+I1), s	7.3	2.8	3.4	10.2
Green Ext Time (p_c), s	4.9	0.1	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Notes

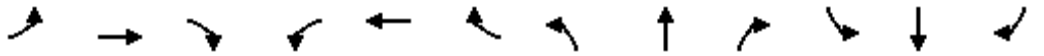
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	18	0	25	0	1654	27	23	1851	0
Future Volume (veh/h)	0	0	0	18	0	25	0	1654	27	23	1851	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	19	0	26	0	1741	28	24	1948	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	3	3	64	0	57	3	2581	41	30	2871	1281
Arrive On Green	0.00	0.00	0.00	0.04	0.00	0.04	0.00	0.72	0.72	0.02	0.81	0.00
Sat Flow, veh/h	0	1870	1585	1781	0	1585	1781	3579	57	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	19	0	26	0	863	906	24	1948	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	0	1585	1781	1777	1860	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.9	0.0	15.0	15.1	0.8	13.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.6	0.0	0.9	0.0	15.0	15.1	0.8	13.3	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	0	3	3	64	0	57	3	1281	1341	30	2871	1281
V/C Ratio(X)	0.00	0.00	0.00	0.30	0.00	0.46	0.00	0.67	0.68	0.81	0.68	0.00
Avail Cap(c_a), veh/h	0	788	668	751	0	668	344	1470	1539	250	2871	1281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	26.8	0.0	26.9	0.0	4.3	4.3	27.9	2.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.0	0.0	2.1	0.0	1.9	1.8	17.2	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.4	0.0	2.5	2.6	0.4	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	27.7	0.0	29.0	0.0	6.2	6.2	45.1	3.2	0.0
LnGrp LOS	A	A	A	C	A	C	A	A	A	D	A	A
Approach Vol, veh/h		0			45			1769			1972	
Approach Delay, s/veh		0.0			28.5			6.2			3.7	
Approach LOS					C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	45.9		6.0	0.0	50.9		0.0				
Change Period (Y+Rc), s	4.0	4.9		4.0	5.0	4.9		4.0				
Max Green Setting (Gmax), s	8.0	47.1		24.0	11.0	38.1		24.0				
Max Q Clear Time (g_c+I1), s	2.8	17.1		2.9	0.0	15.3		0.0				
Green Ext Time (p_c), s	0.0	24.0		0.0	0.0	19.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		5.2	
HCM 6th LOS		A	



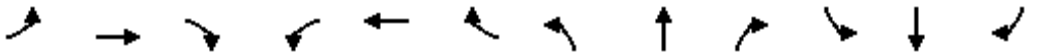
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	34	35	48	24	74	27	1594	38	92	1772	36
Future Volume (veh/h)	63	34	35	48	24	74	27	1594	38	92	1772	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	36	37	51	25	78	28	1678	40	97	1865	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	74	76	158	34	108	70	1971	47	128	2095	43
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.04	0.56	0.56	0.07	0.59	0.59
Sat Flow, veh/h	1781	845	869	1781	389	1214	1781	3547	84	1781	3561	72
Grp Volume(v), veh/h	66	0	73	51	0	103	28	839	879	97	927	976
Grp Sat Flow(s),veh/h/ln	1781	0	1714	1781	0	1603	1781	1777	1854	1781	1777	1857
Q Serve(g_s), s	3.1	0.0	3.6	2.4	0.0	5.5	1.4	35.0	35.4	4.7	39.7	40.2
Cycle Q Clear(g_c), s	3.1	0.0	3.6	2.4	0.0	5.5	1.4	35.0	35.4	4.7	39.7	40.2
Prop In Lane	1.00		0.51	1.00		0.76	1.00		0.05	1.00		0.04
Lane Grp Cap(c), veh/h	156	0	150	158	0	142	70	988	1031	128	1045	1092
V/C Ratio(X)	0.42	0.00	0.49	0.32	0.00	0.73	0.40	0.85	0.85	0.76	0.89	0.89
Avail Cap(c_a), veh/h	323	0	311	323	0	291	161	1081	1128	161	1089	1138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	38.4	37.7	0.0	39.2	41.4	16.5	16.6	40.2	15.6	15.8
Incr Delay (d2), s/veh	1.6	0.0	2.1	1.0	0.0	5.9	1.4	6.6	6.6	10.6	9.1	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.6	1.1	0.0	2.4	0.6	13.6	14.3	2.4	15.4	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	0.0	40.4	38.7	0.0	45.1	42.7	23.1	23.1	50.8	24.7	25.0
LnGrp LOS	D	A	D	D	A	D	D	C	C	D	C	C
Approach Vol, veh/h		139			154			1746			2000	
Approach Delay, s/veh		40.1			43.0			23.4			26.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	57.2		11.7	10.4	54.4		11.8				
Change Period (Y+Rc), s	4.0	* 5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	* 54		16.0	8.0	53.7		16.0				
Max Q Clear Time (g_c+I1), s	3.4	42.2		5.6	6.7	37.4		7.5				
Green Ext Time (p_c), s	0.0	9.2		0.3	0.0	11.7		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		26.1
HCM 6th LOS		C

Notes

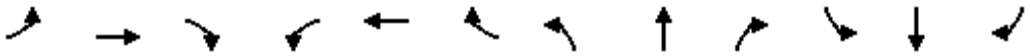
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	21	11	101	29	56	3	1630	12	45	2227	58
Future Volume (veh/h)	46	21	11	101	29	56	3	1630	12	45	2227	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1945	1870	1870	1841	1841	1870	1841	1841
Adj Flow Rate, veh/h	48	22	12	106	31	59	3	1716	13	47	2344	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	4	4
Cap, veh/h	60	27	15	118	35	66	4	3450	26	61	3536	92
Arrive On Green	0.06	0.06	0.06	0.12	0.12	0.12	0.00	1.00	1.00	0.03	0.70	0.70
Sat Flow, veh/h	1077	494	269	971	284	541	1781	5145	39	1781	5037	131
Grp Volume(v), veh/h	82	0	0	196	0	0	3	1117	612	47	1556	849
Grp Sat Flow(s),veh/h/ln	1839	0	0	1796	0	0	1781	1675	1834	1781	1675	1817
Q Serve(g_s), s	6.6	0.0	0.0	16.1	0.0	0.0	0.3	0.0	0.0	3.9	38.8	39.2
Cycle Q Clear(g_c), s	6.6	0.0	0.0	16.1	0.0	0.0	0.3	0.0	0.0	3.9	38.8	39.2
Prop In Lane	0.59		0.15	0.54		0.30	1.00		0.02	1.00		0.07
Lane Grp Cap(c), veh/h	102	0	0	219	0	0	4	2246	1229	61	2352	1276
V/C Ratio(X)	0.80	0.00	0.00	0.90	0.00	0.00	0.72	0.50	0.50	0.78	0.66	0.67
Avail Cap(c_a), veh/h	123	0	0	251	0	0	36	2246	1229	107	2352	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.82	0.82	0.82	0.49	0.49	0.49
Uniform Delay (d), s/veh	70.0	0.0	0.0	64.9	0.0	0.0	74.6	0.0	0.0	71.9	12.4	12.5
Incr Delay (d2), s/veh	22.1	0.0	0.0	26.8	0.0	0.0	51.1	0.6	1.2	3.9	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	9.1	0.0	0.0	0.2	0.2	0.4	1.8	13.3	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.1	0.0	0.0	91.7	0.0	0.0	125.7	0.6	1.2	75.8	12.8	13.2
LnGrp LOS	F	A	A	F	A	A	F	A	A	E	B	B
Approach Vol, veh/h		82			196			1732			2452	
Approach Delay, s/veh		92.1			91.7			1.1			14.1	
Approach LOS		F			F			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.4	9.1	106.3		22.3	4.4	111.0				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		10.0	9.0	92.3		21.0	3.0	98.3				
Max Q Clear Time (g_c+I1), s		8.6	5.9	2.0		18.1	2.3	41.2				
Green Ext Time (p_c), s		0.0	0.0	66.9		0.1	0.0	55.1				

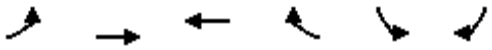
Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	0	16	44	0	28	19	1473	20	21	2055	258
Future Volume (vph)	204	0	16	44	0	28	19	1473	20	21	2055	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Lane Util. Factor	1.00		1.00	1.00		1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00		0.98	1.00		0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Frt	1.00		0.85	1.00		0.85	1.00	1.00		1.00	0.98	
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770		1547	1770		1547	1770	5072		1770	4977	
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770		1547	1770		1547	1770	5072		1770	4977	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	215	0	17	46	0	29	20	1551	21	22	2163	272
RTOR Reduction (vph)	0	0	14	0	0	25	0	1	0	0	9	0
Lane Group Flow (vph)	215	0	3	46	0	4	20	1571	0	22	2426	0
Confl. Peds. (#/hr)	4		4	4		4	4		4	4		4
Confl. Bikes (#/hr)			2			2			2			2
Turn Type	Prot		Perm	Prot		Perm	Prot	NA		Prot	NA	
Protected Phases	6			5			7	4		3	8	
Permitted Phases			6			5						
Actuated Green, G (s)	22.5		22.5	22.5		22.5	4.3	88.4		4.4	88.5	
Effective Green, g (s)	22.5		22.5	22.5		22.5	4.3	88.4		4.4	88.5	
Actuated g/C Ratio	0.15		0.15	0.15		0.15	0.03	0.59		0.03	0.59	
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Vehicle Extension (s)	2.0		2.0	2.0		2.0	2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)	265		232	265		232	50	2989		51	2936	
v/s Ratio Prot	c0.12			0.03			0.01	0.31		c0.01	c0.49	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.81		0.01	0.17		0.02	0.40	0.53		0.43	0.83	
Uniform Delay, d1	61.7		54.3	55.6		54.3	71.6	18.3		71.6	24.6	
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00		1.05	0.51	
Incremental Delay, d2	16.1		0.0	0.1		0.0	1.9	0.7		1.6	1.6	
Delay (s)	77.8		54.3	55.8		54.4	73.5	19.0		76.8	14.2	
Level of Service	E		D	E		D	E	B		E	B	
Approach Delay (s)		76.1			55.2			19.7			14.7	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		

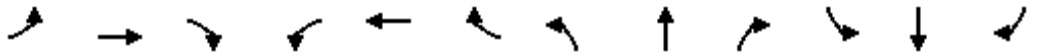
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	327	343	42	206	38
Future Volume (veh/h)	18	327	343	42	206	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	344	361	44	217	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	26	1533	955	426	315	280
Arrive On Green	0.01	0.43	0.27	0.27	0.18	0.18
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	19	344	361	44	217	40
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.3	1.6	2.2	0.6	3.1	0.6
Cycle Q Clear(g_c), s	0.3	1.6	2.2	0.6	3.1	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	26	1533	955	426	315	280
V/C Ratio(X)	0.72	0.22	0.38	0.10	0.69	0.14
Avail Cap(c_a), veh/h	1053	5949	3322	1482	1586	1412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	4.8	8.1	7.4	10.4	9.4
Incr Delay (d2), s/veh	13.0	0.1	0.4	0.2	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.5	0.1	0.8	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.3	5.0	8.5	7.6	11.4	9.5
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		363	405		257	
Approach Delay, s/veh		6.1	8.4		11.1	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			17.4		9.7	4.4	13.0
Change Period (Y+Rc), s			5.7		4.9	4.0	5.7
Max Green Setting (Gmax), s			45.3		24.1	16.0	25.3
Max Q Clear Time (g_c+I1), s			3.6		5.1	2.3	4.2
Green Ext Time (p_c), s			3.0		0.5	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	319	529	168	467	26	389	497	233	8	460	117
Future Volume (veh/h)	43	319	529	168	467	26	389	497	233	8	460	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	336	0	177	492	0	409	523	0	8	484	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	524		218	776		460	1490		26	895	
Arrive On Green	0.05	0.15	0.00	0.12	0.22	0.00	0.26	0.42	0.00	0.01	0.18	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	5274	0
Grp Volume(v), veh/h	45	336	0	177	492	0	409	523	0	8	484	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1702	0
Q Serve(g_s), s	1.6	5.7	0.0	6.2	8.1	0.0	14.2	6.4	0.0	0.3	5.5	0.0
Cycle Q Clear(g_c), s	1.6	5.7	0.0	6.2	8.1	0.0	14.2	6.4	0.0	0.3	5.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	92	524		218	776		460	1490		26	895	
V/C Ratio(X)	0.49	0.64		0.81	0.63		0.89	0.35		0.31	0.54	
Avail Cap(c_a), veh/h	222	1108		222	1130		555	1939		222	1831	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.6	25.7	0.0	27.4	22.7	0.0	22.9	12.7	0.0	31.3	24.1	0.0
Incr Delay (d2), s/veh	1.5	2.1	0.0	18.2	1.8	0.0	12.8	0.3	0.0	2.5	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.3	0.0	3.5	3.2	0.0	7.0	2.3	0.0	0.1	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	27.8	0.0	45.7	24.5	0.0	35.7	13.0	0.0	33.8	25.1	0.0
LnGrp LOS	C	C		D	C		D	B		C	C	
Approach Vol, veh/h		381	A		669	A		932	A		492	A
Approach Delay, s/veh		28.2			30.1			23.0			25.3	
Approach LOS		C			C			C			C	

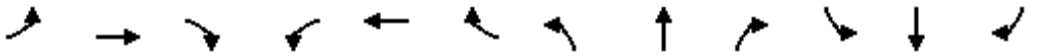
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	15.2	20.6	16.5	7.3	19.7	4.9	32.2
Change Period (Y+Rc), s	4.0	5.7	4.0	5.3	4.0	* 5.7	4.0	5.3
Max Green Setting (Gmax), s	8.0	20.0	20.0	23.0	8.0	* 20	8.0	35.0
Max Q Clear Time (g_c+I1), s	8.2	7.7	16.2	7.5	3.6	10.1	2.3	8.4
Green Ext Time (p_c), s	0.0	1.8	0.4	3.7	0.0	2.9	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	21	164	168	38	165	46	747	36	43	1331	22
Future Volume (veh/h)	10	21	164	168	38	165	46	747	36	43	1331	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	22	2	177	40	0	48	786	35	45	1401	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	29	38	201	45		314	2231	99	58	1726	
Arrive On Green	0.02	0.02	0.02	0.14	0.14	0.00	0.18	0.64	0.64	0.03	0.49	0.00
Sat Flow, veh/h	613	1226	1585	1466	331	1585	1781	3465	154	1781	3647	0
Grp Volume(v), veh/h	33	0	2	217	0	0	48	403	418	45	1401	0
Grp Sat Flow(s),veh/h/ln	1840	0	1585	1797	0	1585	1781	1777	1843	1781	1777	0
Q Serve(g_s), s	2.1	0.0	0.1	14.2	0.0	0.0	2.7	12.5	12.5	3.0	40.2	0.0
Cycle Q Clear(g_c), s	2.1	0.0	0.1	14.2	0.0	0.0	2.7	12.5	12.5	3.0	40.2	0.0
Prop In Lane	0.33		1.00	0.82		1.00	1.00		0.08	1.00		0.00
Lane Grp Cap(c), veh/h	44	0	38	247	0		314	1144	1186	58	1726	
V/C Ratio(X)	0.75	0.00	0.05	0.88	0.00		0.15	0.35	0.35	0.78	0.81	
Avail Cap(c_a), veh/h	186	0	160	316	0		314	1144	1186	119	1726	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.2	0.0	57.2	50.8	0.0	0.0	41.8	9.8	9.8	57.6	26.2	0.0
Incr Delay (d2), s/veh	17.2	0.0	0.4	18.8	0.0	0.0	0.1	0.2	0.2	8.1	4.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.1	7.7	0.0	0.0	1.2	4.4	4.6	1.5	16.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	0.0	57.7	69.5	0.0	0.0	41.9	10.1	10.1	65.7	30.5	0.0
LnGrp LOS	E	A	E	E	A		D	B	B	E	C	
Approach Vol, veh/h		35			217	A		869			1446	A
Approach Delay, s/veh		74.4			69.5			11.8			31.6	
Approach LOS		E			E			B			C	

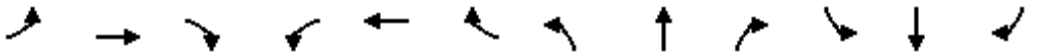
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.8	26.9	64.0		21.4	7.9	83.0				
Change Period (Y+Rc), s		4.9	5.7	* 5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		12.1	9.0	* 58		21.1	8.0	59.3				
Max Q Clear Time (g_c+I1), s		4.1	4.7	42.2		16.2	5.0	14.5				
Green Ext Time (p_c), s		0.0	0.0	8.6		0.3	0.0	5.2				

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	2	4	46	4	56	5	779	20	42	1574	14
Future Volume (veh/h)	9	2	4	46	4	56	5	779	20	42	1574	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	2	4	48	4	59	5	820	21	44	1657	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	7	291	58	3	291	94	2375	61	57	2295	21
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.05	0.67	0.67	0.03	0.64	0.64
Sat Flow, veh/h	0	38	1585	0	14	1585	1781	3540	91	1781	3609	33
Grp Volume(v), veh/h	11	0	4	52	0	59	5	412	429	44	815	857
Grp Sat Flow(s),veh/h/ln	38	0	1585	14	0	1585	1781	1777	1854	1781	1777	1864
Q Serve(g_s), s	0.0	0.0	0.2	0.0	0.0	3.8	0.3	11.9	11.9	2.9	37.0	37.2
Cycle Q Clear(g_c), s	22.0	0.0	0.2	22.0	0.0	3.8	0.3	11.9	11.9	2.9	37.0	37.2
Prop In Lane	0.82		1.00	0.92		1.00	1.00		0.05	1.00		0.02
Lane Grp Cap(c), veh/h	62	0	291	60	0	291	94	1192	1244	57	1130	1186
V/C Ratio(X)	0.18	0.00	0.01	0.86	0.00	0.20	0.05	0.35	0.35	0.78	0.72	0.72
Avail Cap(c_a), veh/h	62	0	291	60	0	291	119	1192	1244	119	1130	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	0.0	40.1	58.9	0.0	41.6	54.0	8.5	8.5	57.7	14.7	14.7
Incr Delay (d2), s/veh	0.5	0.0	0.0	66.9	0.0	0.1	0.1	0.2	0.2	8.3	4.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	2.7	0.0	1.5	0.1	4.3	4.5	1.4	14.5	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	0.0	40.1	125.8	0.0	41.7	54.1	8.7	8.7	65.9	18.7	18.6
LnGrp LOS	D	A	D	F	A	D	D	A	A	E	B	B
Approach Vol, veh/h		15			111			846			1716	
Approach Delay, s/veh		45.0			81.1			9.0			19.8	
Approach LOS		D			F			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	82.0		26.0	7.8	86.2		26.0				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	* 76		22.0	8.0	76.3		22.0				
Max Q Clear Time (g_c+I1), s	2.3	39.2		24.0	4.9	13.9		24.0				
Green Ext Time (p_c), s	0.0	19.5		0.0	0.0	7.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		19.1	
HCM 6th LOS		B	

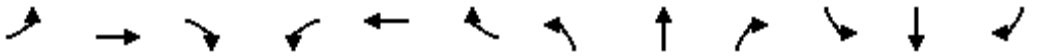
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	78	742	90	136	1491
Future Volume (veh/h)	25	78	742	90	136	1491
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	82	781	95	143	1569
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	129	115	1910	232	179	2721
Arrive On Green	0.07	0.07	0.60	0.60	0.20	1.00
Sat Flow, veh/h	1781	1585	3283	388	1781	3647
Grp Volume(v), veh/h	26	82	435	441	143	1569
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1801	1781	1777
Q Serve(g_s), s	0.8	3.0	7.8	7.8	4.6	0.0
Cycle Q Clear(g_c), s	0.8	3.0	7.8	7.8	4.6	0.0
Prop In Lane	1.00	1.00		0.22	1.00	
Lane Grp Cap(c), veh/h	129	115	1064	1078	179	2721
V/C Ratio(X)	0.20	0.71	0.41	0.41	0.80	0.58
Avail Cap(c_a), veh/h	594	528	1064	1078	238	2721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.78	0.78
Uniform Delay (d), s/veh	26.2	27.2	6.4	6.4	23.4	0.0
Incr Delay (d2), s/veh	0.3	3.0	0.3	0.3	7.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.7	2.1	2.2	2.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.5	30.2	6.7	6.7	31.2	0.7
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	108		876			1712
Approach Delay, s/veh	29.3		6.7			3.2
Approach LOS	C		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		51.6		8.4	10.0	41.6
Change Period (Y+Rc), s		5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s		30.3		20.0	8.0	18.3
Max Q Clear Time (g_c+I1), s		2.0		5.0	6.6	9.8
Green Ext Time (p_c), s		13.2		0.2	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A



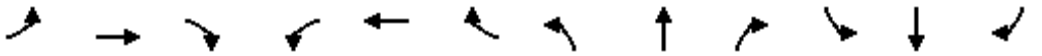
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	747	0	211	1	3	2	242	1466	1	1	1382	303
Future Volume (veh/h)	747	0	211	1	3	2	242	1466	1	1	1382	303
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1856	1870	1870	1870	1664	1708	1723	2067	2007	2052
Adj Flow Rate, veh/h	786	0	63	1	3	0	255	1543	1	1	1455	219
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	2	2	2	6	3	2	2	6	3
Cap, veh/h	816	0	357	4	11	0	240	1884	848	4	1645	750
Arrive On Green	0.23	0.00	0.23	0.01	0.01	0.00	0.15	0.58	0.58	0.00	0.43	0.43
Sat Flow, veh/h	3534	0	1546	462	1385	0	1585	3246	1460	1968	3813	1739
Grp Volume(v), veh/h	786	0	63	4	0	0	255	1543	1	1	1455	219
Grp Sat Flow(s),veh/h/ln	1767	0	1546	1847	0	0	1585	1623	1460	1968	1906	1739
Q Serve(g_s), s	27.6	0.0	4.1	0.3	0.0	0.0	19.0	47.8	0.0	0.1	44.1	10.3
Cycle Q Clear(g_c), s	27.6	0.0	4.1	0.3	0.0	0.0	19.0	47.8	0.0	0.1	44.1	10.3
Prop In Lane	1.00		1.00	0.25		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	816	0	357	15	0	0	240	1884	848	4	1645	750
V/C Ratio(X)	0.96	0.00	0.18	0.26	0.00	0.00	1.06	0.82	0.00	0.23	0.88	0.29
Avail Cap(c_a), veh/h	816	0	357	294	0	0	240	1884	848	125	1656	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	0.0	38.8	61.9	0.0	0.0	53.3	21.1	11.1	62.6	32.8	23.2
Incr Delay (d2), s/veh	23.1	0.0	0.3	12.7	0.0	0.0	76.2	3.2	0.0	9.9	6.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	0.0	1.6	0.2	0.0	0.0	12.3	16.5	0.0	0.0	20.1	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	0.0	39.1	74.7	0.0	0.0	129.5	24.2	11.1	72.5	39.1	23.6
LnGrp LOS	E	A	D	E	A	A	F	C	B	E	D	C
Approach Vol, veh/h		849			4			1799			1675	
Approach Delay, s/veh		68.5			74.7			39.2			37.1	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	79.3		7.0	23.0	60.6		35.0				
Change Period (Y+Rc), s	4.0	6.4		6.0	4.0	6.4		6.0				
Max Green Setting (Gmax), s	8.0	65.6		20.0	19.0	54.6		29.0				
Max Q Clear Time (g_c+I1), s	2.1	49.8		2.3	21.0	46.1		29.6				
Green Ext Time (p_c), s	0.0	14.8		0.0	0.0	8.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		44.2
HCM 6th LOS		D

Notes

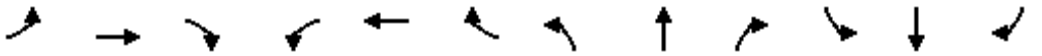
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	0	30	2	0	2	0	1681	2	5	1545	45
Future Volume (veh/h)	19	0	30	2	0	2	0	1681	2	5	1545	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	0	32	2	0	2	0	1769	2	5	1626	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	0	142	19	0	17	2	2276	1015	12	2495	1113
Arrive On Green	0.09	0.00	0.09	0.01	0.00	0.01	0.00	0.64	0.64	0.01	0.70	0.70
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	20	0	32	2	0	2	0	1769	2	5	1626	47
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.8	0.0	1.4	0.1	0.0	0.1	0.0	25.9	0.0	0.2	18.3	0.7
Cycle Q Clear(g_c), s	0.8	0.0	1.4	0.1	0.0	0.1	0.0	25.9	0.0	0.2	18.3	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	0	142	19	0	17	2	2276	1015	12	2495	1113
V/C Ratio(X)	0.13	0.00	0.23	0.11	0.00	0.12	0.00	0.78	0.00	0.42	0.65	0.04
Avail Cap(c_a), veh/h	294	0	261	490	0	436	294	2813	1255	294	2813	1255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	30.8	35.6	0.0	35.7	0.0	9.4	4.7	36.0	6.0	3.3
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.9	0.0	1.1	0.0	1.4	0.0	8.8	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.5	0.0	0.0	0.0	0.0	6.6	0.0	0.1	3.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	0.0	31.1	36.5	0.0	36.8	0.0	10.8	4.7	44.8	6.6	3.4
LnGrp LOS	C	A	C	D	A	D	A	B	A	D	A	A
Approach Vol, veh/h		52			4			1771			1678	
Approach Delay, s/veh		30.9			36.7			10.8			6.6	
Approach LOS		C			D			B			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.5	0.0	57.5		4.8	4.5	53.0				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		12.0	12.0	57.6		20.0	12.0	57.6				
Max Q Clear Time (g_c+I1), s		3.4	0.0	20.3		2.1	2.2	27.9				
Green Ext Time (p_c), s		0.1	0.0	19.5		0.0	0.0	18.7				

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	2	491	13	9	2	262	1460	19	6	1378	198
Future Volume (veh/h)	285	2	491	13	9	2	262	1460	19	6	1378	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	301	0	172	16	6	0	276	1537	11	6	1451	83
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	535	0	238	152	80	0	312	1937	864	17	1937	601
Arrive On Green	0.15	0.00	0.15	0.04	0.04	0.00	0.17	0.54	0.54	0.01	0.38	0.38
Sat Flow, veh/h	3563	0	1585	3563	1870	0	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	301	0	172	16	6	0	276	1537	11	6	1451	83
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	6.8	0.0	8.9	0.4	0.3	0.0	13.0	29.9	0.3	0.3	21.2	3.0
Cycle Q Clear(g_c), s	6.8	0.0	8.9	0.4	0.3	0.0	13.0	29.9	0.3	0.3	21.2	3.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	535	0	238	152	80	0	312	1937	864	17	1937	601
V/C Ratio(X)	0.56	0.00	0.72	0.11	0.08	0.00	0.89	0.79	0.01	0.36	0.75	0.14
Avail Cap(c_a), veh/h	827	0	368	372	195	0	331	1937	864	165	1966	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	34.9	39.7	39.6	0.0	34.7	15.7	9.0	42.4	23.2	17.5
Incr Delay (d2), s/veh	1.5	0.0	6.4	0.5	0.6	0.0	21.8	2.6	0.0	4.8	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	3.8	0.2	0.1	0.0	7.1	10.3	0.1	0.1	7.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	41.4	40.1	40.2	0.0	56.6	18.4	9.0	47.3	25.0	17.7
LnGrp LOS	D	A	D	D	D	A	E	B	A	D	C	B
Approach Vol, veh/h		473			22			1824			1540	
Approach Delay, s/veh		37.6			40.2			24.1			24.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	53.4		18.6	19.1	39.1		9.4				
Change Period (Y+Rc), s	4.0	* 6.4		5.7	4.0	6.4		5.7				
Max Green Setting (Gmax), s	8.0	* 42		20.0	16.0	33.2		9.0				
Max Q Clear Time (g_c+I1), s	2.3	31.9		10.9	15.0	23.2		2.4				
Green Ext Time (p_c), s	0.0	9.5		2.0	0.1	9.5		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		26.1
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	5	260	147	8	83	160	1515	65	90	1649	62
Future Volume (veh/h)	215	5	260	147	8	83	160	1515	65	90	1649	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	230	0	18	155	8	7	168	1595	32	95	1736	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	0	145	183	9	171	195	2013	625	436	2776	862
Arrive On Green	0.09	0.00	0.09	0.11	0.11	0.11	0.11	0.39	0.39	0.24	0.54	0.54
Sat Flow, veh/h	3563	0	1585	1698	88	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	230	0	18	163	0	7	168	1595	32	95	1736	29
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1785	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	7.5	0.0	1.3	10.8	0.0	0.5	11.1	33.0	1.5	5.1	28.2	1.0
Cycle Q Clear(g_c), s	7.5	0.0	1.3	10.8	0.0	0.5	11.1	33.0	1.5	5.1	28.2	1.0
Prop In Lane	1.00		1.00	0.95		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	0	145	192	0	171	195	2013	625	436	2776	862
V/C Ratio(X)	0.70	0.00	0.12	0.85	0.00	0.04	0.86	0.79	0.05	0.22	0.63	0.03
Avail Cap(c_a), veh/h	623	0	277	312	0	277	223	2013	625	436	2776	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	0.0	50.1	52.6	0.0	48.0	52.5	32.0	22.5	36.2	18.9	12.7
Incr Delay (d2), s/veh	1.0	0.0	0.1	5.7	0.0	0.0	23.0	3.3	0.2	0.1	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.5	5.2	0.0	0.2	6.1	13.4	0.6	2.2	10.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	0.0	50.2	58.3	0.0	48.0	75.6	35.3	22.6	36.2	19.6	12.8
LnGrp LOS	D	A	D	E	A	D	E	D	C	D	B	B
Approach Vol, veh/h		248			170			1795			1860	
Approach Delay, s/veh		53.7			57.9			38.9			20.4	
Approach LOS		D			E			D			C	

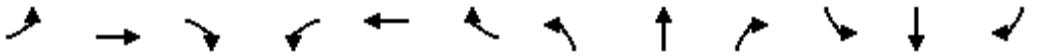
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.1	53.0		16.9	17.1	70.9		15.0				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	13.0	* 47		21.0	15.0	45.3		21.0				
Max Q Clear Time (g_c+I1), s	7.1	35.0		12.8	13.1	30.2		9.5				
Green Ext Time (p_c), s	0.1	10.0		0.2	0.1	12.5		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		32.1
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

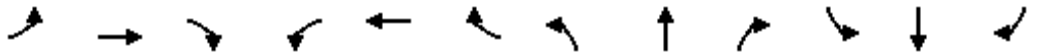
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	122	211	45	96	21	300	1518	67	22	2157	426
Future Volume (veh/h)	376	122	211	45	96	21	300	1518	67	22	2157	426
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	396	128	53	47	101	1	316	1598	31	23	2271	280
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	417	353	117	151	128	288	2588	803	72	2367	735
Arrive On Green	0.21	0.22	0.22	0.07	0.08	0.08	0.08	0.51	0.51	0.04	0.46	0.46
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3456	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	396	128	53	47	101	1	316	1598	31	23	2271	280
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1728	1702	1585	1781	1702	1585
Q Serve(g_s), s	25.0	6.9	3.2	3.0	6.3	0.1	10.0	27.0	1.2	1.5	51.6	13.8
Cycle Q Clear(g_c), s	25.0	6.9	3.2	3.0	6.3	0.1	10.0	27.0	1.2	1.5	51.6	13.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	417	353	117	151	128	288	2588	803	72	2367	735
V/C Ratio(X)	1.07	0.31	0.15	0.40	0.67	0.01	1.10	0.62	0.04	0.32	0.96	0.38
Avail Cap(c_a), veh/h	371	457	387	148	223	189	288	2588	803	134	2367	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	38.9	37.5	53.8	53.6	50.8	55.0	21.2	14.9	56.0	31.1	21.0
Incr Delay (d2), s/veh	65.7	0.7	0.3	0.8	7.9	0.0	81.6	1.1	0.1	1.0	10.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.4	3.1	1.2	1.4	3.2	0.0	7.5	10.0	0.4	0.7	21.5	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.2	39.5	37.8	54.6	61.5	50.8	136.6	22.4	15.0	57.0	41.8	21.5
LnGrp LOS	F	D	D	D	E	D	F	C	B	E	D	C
Approach Vol, veh/h		577			149			1945			2574	
Approach Delay, s/veh		89.9			59.3			40.8			39.8	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	66.8	11.9	32.5	14.0	61.6	29.0	15.4
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	9.0	52.0	10.0	29.3	10.0	51.0	25.0	14.3
Max Q Clear Time (g_c+I1), s	3.5	29.0	5.0	8.9	12.0	53.6	27.0	8.3
Green Ext Time (p_c), s	0.0	14.6	0.0	1.0	0.0	0.0	0.0	0.2

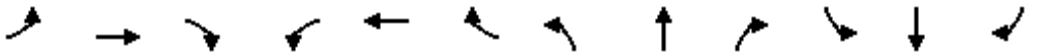
Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	736	20	1	390	11	0	2	0	6	0	5
Future Volume (veh/h)	6	736	20	1	390	11	0	2	0	6	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	775	21	1	411	12	0	2	0	6	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	1587	43	5	1544	45	0	8	0	21	0	18
Arrive On Green	0.01	0.45	0.45	0.00	0.44	0.44	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	3534	96	1781	3526	103	0	1870	0	920	0	767
Grp Volume(v), veh/h	6	390	406	1	207	216	0	2	0	11	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1853	1781	1777	1852	0	1870	0	1686	0	0
Q Serve(g_s), s	0.1	5.2	5.3	0.0	2.5	2.5	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.1	5.2	5.3	0.0	2.5	2.5	0.0	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.06	0.00		0.00	0.55		0.45
Lane Grp Cap(c), veh/h	23	798	832	5	778	811	0	8	0	39	0	0
V/C Ratio(X)	0.26	0.49	0.49	0.19	0.27	0.27	0.00	0.24	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	630	958	999	630	958	999	0	1323	0	1143	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.6	6.6	6.6	16.9	6.1	6.1	0.0	16.8	0.0	16.3	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.8	0.8	6.4	0.3	0.3	0.0	5.5	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	1.0	0.0	0.5	0.5	0.0	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	7.4	7.4	23.3	6.4	6.4	0.0	22.4	0.0	17.7	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	A	C	A	B	A	A
Approach Vol, veh/h		802			424			2			11	
Approach Delay, s/veh		7.5			6.4			22.4			17.7	
Approach LOS		A			A			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.8	4.1	20.9		4.1	4.4	20.6				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		23.0	12.0	18.3		24.0	12.0	18.3				
Max Q Clear Time (g_c+I1), s		2.2	2.0	7.3		2.0	2.1	4.5				
Green Ext Time (p_c), s		0.0	0.0	8.0		0.0	0.0	5.6				

Intersection Summary												
HCM 6th Ctrl Delay			7.2									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	658	18	21	391	29	5	1	15	25	0	119
Future Volume (veh/h)	190	658	18	21	391	29	5	1	15	25	0	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	200	693	19	22	412	31	5	1	16	26	0	125
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	1105	493	48	688	307	18	4	58	277	0	246
Arrive On Green	0.14	0.31	0.31	0.03	0.19	0.19	0.05	0.05	0.05	0.16	0.00	0.16
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	372	74	1191	1781	0	1585
Grp Volume(v), veh/h	200	693	19	22	412	31	22	0	0	26	0	125
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1637	0	0	1781	0	1585
Q Serve(g_s), s	4.7	7.2	0.4	0.5	4.5	0.7	0.6	0.0	0.0	0.5	0.0	3.1
Cycle Q Clear(g_c), s	4.7	7.2	0.4	0.5	4.5	0.7	0.6	0.0	0.0	0.5	0.0	3.1
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	257	1105	493	48	688	307	79	0	0	277	0	246
V/C Ratio(X)	0.78	0.63	0.04	0.46	0.60	0.10	0.28	0.00	0.00	0.09	0.00	0.51
Avail Cap(c_a), veh/h	497	1571	701	497	1571	701	457	0	0	1132	0	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.7	12.7	10.3	20.6	15.8	14.3	19.7	0.0	0.0	15.6	0.0	16.6
Incr Delay (d2), s/veh	1.9	0.7	0.0	2.5	1.0	0.2	0.7	0.0	0.0	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.1	0.1	0.2	1.5	0.2	0.2	0.0	0.0	0.2	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	13.4	10.4	23.1	16.8	14.4	20.4	0.0	0.0	15.6	0.0	17.2
LnGrp LOS	B	B	B	C	B	B	C	A	A	B	A	B
Approach Vol, veh/h		912			465			22			151	
Approach Delay, s/veh		14.7			16.9			20.4			17.0	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.1	5.2	19.4		12.4	10.2	14.3				
Change Period (Y+Rc), s		4.0	4.0	6.0		5.7	4.0	6.0				
Max Green Setting (Gmax), s		12.0	12.0	19.0		27.3	12.0	19.0				
Max Q Clear Time (g_c+I1), s		2.6	2.5	9.2		5.1	6.7	6.5				
Green Ext Time (p_c), s		0.0	0.0	2.7		0.3	0.2	1.8				

Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	511	2	86	293	2	323
Future Volume (veh/h)	511	2	86	293	2	323
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	538	2	91	308	2	340
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	880	393	118	1602	489	436
Arrive On Green	0.25	0.25	0.07	0.45	0.27	0.27
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	538	2	91	308	2	340
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	4.9	0.0	1.8	1.9	0.0	7.2
Cycle Q Clear(g_c), s	4.9	0.0	1.8	1.9	0.0	7.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	880	393	118	1602	489	436
V/C Ratio(X)	0.61	0.01	0.77	0.19	0.00	0.78
Avail Cap(c_a), veh/h	1560	696	537	3119	880	783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	10.3	16.8	6.0	9.6	12.2
Incr Delay (d2), s/veh	0.7	0.0	10.2	0.1	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.9	0.3	0.0	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.8	10.3	27.0	6.1	9.6	15.3
LnGrp LOS	B	B	C	A	A	B
Approach Vol, veh/h	540			399	342	
Approach Delay, s/veh	12.8			10.8	15.3	
Approach LOS	B			B	B	

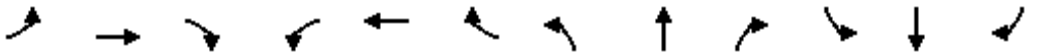
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.0	7.4	14.0		21.4
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		18.0	11.0	16.0		32.0
Max Q Clear Time (g_c+I1), s		9.2	3.8	6.9		3.9
Green Ext Time (p_c), s		0.8	0.1	2.2		1.8

Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1182	481	259	605	100	324
Future Volume (veh/h)	1182	481	259	605	100	324
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1244	184	273	123	105	341
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1451	666	375	318	137	707
Arrive On Green	0.42	0.42	0.20	0.20	0.08	0.38
Sat Flow, veh/h	3456	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	1244	184	273	123	105	341
Grp Sat Flow(s),veh/h/ln	1728	1585	1870	1585	1781	1870
Q Serve(g_s), s	16.2	3.8	6.8	3.3	2.9	6.9
Cycle Q Clear(g_c), s	16.2	3.8	6.8	3.3	2.9	6.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1451	666	375	318	137	707
V/C Ratio(X)	0.86	0.28	0.73	0.39	0.77	0.48
Avail Cap(c_a), veh/h	1604	736	604	512	395	1208
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	9.4	18.5	17.2	22.4	11.7
Incr Delay (d2), s/veh	4.5	0.2	2.7	0.8	8.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	1.1	2.9	1.2	1.4	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.5	9.7	21.3	17.9	31.2	12.2
LnGrp LOS	B	A	C	B	C	B
Approach Vol, veh/h	1428		396			446
Approach Delay, s/veh	16.5		20.2			16.7
Approach LOS	B		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.8	14.9			23.7	25.8
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0			32.0	23.0
Max Q Clear Time (g_c+I1), s	4.9	8.8			8.9	18.2
Green Ext Time (p_c), s	0.1	1.2			2.1	2.6

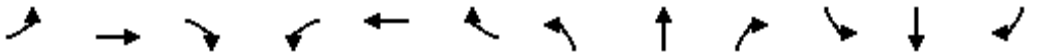
Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	745	11	10	863	453	2	8	8	199	9	53
Future Volume (veh/h)	98	745	11	10	863	453	2	8	8	199	9	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	784	12	11	908	477	2	8	8	209	9	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	1514	675	20	1290	575	16	65	70	314	14	290
Arrive On Green	0.07	0.43	0.43	0.01	0.36	0.36	0.04	0.04	0.04	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	370	1481	1585	1711	74	1585
Grp Volume(v), veh/h	103	784	12	11	908	477	10	0	8	218	0	56
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1852	0	1585	1785	0	1585
Q Serve(g_s), s	3.0	8.7	0.2	0.3	11.7	14.7	0.3	0.0	0.3	6.1	0.0	1.6
Cycle Q Clear(g_c), s	3.0	8.7	0.2	0.3	11.7	14.7	0.3	0.0	0.3	6.1	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	0.20		1.00	0.96		1.00
Lane Grp Cap(c), veh/h	133	1514	675	20	1290	575	81	0	70	327	0	290
V/C Ratio(X)	0.78	0.52	0.02	0.55	0.70	0.83	0.12	0.00	0.12	0.67	0.00	0.19
Avail Cap(c_a), veh/h	266	1514	675	266	1325	591	1243	0	1064	1198	0	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.4	11.3	8.9	26.4	14.6	15.6	24.7	0.0	24.6	20.4	0.0	18.6
Incr Delay (d2), s/veh	3.7	0.4	0.0	8.4	1.7	9.6	0.2	0.0	0.3	0.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.6	0.1	0.2	3.9	5.6	0.1	0.0	0.1	2.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	11.7	8.9	34.8	16.4	25.2	24.9	0.0	24.9	21.3	0.0	18.7
LnGrp LOS	C	B	A	C	B	C	C	A	C	C	A	B
Approach Vol, veh/h		899			1396			18			274	
Approach Delay, s/veh		13.5			19.5			24.9			20.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	28.9		6.4	8.0	25.5		13.8				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	8.0	21.0		36.0	8.0	20.0		36.0				
Max Q Clear Time (g_c+I1), s	2.3	10.7		2.3	5.0	16.7		8.1				
Green Ext Time (p_c), s	0.0	6.3		0.0	0.0	2.8		0.6				

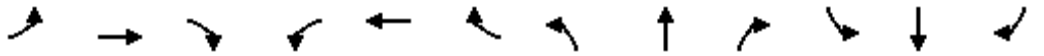
Intersection Summary												
HCM 6th Ctrl Delay			17.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	809	0	0	1336	84	3	0	0	32	0	25
Future Volume (veh/h)	53	809	0	0	1336	84	3	0	0	32	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	852	0	0	1406	88	3	0	0	34	0	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	2276	1015	3	1793	800	6	91	77	53	140	119
Arrive On Green	0.04	0.64	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.03	0.00	0.07
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	56	852	0	0	1406	88	3	0	0	34	0	26
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.7	6.0	0.0	0.0	17.3	1.6	0.1	0.0	0.0	1.0	0.0	0.8
Cycle Q Clear(g_c), s	1.7	6.0	0.0	0.0	17.3	1.6	0.1	0.0	0.0	1.0	0.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	2276	1015	3	1793	800	6	91	77	53	140	119
V/C Ratio(X)	0.74	0.37	0.00	0.00	0.78	0.11	0.52	0.00	0.00	0.64	0.00	0.22
Avail Cap(c_a), veh/h	367	2276	1015	367	2132	951	367	561	475	367	561	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	4.5	0.0	0.0	10.8	6.9	26.5	0.0	0.0	25.6	0.0	23.2
Incr Delay (d2), s/veh	13.4	0.1	0.0	0.0	1.7	0.1	56.7	0.0	0.0	12.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.0	0.0	0.0	4.8	0.4	0.1	0.0	0.0	0.6	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	4.6	0.0	0.0	12.5	7.0	83.3	0.0	0.0	37.9	0.0	24.1
LnGrp LOS	D	A	A	A	B	A	F	A	A	D	A	C
Approach Vol, veh/h		908			1494			3			60	
Approach Delay, s/veh		6.7			12.2			83.3			31.9	
Approach LOS		A			B			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	7.6	0.0	39.2	5.2	9.0	7.3	31.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	11.0	32.0	11.0	16.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	3.0	0.0	0.0	8.0	2.1	2.8	3.7	19.3
Green Ext Time (p_c), s	0.0	0.0	0.0	5.7	0.0	0.0	0.0	7.6

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	759	287	31	56	831	130	46	470	36	91	792	709
Future Volume (veh/h)	759	287	31	56	831	130	46	470	36	91	792	709
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	799	302	0	59	875	0	48	495	0	96	834	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	783	451		1251	932		212	537		447	855	
Arrive On Green	0.23	0.13	0.00	0.36	0.26	0.00	0.06	0.15	0.00	0.13	0.24	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	799	302	0	59	875	0	48	495	0	96	834	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	21.0	7.5	0.0	1.0	22.3	0.0	1.2	12.7	0.0	2.3	21.6	0.0
Cycle Q Clear(g_c), s	21.0	7.5	0.0	1.0	22.3	0.0	1.2	12.7	0.0	2.3	21.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	783	451		1251	932		212	537		447	855	
V/C Ratio(X)	1.02	0.67		0.05	0.94		0.23	0.92		0.21	0.98	
Avail Cap(c_a), veh/h	783	1430		1251	932		298	537		597	855	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.8	38.6	0.0	19.2	33.5	0.0	41.4	38.8	0.0	36.1	34.9	0.0
Incr Delay (d2), s/veh	37.4	2.9	0.0	0.0	17.0	0.0	0.2	21.8	0.0	0.1	24.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	3.3	0.0	0.4	11.0	0.0	0.5	6.9	0.0	0.9	11.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	41.6	0.0	19.2	50.4	0.0	41.6	60.6	0.0	36.2	59.8	0.0
LnGrp LOS	F	D		B	D		D	E		D	E	
Approach Vol, veh/h		1101	A		934	A		543	A		930	A
Approach Delay, s/veh		64.5			48.5			59.0			57.4	
Approach LOS		E			D			E			E	

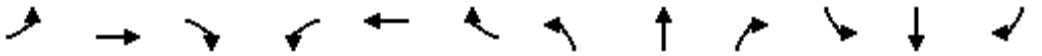
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.5	17.5	9.7	28.0	25.0	30.0	17.7	20.0
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	5.7	* 6
Max Green Setting (Gmax), s	8.0	37.3	8.0	22.3	21.0	24.3	16.0	* 14
Max Q Clear Time (g_c+I1), s	3.0	9.5	3.2	23.6	23.0	24.3	4.3	14.7
Green Ext Time (p_c), s	0.0	2.2	0.0	0.0	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

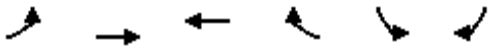
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	316	31	136	1005	46	15	116	107	49	101	51
Future Volume (veh/h)	22	316	31	136	1005	46	15	116	107	49	101	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	333	33	143	1058	48	16	122	113	52	106	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	998	98	181	1298	59	56	162	151	141	268	137
Arrive On Green	0.03	0.31	0.31	0.10	0.37	0.37	0.03	0.18	0.18	0.08	0.23	0.23
Sat Flow, veh/h	1781	3268	322	1781	3462	157	1781	894	828	1781	1168	595
Grp Volume(v), veh/h	23	180	186	143	543	563	16	0	235	52	0	160
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1842	1781	0	1721	1781	0	1763
Q Serve(g_s), s	0.7	4.4	4.5	4.4	15.4	15.4	0.5	0.0	7.3	1.6	0.0	4.3
Cycle Q Clear(g_c), s	0.7	4.4	4.5	4.4	15.4	15.4	0.5	0.0	7.3	1.6	0.0	4.3
Prop In Lane	1.00		0.18	1.00		0.09	1.00		0.48	1.00		0.34
Lane Grp Cap(c), veh/h	57	543	553	181	666	691	56	0	313	141	0	405
V/C Ratio(X)	0.40	0.33	0.34	0.79	0.82	0.82	0.29	0.00	0.75	0.37	0.00	0.40
Avail Cap(c_a), veh/h	222	802	818	191	770	799	254	0	802	286	0	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.6	15.0	15.1	24.6	15.8	15.8	26.5	0.0	21.7	24.5	0.0	18.3
Incr Delay (d2), s/veh	1.7	0.5	0.5	17.0	6.4	6.2	1.0	0.0	4.9	0.6	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.6	1.6	2.5	6.2	6.4	0.2	0.0	3.1	0.6	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	15.5	15.5	41.6	22.2	22.0	27.6	0.0	26.7	25.1	0.0	19.2
LnGrp LOS	C	B	B	D	C	C	C	A	C	C	A	B
Approach Vol, veh/h		389			1249			251			212	
Approach Delay, s/veh		16.3			24.3			26.7			20.6	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	15.1	9.7	22.8	5.8	17.8	5.8	26.7
Change Period (Y+Rc), s	4.0	4.9	4.0	5.7	4.0	4.9	4.0	5.7
Max Green Setting (Gmax), s	9.0	26.1	6.0	25.3	8.0	27.1	7.0	24.3
Max Q Clear Time (g_c+I1), s	3.6	9.3	6.4	6.5	2.5	6.3	2.7	17.4
Green Ext Time (p_c), s	0.0	1.2	0.0	1.8	0.0	0.8	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C



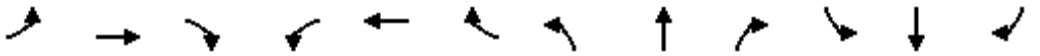
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	493	1308	33	40	0
Future Volume (veh/h)	10	493	1308	33	40	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	519	1377	35	42	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	31	2463	1856	47	135	120
Arrive On Green	0.02	0.69	0.52	0.52	0.08	0.00
Sat Flow, veh/h	1781	3647	3635	90	1781	1585
Grp Volume(v), veh/h	11	519	690	722	42	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1854	1781	1585
Q Serve(g_s), s	0.2	2.0	11.4	11.4	0.8	0.0
Cycle Q Clear(g_c), s	0.2	2.0	11.4	11.4	0.8	0.0
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	31	2463	931	972	135	120
V/C Ratio(X)	0.36	0.21	0.74	0.74	0.31	0.00
Avail Cap(c_a), veh/h	379	3243	1149	1199	1280	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.3	2.1	7.0	7.0	16.4	0.0
Incr Delay (d2), s/veh	2.6	0.1	2.3	2.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.2	2.3	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.8	2.1	9.3	9.2	16.9	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		530	1412		42	
Approach Delay, s/veh		2.5	9.3		16.9	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.7		5.8	6.4	25.4
Change Period (Y+Rc), s		5.7		3.0	5.7	* 5.7
Max Green Setting (Gmax), s		34.3		27.0	8.0	* 24
Max Q Clear Time (g_c+I1), s		4.0		2.8	2.2	13.4
Green Ext Time (p_c), s		3.3		0.1	0.0	6.3

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Notes

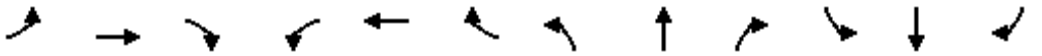
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	472	55	119	1330	0	60	0	53	0	0	0
Future Volume (veh/h)	0	472	55	119	1330	0	60	0	53	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	497	58	125	1400	0	63	0	56	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1127	131	179	2012	0	279	0	248	0	5	0
Arrive On Green	0.00	0.35	0.35	0.10	0.57	0.00	0.16	0.00	0.16	0.00	0.00	0.00
Sat Flow, veh/h	1781	3207	373	1781	3647	0	1781	0	1585	0	1870	0
Grp Volume(v), veh/h	0	275	280	125	1400	0	63	0	56	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1803	1781	1777	0	1781	0	1585	0	1870	0
Q Serve(g_s), s	0.0	4.1	4.2	2.4	9.9	0.0	1.1	0.0	1.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.1	4.2	2.4	9.9	0.0	1.1	0.0	1.1	0.0	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	5	624	633	179	2012	0	279	0	248	0	5	0
V/C Ratio(X)	0.00	0.44	0.44	0.70	0.70	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Avail Cap(c_a), veh/h	407	1285	1304	407	2671	0	407	0	362	0	428	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	8.7	8.7	15.2	5.4	0.0	12.9	0.0	12.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.6	1.8	0.6	0.0	0.2	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	1.1	0.8	1.2	0.0	0.4	0.0	0.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.4	9.4	17.1	6.1	0.0	13.0	0.0	13.1	0.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	B	A	A	A
Approach Vol, veh/h		555			1525			119			0	
Approach Delay, s/veh		9.4			7.0			13.1			0.0	
Approach LOS		A			A			B				

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	18.0		9.5	0.0	25.5		0.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	25.3		8.0	8.0	26.3		8.0				
Max Q Clear Time (g_c+I1), s	4.4	6.2		3.1	0.0	11.9		0.0				
Green Ext Time (p_c), s	0.1	2.9		0.1	0.0	7.9		0.0				

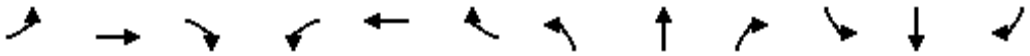
Intersection Summary		
HCM 6th Ctrl Delay		7.9
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	699	39	88	1446	23	48	15	106	30	10	24
Future Volume (veh/h)	21	699	39	88	1446	23	48	15	106	30	10	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	736	41	93	1522	24	51	16	112	32	11	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	1230	68	180	1537	24	139	27	418	137	29	418
Arrive On Green	0.03	0.36	0.36	0.10	0.43	0.43	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	3422	191	1781	3581	56	44	103	1585	39	112	1585
Grp Volume(v), veh/h	22	382	395	93	755	791	67	0	112	43	0	25
Grp Sat Flow(s),veh/h/ln	1781	1777	1836	1781	1777	1860	147	0	1585	151	0	1585
Q Serve(g_s), s	0.6	8.7	8.7	2.5	20.9	21.0	0.5	0.0	2.8	0.5	0.0	0.6
Cycle Q Clear(g_c), s	0.6	8.7	8.7	2.5	20.9	21.0	13.1	0.0	2.8	13.1	0.0	0.6
Prop In Lane	1.00		0.10	1.00		0.03	0.76		1.00	0.74		1.00
Lane Grp Cap(c), veh/h	55	639	660	180	763	798	167	0	418	166	0	418
V/C Ratio(X)	0.40	0.60	0.60	0.52	0.99	0.99	0.40	0.00	0.27	0.26	0.00	0.06
Avail Cap(c_a), veh/h	287	799	825	287	763	799	489	0	767	470	0	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	13.0	13.0	21.2	14.0	14.1	20.2	0.0	14.5	17.0	0.0	13.7
Incr Delay (d2), s/veh	1.7	1.2	1.2	0.9	29.9	29.6	0.6	0.0	0.1	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.7	2.8	0.9	11.8	12.3	0.8	0.0	0.9	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	14.2	14.1	22.0	43.9	43.7	20.8	0.0	14.6	17.4	0.0	13.7
LnGrp LOS	C	B	B	C	D	D	C	A	B	B	A	B
Approach Vol, veh/h		799			1639			179			68	
Approach Delay, s/veh		14.5			42.6			16.9			16.0	
Approach LOS		B			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	23.6		17.6	5.6	27.0		17.6				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	22.3		24.0	8.0	21.3		24.0				
Max Q Clear Time (g_c+I1), s	4.5	10.7		15.1	2.6	23.0		15.1				
Green Ext Time (p_c), s	0.0	3.3		0.3	0.0	0.0		0.1				

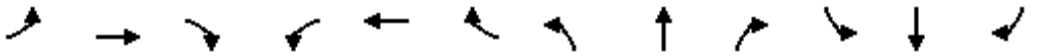
Intersection Summary			
HCM 6th Ctrl Delay		31.8	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	674	5	4	1118	81	5	0	12	154	0	210
Future Volume (veh/h)	88	674	5	4	1118	81	5	0	12	154	0	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	709	5	4	1177	85	5	0	13	162	0	221
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	1852	13	13	1413	102	17	0	45	310	0	276
Arrive On Green	0.10	0.51	0.51	0.01	0.42	0.42	0.04	0.00	0.04	0.17	0.00	0.17
Sat Flow, veh/h	1781	3617	26	1781	3361	242	454	0	1181	1781	0	1585
Grp Volume(v), veh/h	93	348	366	4	622	640	18	0	0	162	0	221
Grp Sat Flow(s),veh/h/ln	1781	1777	1866	1781	1777	1827	1635	0	0	1781	0	1585
Q Serve(g_s), s	3.3	7.9	7.9	0.1	20.6	20.7	0.7	0.0	0.0	5.5	0.0	8.8
Cycle Q Clear(g_c), s	3.3	7.9	7.9	0.1	20.6	20.7	0.7	0.0	0.0	5.5	0.0	8.8
Prop In Lane	1.00		0.01	1.00		0.13	0.28		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	177	910	955	13	747	768	63	0	0	310	0	276
V/C Ratio(X)	0.53	0.38	0.38	0.30	0.83	0.83	0.29	0.00	0.00	0.52	0.00	0.80
Avail Cap(c_a), veh/h	323	910	955	323	868	893	470	0	0	512	0	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	9.8	9.8	32.6	17.1	17.1	30.9	0.0	0.0	24.8	0.0	26.2
Incr Delay (d2), s/veh	0.9	0.4	0.3	4.6	6.5	6.5	0.9	0.0	0.0	0.5	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.4	2.5	0.1	8.0	8.2	0.3	0.0	0.0	2.3	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	10.1	10.1	37.2	23.6	23.5	31.8	0.0	0.0	25.3	0.0	28.2
LnGrp LOS	C	B	B	D	C	C	C	A	A	C	A	C
Approach Vol, veh/h		807			1266			18			383	
Approach Delay, s/veh		12.3			23.6			31.8			27.0	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	39.5		6.5	10.5	33.5		15.5				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	32.3		19.0	12.0	32.3		19.0				
Max Q Clear Time (g_c+I1), s	2.1	9.9		2.7	5.3	22.7		10.8				
Green Ext Time (p_c), s	0.0	3.9		0.0	0.1	5.1		0.7				

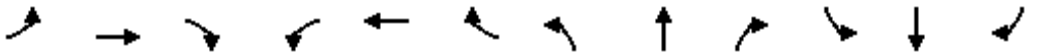
Intersection Summary												
HCM 6th Ctrl Delay			20.5									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	7	32	152	4	68	20	1087	201	66	1231	17
Future Volume (veh/h)	25	7	32	152	4	68	20	1087	201	66	1231	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	7	34	160	4	72	21	1144	212	69	1296	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	67	57	205	236	200	37	1736	539	92	1896	589
Arrive On Green	0.02	0.04	0.04	0.11	0.13	0.13	0.02	0.34	0.34	0.05	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	26	7	34	160	4	72	21	1144	212	69	1296	18
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.6	0.2	0.9	3.8	0.1	1.8	0.5	8.3	4.5	1.7	9.4	0.3
Cycle Q Clear(g_c), s	0.6	0.2	0.9	3.8	0.1	1.8	0.5	8.3	4.5	1.7	9.4	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	67	57	205	236	200	37	1736	539	92	1896	589
V/C Ratio(X)	0.59	0.10	0.60	0.78	0.02	0.36	0.57	0.66	0.39	0.75	0.68	0.03
Avail Cap(c_a), veh/h	285	1368	1160	285	1454	1232	285	2101	652	285	2101	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	20.4	20.8	18.8	16.7	17.5	21.2	12.3	11.0	20.4	11.6	8.7
Incr Delay (d2), s/veh	11.9	0.7	9.7	9.0	0.0	1.1	13.3	0.6	0.5	11.3	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.5	1.9	0.0	0.6	0.3	2.3	1.3	0.9	2.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	21.1	30.4	27.8	16.8	18.6	34.5	12.8	11.5	31.7	12.4	8.8
LnGrp LOS	C	C	C	C	B	B	C	B	B	C	B	A
Approach Vol, veh/h		67			236			1377			1383	
Approach Delay, s/veh		30.4			24.8			13.0			13.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	19.9	10.0	6.6	5.9	21.2	6.1	10.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	18.0	7.0	32.0	7.0	18.0	7.0	34.0
Max Q Clear Time (g_c+I1), s	3.7	10.3	5.8	2.9	2.5	11.4	2.6	3.8
Green Ext Time (p_c), s	0.0	4.5	0.0	0.1	0.0	4.2	0.0	0.2

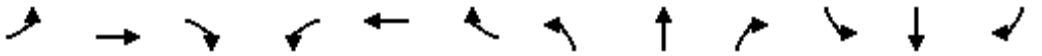
Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	14	26	148	33	19	64	1281	266	39	1356	20
Future Volume (veh/h)	9	14	26	148	33	19	64	1281	266	39	1356	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	15	27	156	35	20	67	1348	280	41	1427	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	67	56	208	267	227	87	2059	639	62	1987	617
Arrive On Green	0.01	0.04	0.04	0.12	0.14	0.14	0.05	0.40	0.40	0.03	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	9	15	27	156	35	20	67	1348	280	41	1427	21
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.2	0.4	0.8	4.1	0.8	0.5	1.8	10.5	6.3	1.1	11.6	0.4
Cycle Q Clear(g_c), s	0.2	0.4	0.8	4.1	0.8	0.5	1.8	10.5	6.3	1.1	11.6	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	67	56	208	267	227	87	2059	639	62	1987	617
V/C Ratio(X)	0.54	0.23	0.48	0.75	0.13	0.09	0.77	0.65	0.44	0.66	0.72	0.03
Avail Cap(c_a), veh/h	255	1226	1039	803	1915	1623	255	2300	714	255	2300	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	22.9	23.1	20.9	18.3	18.2	22.9	11.8	10.6	23.3	12.6	9.2
Incr Delay (d2), s/veh	24.1	1.7	6.2	5.4	0.2	0.2	13.2	0.6	0.5	11.2	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.4	1.8	0.3	0.2	1.0	2.9	1.8	0.6	3.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	24.6	29.3	26.2	18.5	18.3	36.1	12.4	11.0	34.5	13.6	9.3
LnGrp LOS	D	C	C	C	B	B	D	B	B	C	B	A
Approach Vol, veh/h		51			211			1695			1489	
Approach Delay, s/veh		31.2			24.2			13.1			14.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	24.7	10.7	6.7	7.4	24.0	5.5	12.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	22.0	22.0	32.0	7.0	22.0	7.0	50.0
Max Q Clear Time (g_c+I1), s	3.1	12.5	6.1	2.8	3.8	13.6	2.2	2.8
Green Ext Time (p_c), s	0.0	6.2	0.3	0.1	0.0	5.4	0.0	0.2

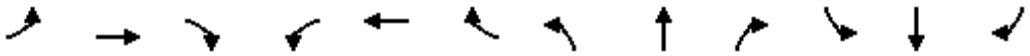
Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	7	39	42	15	104	99	1526	101	56	1402	52
Future Volume (veh/h)	23	7	39	42	15	104	99	1526	101	56	1402	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	7	41	44	16	109	104	1606	106	59	1476	55
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	151	128	66	177	150	134	2161	671	80	2008	623
Arrive On Green	0.02	0.08	0.08	0.04	0.09	0.09	0.07	0.42	0.42	0.05	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	24	7	41	44	16	109	104	1606	106	59	1476	55
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.7	0.2	1.2	1.2	0.4	3.3	2.8	13.0	2.0	1.6	12.1	1.1
Cycle Q Clear(g_c), s	0.7	0.2	1.2	1.2	0.4	3.3	2.8	13.0	2.0	1.6	12.1	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	41	151	128	66	177	150	134	2161	671	80	2008	623
V/C Ratio(X)	0.59	0.05	0.32	0.67	0.09	0.73	0.78	0.74	0.16	0.74	0.73	0.09
Avail Cap(c_a), veh/h	254	1221	1035	327	1297	1099	254	2261	702	254	2261	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	20.8	21.3	23.3	20.3	21.6	22.3	11.9	8.7	23.1	12.7	9.3
Incr Delay (d2), s/veh	13.0	0.1	1.4	11.3	0.2	6.5	9.4	1.3	0.1	12.2	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.5	0.7	0.2	1.4	1.3	3.6	0.6	0.8	3.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	20.9	22.7	34.6	20.5	28.1	31.6	13.2	8.8	35.3	13.8	9.4
LnGrp LOS	D	C	C	C	C	C	C	B	A	D	B	A
Approach Vol, veh/h		72			169			1816			1590	
Approach Delay, s/veh		27.2			29.0			14.0			14.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	26.0	6.8	9.0	8.7	24.6	6.1	9.6
Change Period (Y+Rc), s	5.0	5.3	5.0	5.0	5.0	5.3	5.0	5.0
Max Green Setting (Gmax), s	7.0	21.7	9.0	32.0	7.0	21.7	7.0	34.0
Max Q Clear Time (g_c+I1), s	3.6	15.0	3.2	3.2	4.8	14.1	2.7	5.3
Green Ext Time (p_c), s	0.0	5.0	0.0	0.1	0.0	5.2	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	62	31	35	67	3	49	102	12	2	45	58
Future Volume (veh/h)	86	62	31	35	67	3	49	102	12	2	45	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	65	33	37	71	3	52	107	13	2	47	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	296	250	63	218	9	84	292	35	6	98	127
Arrive On Green	0.07	0.16	0.16	0.04	0.12	0.12	0.05	0.18	0.18	0.00	0.13	0.13
Sat Flow, veh/h	1781	1870	1575	1781	1781	75	1781	1635	199	1781	736	955
Grp Volume(v), veh/h	91	65	33	37	0	74	52	0	120	2	0	108
Grp Sat Flow(s),veh/h/ln	1781	1870	1575	1781	0	1856	1781	0	1833	1781	0	1690
Q Serve(g_s), s	1.4	0.9	0.5	0.6	0.0	1.0	0.8	0.0	1.7	0.0	0.0	1.7
Cycle Q Clear(g_c), s	1.4	0.9	0.5	0.6	0.0	1.0	0.8	0.0	1.7	0.0	0.0	1.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.11	1.00		0.56
Lane Grp Cap(c), veh/h	128	296	250	63	0	227	84	0	327	6	0	225
V/C Ratio(X)	0.71	0.22	0.13	0.58	0.00	0.33	0.62	0.00	0.37	0.32	0.00	0.48
Avail Cap(c_a), veh/h	774	1722	1450	464	0	1386	526	0	1943	464	0	1732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.1	10.6	10.4	13.7	0.0	11.5	13.5	0.0	10.4	14.3	0.0	11.5
Incr Delay (d2), s/veh	7.1	0.4	0.2	8.2	0.0	0.8	7.2	0.0	0.7	27.5	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.3	0.1	0.3	0.0	0.4	0.4	0.0	0.5	0.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	10.9	10.6	21.9	0.0	12.4	20.6	0.0	11.1	41.8	0.0	13.1
LnGrp LOS	C	B	B	C	A	B	C	A	B	D	A	B
Approach Vol, veh/h		189			111			172			110	
Approach Delay, s/veh		15.3			15.6			14.0			13.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	9.6	5.5	9.1	5.9	8.3	6.6	8.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	30.5	7.5	26.5	8.5	29.5	12.5	21.5
Max Q Clear Time (g_c+I1), s	2.0	3.7	2.6	2.9	2.8	3.7	3.4	3.0
Green Ext Time (p_c), s	0.0	0.6	0.0	0.4	0.0	0.5	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	45	358	498	8	544	599
Future Volume (veh/h)	45	358	498	8	544	599
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	24	524	3	573	631
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	83	74	628	532	647	1465
Arrive On Green	0.05	0.05	0.34	0.34	0.36	0.78
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	47	24	524	3	573	631
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	1.5	0.9	15.2	0.1	17.8	6.5
Cycle Q Clear(g_c), s	1.5	0.9	15.2	0.1	17.8	6.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	83	74	628	532	647	1465
V/C Ratio(X)	0.57	0.32	0.83	0.01	0.89	0.43
Avail Cap(c_a), veh/h	484	431	890	754	938	2033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	27.2	18.1	13.0	17.6	2.1
Incr Delay (d2), s/veh	5.9	2.5	4.8	0.0	7.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.4	6.7	0.0	7.7	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.4	29.7	22.9	13.0	25.0	2.3
LnGrp LOS	C	C	C	B	C	A
Approach Vol, veh/h	71		527			1204
Approach Delay, s/veh	32.1		22.8			13.1
Approach LOS	C		C			B

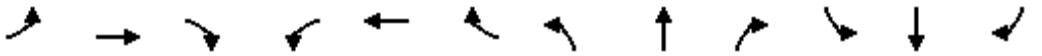
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	26.4	24.8			51.1	7.7
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	31.0	28.0			64.0	16.0
Max Q Clear Time (g_c+I1), s	19.8	17.2			8.5	3.5
Green Ext Time (p_c), s	1.6	2.5			5.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	154	353	13	201	443
Future Volume (veh/h)	25	154	353	13	201	443
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	162	372	14	212	466
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	252	224	938	795	663	938
Arrive On Green	0.14	0.14	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1781	1585	1870	1585	997	1870
Grp Volume(v), veh/h	26	162	372	14	212	466
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	997	1870
Q Serve(g_s), s	0.3	2.5	3.1	0.1	4.2	4.2
Cycle Q Clear(g_c), s	0.3	2.5	3.1	0.1	7.4	4.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	252	224	938	795	663	938
V/C Ratio(X)	0.10	0.72	0.40	0.02	0.32	0.50
Avail Cap(c_a), veh/h	1130	1006	1855	1572	1151	1855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	10.4	3.9	3.2	6.2	4.2
Incr Delay (d2), s/veh	0.2	4.4	0.3	0.0	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	0.1	0.0	0.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.6	14.7	4.2	3.2	6.5	4.6
LnGrp LOS	A	B	A	A	A	A
Approach Vol, veh/h	188		386			678
Approach Delay, s/veh	14.0		4.1			5.2
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		17.6			17.6	7.6
Change Period (Y+Rc), s		5.0			5.0	4.0
Max Green Setting (Gmax), s		25.0			25.0	16.0
Max Q Clear Time (g_c+I1), s		5.1			9.4	4.5
Green Ext Time (p_c), s		1.9			3.3	0.4

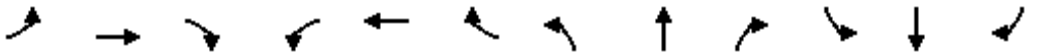
Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	381	12	50	547	0	87	0	23	0	0	0
Future Volume (veh/h)	0	381	12	50	547	0	87	0	23	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	401	13	53	576	0	92	0	24	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	1058	470	90	1880	839	139	0	171	8	8	0
Arrive On Green	0.00	0.30	0.30	0.05	0.53	0.00	0.08	0.00	0.11	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1580	1781	3554	1585	1781	0	1580	1781	1870	0
Grp Volume(v), veh/h	0	401	13	53	576	0	92	0	24	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1580	1781	1777	1585	1781	0	1580	1781	1870	0
Q Serve(g_s), s	0.0	2.0	0.1	0.6	2.0	0.0	1.1	0.0	0.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.0	0.1	0.6	2.0	0.0	1.1	0.0	0.3	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	8	1058	470	90	1880	839	139	0	171	8	8	0
V/C Ratio(X)	0.00	0.38	0.03	0.59	0.31	0.00	0.66	0.00	0.14	0.00	0.00	0.00
Avail Cap(c_a), veh/h	645	4185	1860	645	4185	1867	565	0	2290	645	2796	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	6.1	5.5	10.3	2.9	0.0	9.9	0.0	8.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	6.1	0.1	0.0	5.3	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.3	0.0	0.0	0.5	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.4	5.5	16.4	3.0	0.0	15.2	0.0	9.3	0.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		414			629			116			0	
Approach Delay, s/veh		6.3			4.1			13.9			0.0	
Approach LOS		A			A			B				

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	6.4	5.1	10.6	5.7	0.7	0.0	15.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	32.0	8.0	26.0	7.0	33.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	0.0	2.3	2.6	4.0	3.1	0.0	0.0	4.0
Green Ext Time (p_c), s	0.0	0.1	0.0	2.4	0.1	0.0	0.0	3.6

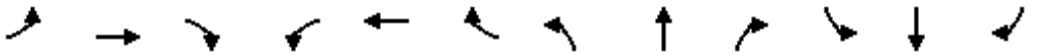
Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	4	201	2	83	10	435	120	60	556	1
Future Volume (veh/h)	3	1	4	201	2	83	10	435	120	60	556	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1	4	212	2	87	11	458	126	63	585	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	11	130	110	378	328	278	40	1053	327	180	1260	391
Arrive On Green	0.00	0.07	0.07	0.11	0.18	0.18	0.01	0.21	0.21	0.05	0.25	0.25
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	3	1	4	212	2	87	11	458	126	63	585	1
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.0	0.0	0.1	2.1	0.0	1.7	0.1	2.8	2.4	0.6	3.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	2.1	0.0	1.7	0.1	2.8	2.4	0.6	3.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	11	130	110	378	328	278	40	1053	327	180	1260	391
V/C Ratio(X)	0.26	0.01	0.04	0.56	0.01	0.31	0.27	0.44	0.39	0.35	0.46	0.00
Avail Cap(c_a), veh/h	1070	842	714	1070	842	714	1070	2443	758	1070	2443	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	15.4	15.4	15.0	12.1	12.8	17.4	12.3	12.2	16.3	11.4	10.1
Incr Delay (d2), s/veh	11.9	0.0	0.1	1.3	0.0	0.6	3.6	0.3	0.7	1.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.7	0.0	0.5	0.1	0.7	0.7	0.2	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	15.4	15.6	16.3	12.1	13.4	21.1	12.6	12.9	17.4	11.7	10.1
LnGrp LOS	C	B	B	B	B	B	C	B	B	B	B	B
Approach Vol, veh/h		8			301			595			649	
Approach Delay, s/veh		20.8			15.4			12.8			12.2	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	12.3	8.9	7.5	5.4	13.8	5.1	11.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	2.6	4.8	4.1	2.1	2.1	5.5	2.0	3.7
Green Ext Time (p_c), s	0.1	2.5	0.4	0.0	0.0	2.8	0.0	0.2

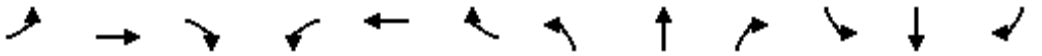
Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	183	21	32	507	69	10	22	8	31	24	73
Future Volume (veh/h)	52	183	21	32	507	69	10	22	8	31	24	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	193	22	34	534	73	11	23	8	33	25	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1024	457	57	972	434	67	71	60	191	201	170
Arrive On Green	0.05	0.29	0.29	0.03	0.27	0.27	0.04	0.04	0.04	0.11	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	55	193	22	34	534	73	11	23	8	33	25	77
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.1	1.5	0.4	0.7	4.8	1.3	0.2	0.4	0.2	0.6	0.5	1.7
Cycle Q Clear(g_c), s	1.1	1.5	0.4	0.7	4.8	1.3	0.2	0.4	0.2	0.6	0.5	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	1024	457	57	972	434	67	71	60	191	201	170
V/C Ratio(X)	0.66	0.19	0.05	0.60	0.55	0.17	0.16	0.33	0.13	0.17	0.12	0.45
Avail Cap(c_a), veh/h	524	2280	1017	524	2280	1017	1143	1200	1017	762	800	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	10.0	9.6	17.9	11.6	10.3	17.4	17.5	17.4	15.2	15.1	15.7
Incr Delay (d2), s/veh	8.7	0.1	0.0	9.8	0.5	0.2	1.1	2.6	1.0	0.4	0.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.4	0.1	0.4	1.5	0.4	0.1	0.2	0.1	0.2	0.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	10.1	9.7	27.6	12.1	10.5	18.5	20.2	18.4	15.6	15.4	17.5
LnGrp LOS	C	B	A	C	B	B	B	C	B	B	B	B
Approach Vol, veh/h		270			641			42			135	
Approach Delay, s/veh		13.4			12.7			19.4			16.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.4	6.2	15.8		9.0	6.7	15.2				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		24.0	11.0	24.0		16.0	11.0	24.0				
Max Q Clear Time (g_c+I1), s		2.4	2.7	3.5		3.7	3.1	6.8				
Green Ext Time (p_c), s		0.1	0.0	1.1		0.3	0.0	3.4				

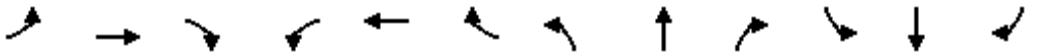
Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	5	25	5	61	5	586	10	100	560	5
Future Volume (veh/h)	5	5	5	25	5	61	5	586	10	100	560	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	5	5	26	5	64	5	617	11	105	589	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	120	102	46	158	134	10	1269	394	135	1627	505
Arrive On Green	0.01	0.06	0.06	0.03	0.08	0.08	0.01	0.25	0.25	0.08	0.32	0.32
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	5	5	5	26	5	64	5	617	11	105	589	5
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.1	0.1	0.1	0.5	0.1	1.3	0.1	3.5	0.2	2.0	3.0	0.1
Cycle Q Clear(g_c), s	0.1	0.1	0.1	0.5	0.1	1.3	0.1	3.5	0.2	2.0	3.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	10	120	102	46	158	134	10	1269	394	135	1627	505
V/C Ratio(X)	0.52	0.04	0.05	0.57	0.03	0.48	0.52	0.49	0.03	0.78	0.36	0.01
Avail Cap(c_a), veh/h	574	877	743	574	877	743	574	2544	790	574	2544	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	15.0	15.0	16.4	14.3	14.9	16.9	11.0	9.7	15.5	9.0	7.9
Incr Delay (d2), s/veh	36.9	0.1	0.2	10.7	0.1	2.6	36.9	0.3	0.0	9.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	0.5	0.1	0.9	0.0	0.9	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	15.1	15.2	27.2	14.4	17.5	53.8	11.3	9.7	24.9	9.1	8.0
LnGrp LOS	D	B	B	C	B	B	D	B	A	C	A	A
Approach Vol, veh/h		15			95			633			699	
Approach Delay, s/veh		28.0			20.0			11.6			11.5	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	13.5	5.9	7.2	5.2	15.9	5.2	7.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	4.0	5.5	2.5	2.1	2.1	5.0	2.1	3.3
Green Ext Time (p_c), s	0.1	3.0	0.0	0.0	0.0	2.9	0.0	0.1

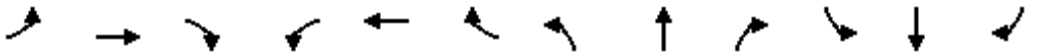
Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	80	5	91	129	0	5	0	89	0	0	0
Future Volume (veh/h)	0	80	5	91	129	0	5	0	89	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	84	5	96	136	0	5	0	94	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	489	218	145	1604	716	10	155	132	8	9	7
Arrive On Green	0.00	0.14	0.14	0.08	0.45	0.00	0.01	0.00	0.08	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	0	84	5	96	136	0	5	0	94	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	0.4	0.1	1.1	0.5	0.0	0.1	0.0	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.4	0.1	1.1	0.5	0.0	0.1	0.0	1.2	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	8	489	218	145	1604	716	10	155	132	8	9	7
V/C Ratio(X)	0.00	0.17	0.02	0.66	0.08	0.00	0.51	0.00	0.71	0.00	0.00	0.00
Avail Cap(c_a), veh/h	912	3639	1623	1244	4301	1918	912	1915	1623	912	1915	1623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	8.2	8.0	9.6	3.4	0.0	10.7	0.0	9.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	5.1	0.0	0.0	36.1	0.0	7.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.4	0.0	0.0	0.1	0.0	0.5	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.3	8.1	14.7	3.4	0.0	46.7	0.0	16.6	0.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A	B	A	A	A
Approach Vol, veh/h		89			232			99			0	
Approach Delay, s/veh		8.3			8.1			18.1			0.0	
Approach LOS		A			A			B				

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	6.8	6.7	8.0	5.1	1.7	0.0	14.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	22.0	15.0	22.0	11.0	22.0	11.0	26.0
Max Q Clear Time (g_c+I1), s	0.0	3.2	3.1	2.4	2.1	0.0	0.0	2.5
Green Ext Time (p_c), s	0.0	0.2	0.2	0.4	0.0	0.0	0.0	0.7

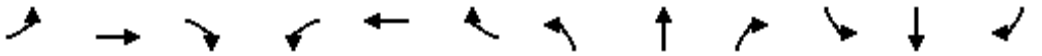
Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	83	105	13	5	188	624	125	5	699	5
Future Volume (veh/h)	5	1	83	105	13	5	188	624	125	5	699	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	1	87	111	14	5	198	657	132	5	736	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	143	121	244	265	225	346	1791	556	19	1307	406
Arrive On Green	0.01	0.08	0.08	0.07	0.14	0.14	0.10	0.35	0.35	0.01	0.26	0.26
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	5	1	87	111	14	5	198	657	132	5	736	5
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.1	0.0	2.2	1.2	0.3	0.1	2.2	3.9	2.4	0.1	5.0	0.1
Cycle Q Clear(g_c), s	0.1	0.0	2.2	1.2	0.3	0.1	2.2	3.9	2.4	0.1	5.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	19	143	121	244	265	225	346	1791	556	19	1307	406
V/C Ratio(X)	0.27	0.01	0.72	0.45	0.05	0.02	0.57	0.37	0.24	0.27	0.56	0.01
Avail Cap(c_a), veh/h	944	743	630	944	743	630	944	2156	669	944	2156	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	17.2	18.2	18.0	14.9	14.9	17.3	9.7	9.3	19.9	13.0	11.2
Incr Delay (d2), s/veh	7.4	0.0	7.6	1.3	0.1	0.0	1.5	0.1	0.2	7.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.0	0.5	0.1	0.0	0.8	0.9	0.7	0.0	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	17.2	25.8	19.3	15.0	14.9	18.8	9.9	9.5	27.4	13.4	11.2
LnGrp LOS	C	B	C	B	B	B	B	A	A	C	B	B
Approach Vol, veh/h		93			130			987			746	
Approach Delay, s/veh		25.8			18.7			11.6			13.5	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	19.1	7.8	8.1	9.0	15.3	5.2	10.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	2.1	5.9	3.2	4.2	4.2	7.0	2.1	2.3
Green Ext Time (p_c), s	0.0	3.4	0.2	0.2	0.3	3.3	0.0	0.0

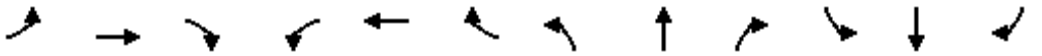
Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1019	0	16	422	12	2	1	34	24	1	33
Future Volume (veh/h)	22	1019	0	16	422	12	2	1	34	24	1	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	1073	0	17	444	13	2	1	36	25	1	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	1499	668	31	1467	43	3	2	61	101	2	87
Arrive On Green	0.02	0.42	0.00	0.02	0.42	0.42	0.04	0.04	0.04	0.06	0.06	0.06
Sat Flow, veh/h	1781	3554	1585	1781	3525	103	82	41	1470	1781	44	1540
Grp Volume(v), veh/h	23	1073	0	17	223	234	39	0	0	25	0	36
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1852	1593	0	0	1781	0	1584
Q Serve(g_s), s	0.4	8.7	0.0	0.3	2.9	2.9	0.8	0.0	0.0	0.5	0.0	0.8
Cycle Q Clear(g_c), s	0.4	8.7	0.0	0.3	2.9	2.9	0.8	0.0	0.0	0.5	0.0	0.8
Prop In Lane	1.00		1.00	1.00		0.06	0.05		0.92	1.00		0.97
Lane Grp Cap(c), veh/h	41	1499	668	31	740	771	66	0	0	101	0	90
V/C Ratio(X)	0.56	0.72	0.00	0.55	0.30	0.30	0.59	0.00	0.00	0.25	0.00	0.40
Avail Cap(c_a), veh/h	412	1849	825	412	924	963	967	0	0	1081	0	961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	8.3	0.0	16.9	6.7	6.7	16.3	0.0	0.0	15.6	0.0	15.8
Incr Delay (d2), s/veh	11.6	1.0	0.0	14.2	0.2	0.2	8.0	0.0	0.0	1.3	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.8	0.0	0.2	0.6	0.6	0.4	0.0	0.0	0.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	9.3	0.0	31.0	7.0	7.0	24.3	0.0	0.0	16.9	0.0	18.6
LnGrp LOS	C	A	A	C	A	A	C	A	A	B	A	B
Approach Vol, veh/h		1096			474			39			61	
Approach Delay, s/veh		9.7			7.8			24.3			17.9	
Approach LOS		A			A			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.4	4.6	18.6		6.0	4.8	18.4				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		21.0	8.0	18.0		21.0	8.0	18.0				
Max Q Clear Time (g_c+I1), s		2.8	2.3	10.7		2.8	2.4	4.9				
Green Ext Time (p_c), s		0.1	0.0	3.9		0.2	0.0	2.0				

Intersection Summary												
HCM 6th Ctrl Delay			9.8									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1	17	19	0	29	9	159	44	72	138	11
Future Volume (veh/h)	17	1	17	19	0	29	9	159	44	72	138	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	1	18	20	0	31	9	167	46	76	145	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	135	113	37	138	116	17	360	304	117	465	393
Arrive On Green	0.02	0.07	0.07	0.02	0.00	0.07	0.01	0.19	0.19	0.07	0.25	0.25
Sat Flow, veh/h	1781	1870	1575	1781	1870	1575	1781	1870	1577	1781	1870	1579
Grp Volume(v), veh/h	18	1	18	20	0	31	9	167	46	76	145	12
Grp Sat Flow(s),veh/h/ln	1781	1870	1575	1781	1870	1575	1781	1870	1577	1781	1870	1579
Q Serve(g_s), s	0.2	0.0	0.3	0.3	0.0	0.5	0.1	2.0	0.6	1.0	1.6	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.3	0.3	0.0	0.5	0.1	2.0	0.6	1.0	1.6	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	34	135	113	37	138	116	17	360	304	117	465	393
V/C Ratio(X)	0.54	0.01	0.16	0.54	0.00	0.27	0.52	0.46	0.15	0.65	0.31	0.03
Avail Cap(c_a), veh/h	578	1668	1405	578	1668	1405	578	1744	1470	578	1744	1472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	10.6	10.7	12.0	0.0	10.8	12.2	8.8	8.3	11.2	7.5	7.0
Incr Delay (d2), s/veh	12.7	0.0	0.6	11.7	0.0	1.2	22.2	0.9	0.2	5.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.2	0.0	0.1	0.1	0.5	0.1	0.5	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	10.6	11.4	23.7	0.0	12.0	34.4	9.8	8.5	17.1	7.9	7.0
LnGrp LOS	C	B	B	C	A	B	C	A	A	B	A	A
Approach Vol, veh/h		37			51			222			233	
Approach Delay, s/veh		17.8			16.6			10.5			10.9	
Approach LOS		B			B			B			B	

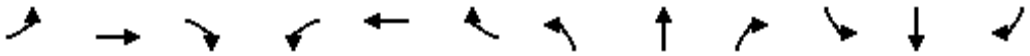
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	8.8	4.5	5.8	4.2	10.1	4.5	5.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	22.0	8.0	23.0	8.0	22.0
Max Q Clear Time (g_c+I1), s	3.0	4.0	2.3	2.3	2.1	3.6	2.2	2.5
Green Ext Time (p_c), s	0.1	0.9	0.0	0.0	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

SimTraffic Post-Processor **Kaiser Roseville Campus Expansion TIS**
Average Results from 10 Runs **Cumulative Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 5 **Cirby Way/Cirby Hills Dr-Kaiser North Driveway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	180	155	85.9%	121.3	48.0	F
	Through						
	Right Turn	330	334	101.3%	16.0	1.6	B
	Subtotal	510	489	95.9%	49.7	17.0	D
SB	Left Turn	30	28	93.7%	68.1	20.5	E
	Through						
	Right Turn	70	68	97.7%	33.3	11.9	C
	Subtotal	100	97	96.5%	41.9	10.6	D
EB	Left Turn	60	51	85.5%	66.7	20.5	E
	Through	1,440	1,162	80.7%	16.4	1.1	B
	Right Turn	80	66	82.2%	13.1	2.2	B
	Subtotal	1,580	1,279	81.0%	18.2	1.1	B
WB	Left Turn	50	31	62.3%	90.8	13.6	F
	Through	1,700	1,194	70.3%	44.2	20.0	D
	Right Turn	20	14	68.4%	40.2	32.6	D
	Subtotal	1,770	1,239	70.0%	45.3	19.6	D
Total		3,960	3,104	78.4%	34.6	9.2	C



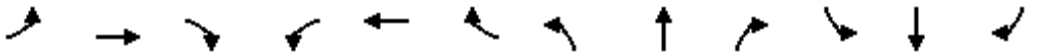
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	61	74	173	56	24	85	573	211	20	859	2
Future Volume (veh/h)	54	61	74	173	56	24	85	573	211	20	859	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	64	78	182	59	25	89	603	222	21	904	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	128	210	231	75	269	117	693	587	53	1217	3
Arrive On Green	0.13	0.13	0.13	0.17	0.17	0.17	0.07	0.37	0.37	0.03	0.33	0.33
Sat Flow, veh/h	861	967	1585	1361	441	1585	1781	1870	1585	1781	3638	8
Grp Volume(v), veh/h	121	0	78	241	0	25	89	603	222	21	442	464
Grp Sat Flow(s),veh/h/ln	1827	0	1585	1802	0	1585	1781	1870	1585	1781	1777	1869
Q Serve(g_s), s	3.6	0.0	2.6	7.4	0.0	0.8	2.9	17.4	5.9	0.7	12.8	12.8
Cycle Q Clear(g_c), s	3.6	0.0	2.6	7.4	0.0	0.8	2.9	17.4	5.9	0.7	12.8	12.8
Prop In Lane	0.47		1.00	0.76		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	242	0	210	305	0	269	117	693	587	53	595	625
V/C Ratio(X)	0.50	0.00	0.37	0.79	0.00	0.09	0.76	0.87	0.38	0.40	0.74	0.74
Avail Cap(c_a), veh/h	819	0	710	807	0	710	276	1602	1357	184	1463	1539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	23.0	23.1	0.0	20.3	26.7	17.0	13.4	27.6	17.1	17.1
Incr Delay (d2), s/veh	0.6	0.0	0.4	1.7	0.0	0.1	3.8	1.4	0.1	1.8	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.9	3.1	0.0	0.3	1.3	6.7	1.9	0.3	4.9	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	0.0	23.4	24.8	0.0	20.4	30.5	18.3	13.5	29.4	18.9	18.8
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		199			266			914			927	
Approach Delay, s/veh		23.8			24.4			18.3			19.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	26.8		11.7	7.8	24.7		13.8				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	* 5.3		4.0				
Max Green Setting (Gmax), s	6.0	49.7		26.0	9.0	* 48		26.0				
Max Q Clear Time (g_c+I1), s	2.7	19.4		5.6	4.9	14.8		9.4				
Green Ext Time (p_c), s	0.0	2.1		0.4	0.0	4.0		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		19.8	
HCM 6th LOS		B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	200	0	382	441	4	0	352	368	0	411	325
Future Volume (veh/h)	220	200	0	382	441	4	0	352	368	0	411	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	232	211	0	402	464	4	0	371	387	0	433	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	330	346	0	575	598	5	0	580	492	0	580	
Arrive On Green	0.19	0.19	0.00	0.32	0.32	0.32	0.00	0.31	0.31	0.00	0.31	0.00
Sat Flow, veh/h	1781	1870	0	1781	1852	16	0	1870	1585	0	1870	0
Grp Volume(v), veh/h	232	211	0	402	0	468	0	371	387	0	433	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1867	0	1870	1585	0	1870	0
Q Serve(g_s), s	9.2	7.8	0.0	14.9	0.0	17.1	0.0	12.9	16.8	0.0	15.7	0.0
Cycle Q Clear(g_c), s	9.2	7.8	0.0	14.9	0.0	17.1	0.0	12.9	16.8	0.0	15.7	0.0
Prop In Lane	1.00		0.00	1.00		0.01	0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	330	346	0	575	0	603	0	580	492	0	580	
V/C Ratio(X)	0.70	0.61	0.00	0.70	0.00	0.78	0.00	0.64	0.79	0.00	0.75	
Avail Cap(c_a), veh/h	539	566	0	704	0	738	0	715	606	0	1258	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	28.8	28.2	0.0	22.3	0.0	23.1	0.0	22.4	23.7	0.0	23.3	0.0
Incr Delay (d2), s/veh	5.7	3.7	0.0	3.8	0.0	5.9	0.0	2.6	7.7	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	3.7	0.0	6.3	0.0	7.9	0.0	5.8	7.0	0.0	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	31.9	0.0	26.1	0.0	29.0	0.0	25.0	31.4	0.0	24.8	0.0
LnGrp LOS	C	C	A	C	A	C	A	C	C	A	C	
Approach Vol, veh/h		443			870			758			433	A
Approach Delay, s/veh		33.3			27.7			28.3			24.8	
Approach LOS		C			C			C			C	

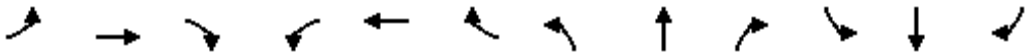
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.5		28.7		18.2		28.7				
Change Period (Y+Rc), s		* 4.2		5.3		4.2		* 5.3				
Max Green Setting (Gmax), s		* 30		50.7		22.8		* 29				
Max Q Clear Time (g_c+I1), s		19.1		17.7		11.2		18.8				
Green Ext Time (p_c), s		5.3		1.4		2.8		4.6				

Intersection Summary												
HCM 6th Ctrl Delay			28.3									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



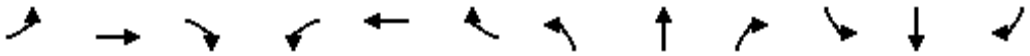
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	572	137	47	478	26	223	29	72	7	36	17
Future Volume (veh/h)	19	572	137	47	478	26	223	29	72	7	36	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	602	144	49	503	27	235	31	76	7	38	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	856	743	177	682	35	576	42	347	168	231	99
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	21	1827	1585	60	1456	74	1451	191	1585	71	1057	451
Grp Volume(v), veh/h	622	0	144	579	0	0	266	0	76	63	0	0
Grp Sat Flow(s),veh/h/ln	1848	0	1585	1591	0	0	1642	0	1585	1580	0	0
Q Serve(g_s), s	0.0	0.0	1.4	1.2	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	1.4	8.2	0.0	0.0	3.6	0.0	1.0	3.6	0.0	0.0
Prop In Lane	0.03		1.00	0.08		0.05	0.88		1.00	0.11		0.29
Lane Grp Cap(c), veh/h	1007	0	743	894	0	0	618	0	347	498	0	0
V/C Ratio(X)	0.62	0.00	0.19	0.65	0.00	0.00	0.43	0.00	0.22	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1937	0	1559	1736	0	0	1428	0	1269	1486	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.6	0.0	4.1	5.5	0.0	0.0	9.4	0.0	8.4	8.3	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.1	0.6	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.2	1.0	0.0	0.0	0.8	0.0	0.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.0	0.0	4.2	6.1	0.0	0.0	9.6	0.0	8.5	8.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		766			579			342			63	
Approach Delay, s/veh		5.7			6.1			9.3			8.3	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.5		9.7		16.5		9.7				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 26		21.0		* 26		21.0				
Max Q Clear Time (g_c+I1), s		8.9		5.6		10.2		5.6				
Green Ext Time (p_c), s		2.7		0.7		2.1		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		6.6
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



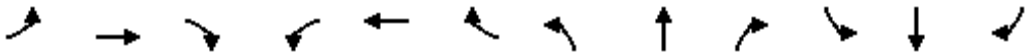
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	506	21	45	662	65	18	31	28	106	93	82
Future Volume (veh/h)	54	506	21	45	662	65	18	31	28	106	93	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	533	22	47	697	68	19	33	29	112	98	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	864	34	137	842	79	500	213	187	258	147	107
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	88	1622	64	51	1581	149	1200	918	807	496	633	462
Grp Volume(v), veh/h	612	0	0	812	0	0	19	0	62	296	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	0	1782	0	0	1200	0	1725	1591	0	0
Q Serve(g_s), s	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	1.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	8.0	0.0	0.0	13.3	0.0	0.0	0.4	0.0	1.0	6.1	0.0	0.0
Prop In Lane	0.09		0.04	0.06		0.08	1.00		0.47	0.38		0.29
Lane Grp Cap(c), veh/h	1058	0	0	1058	0	0	500	0	400	512	0	0
V/C Ratio(X)	0.58	0.00	0.00	0.77	0.00	0.00	0.04	0.00	0.15	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1762	0	0	1813	0	0	841	0	891	954	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.7	0.0	0.0	6.8	0.0	0.0	10.4	0.0	10.7	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.6	0.0	0.0	0.1	0.0	0.3	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	0.0	0.0	7.7	0.0	0.0	10.4	0.0	10.7	12.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	A
Approach Vol, veh/h		612			812			81			296	
Approach Delay, s/veh		6.1			7.7			10.7			12.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.8		12.1		22.8		12.1				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 34		18.0		* 34		18.0				
Max Q Clear Time (g_c+I1), s		10.0		3.0		15.3		8.1				
Green Ext Time (p_c), s		2.4		0.1		3.2		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



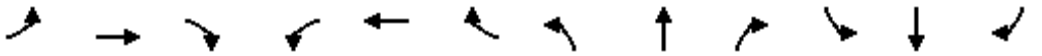
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	499	26	497	465	9	49	39	320	68	105	53
Future Volume (veh/h)	66	499	26	497	465	9	49	39	320	68	105	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	525	25	523	489	8	52	41	44	72	111	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	577	27	570	1094	18	191	130	286	132	150	48
Arrive On Green	0.05	0.33	0.33	0.32	0.60	0.60	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	1771	84	1781	1835	30	618	718	1585	358	829	266
Grp Volume(v), veh/h	69	0	550	523	0	497	93	0	44	224	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1855	1781	0	1865	1336	0	1585	1453	0	0
Q Serve(g_s), s	2.7	0.0	20.0	19.9	0.0	10.3	0.0	0.0	1.6	6.9	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	20.0	19.9	0.0	10.3	3.8	0.0	1.6	10.7	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.02	0.56		1.00	0.32		0.18
Lane Grp Cap(c), veh/h	88	0	605	570	0	1112	321	0	286	330	0	0
V/C Ratio(X)	0.78	0.00	0.91	0.92	0.00	0.45	0.29	0.00	0.15	0.68	0.00	0.00
Avail Cap(c_a), veh/h	203	0	707	659	0	1188	369	0	338	382	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.0	0.0	22.7	23.0	0.0	7.8	25.0	0.0	24.3	28.2	0.0	0.0
Incr Delay (d2), s/veh	5.5	0.0	14.0	15.4	0.0	0.2	0.2	0.0	0.1	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	10.4	10.1	0.0	3.5	1.3	0.0	0.6	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	0.0	36.7	38.5	0.0	8.0	25.2	0.0	24.4	30.9	0.0	0.0
LnGrp LOS	D	A	D	D	A	A	C	A	C	C	A	A
Approach Vol, veh/h		619			1020			137			224	
Approach Delay, s/veh		36.9			23.6			24.9			30.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.5	27.1		16.7	7.5	46.1		16.7				
Change Period (Y+Rc), s	4.0	* 4.2		4.0	4.0	* 4.2		4.0				
Max Green Setting (Gmax), s	26.0	* 27		15.0	8.0	* 45		15.0				
Max Q Clear Time (g_c+I1), s	21.9	22.0		5.8	4.7	12.3		12.7				
Green Ext Time (p_c), s	0.6	1.0		0.1	0.0	1.8		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		28.7	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	115	200	207	110	28	559	1118	56	39	1110	0
Future Volume (veh/h)	70	115	200	207	110	28	559	1118	56	39	1110	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	121	64	218	116	4	588	1177	30	41	1168	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	114	158	203	108	272	547	1384	617	390	1119	
Arrive On Green	0.10	0.10	0.10	0.17	0.17	0.17	0.31	0.39	0.39	0.22	0.31	0.00
Sat Flow, veh/h	697	1139	1585	1182	629	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	195	0	64	334	0	4	588	1177	30	41	1168	0
Grp Sat Flow(s),veh/h/ln	1836	0	1585	1811	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	14.0	0.0	5.3	24.0	0.0	0.3	43.0	42.4	1.7	2.6	44.1	0.0
Cycle Q Clear(g_c), s	14.0	0.0	5.3	24.0	0.0	0.3	43.0	42.4	1.7	2.6	44.1	0.0
Prop In Lane	0.38		1.00	0.65		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	0	158	310	0	272	547	1384	617	390	1119	
V/C Ratio(X)	1.06	0.00	0.40	1.08	0.00	0.01	1.08	0.85	0.05	0.11	1.04	
Avail Cap(c_a), veh/h	183	0	158	310	0	272	547	1905	850	390	1119	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.1	0.0	59.1	58.1	0.0	48.2	48.6	39.0	26.6	43.8	48.0	0.0
Incr Delay (d2), s/veh	84.2	0.0	0.6	72.9	0.0	0.0	60.4	3.3	0.0	0.0	39.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	0.0	2.2	17.4	0.0	0.1	27.8	18.6	0.6	1.1	25.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	147.2	0.0	59.8	131.0	0.0	48.2	108.9	42.3	26.7	43.8	87.2	0.0
LnGrp LOS	F	A	E	F	A	D	F	D	C	D	F	
Approach Vol, veh/h		259			338			1795			1209	A
Approach Delay, s/veh		125.6			130.0			63.9			85.7	
Approach LOS		F			F			E			F	

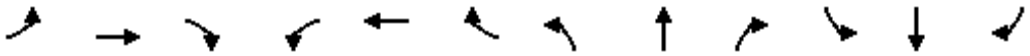
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	34.6	59.5		28.0	46.0	48.1		18.0				
Change Period (Y+Rc), s	4.0	4.9		4.0	3.0	* 4		4.0				
Max Green Setting (Gmax), s	10.0	75.1		24.0	43.0	* 44		14.0				
Max Q Clear Time (g_c+I1), s	4.6	44.4		26.0	45.0	46.1		16.0				
Green Ext Time (p_c), s	0.0	10.2		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	81.8	
HCM 6th LOS	F	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



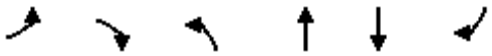
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	696	0	0	603	274	0	0	0	182	0	38
Future Volume (veh/h)	60	696	0	0	603	274	0	0	0	182	0	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	733	0	0	635	288	0	0	0	229	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	2240	0	0	859	724	0	6	0	474	249	0
Arrive On Green	0.05	0.63	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	3647	0	0	1870	1578	0	1870	0	3563	1870	0
Grp Volume(v), veh/h	63	733	0	0	635	288	0	0	0	229	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1870	1578	0	1870	0	1781	1870	0
Q Serve(g_s), s	1.2	3.2	0.0	0.0	9.4	4.1	0.0	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	3.2	0.0	0.0	9.4	4.1	0.0	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	94	2240	0	0	859	724	0	6	0	474	249	0
V/C Ratio(X)	0.67	0.33	0.00	0.00	0.74	0.40	0.00	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	422	3153	0	0	1217	1027	0	443	0	2318	1217	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.7	2.9	0.0	0.0	7.5	6.1	0.0	0.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.1	0.0	0.0	1.5	0.4	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.0	0.0	2.4	0.8	0.0	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	3.0	0.0	0.0	9.0	6.4	0.0	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	C	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h		796			923			0			229	
Approach Delay, s/veh		4.6			8.2			0.0			14.3	
Approach LOS		A			A						B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		0.0		25.3		8.5	5.8	19.5				
Change Period (Y+Rc), s		4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		8.0		30.0		22.0	8.0	22.0				
Max Q Clear Time (g_c+I1), s		0.0		5.2		4.0	3.2	11.4				
Green Ext Time (p_c), s		0.0		5.5		0.7	0.0	4.0				

Intersection Summary												
HCM 6th Ctrl Delay			7.4									
HCM 6th LOS			A									

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	334	579	587	253	55	610
Future Volume (veh/h)	334	579	587	253	55	610
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	352	130	442	512	58	205
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	445	396	519	1061	345	291
Arrive On Green	0.25	0.25	0.29	0.57	0.18	0.18
Sat Flow, veh/h	1781	1585	1781	1870	1870	1576
Grp Volume(v), veh/h	352	130	442	512	58	205
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1576
Q Serve(g_s), s	8.1	2.9	10.2	7.1	1.1	5.3
Cycle Q Clear(g_c), s	8.1	2.9	10.2	7.1	1.1	5.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	445	396	519	1061	345	291
V/C Ratio(X)	0.79	0.33	0.85	0.48	0.17	0.71
Avail Cap(c_a), veh/h	652	580	652	1540	685	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	13.4	14.6	5.6	15.0	16.7
Incr Delay (d2), s/veh	4.1	0.5	8.7	0.3	0.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.1	4.6	1.8	0.4	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.4	13.9	23.3	6.0	15.2	19.8
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	482			954	263	
Approach Delay, s/veh	17.9			14.0	18.8	
Approach LOS	B			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		28.8		14.9	16.7	12.1
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	16.0	16.0
Max Q Clear Time (g_c+I1), s		9.1		10.1	12.2	7.3
Green Ext Time (p_c), s		3.5		0.9	0.6	0.6

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection 10 **Diamond Creek Blvd-Prarie Woods Wy/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	183	167	91.4%	134.1	47.5	F
	Through	64	56	87.3%	118.5	43.5	F
	Right Turn	47	42	89.7%	59.9	44.1	E
	Subtotal	294	265	90.2%	119.7	45.8	F
SB	Left Turn	247	253	102.6%	51.3	6.1	D
	Through	30	32	107.7%	59.0	14.8	E
	Right Turn	164	155	94.3%	44.7	8.6	D
	Subtotal	441	440	99.9%	49.8	6.3	D
EB	Left Turn	53	48	89.6%	75.0	12.8	E
	Through	1,556	1,574	101.1%	27.0	2.5	C
	Right Turn	30	29	97.5%	8.7	1.5	A
	Subtotal	1,639	1,650	100.7%	28.1	2.4	C
WB	Left Turn	52	40	76.0%	86.4	7.0	F
	Through	2,300	1,894	82.3%	29.0	6.4	C
	Right Turn	272	226	83.3%	13.9	2.7	B
	Subtotal	2,624	2,160	82.3%	28.5	6.0	C
Total		4,998	4,516	90.4%	35.8	3.8	D

Intersection 11 **Woodcreek Oaks Blvd/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	340	328	96.3%	68.7	4.6	E
	Through	427	424	99.2%	52.6	3.3	D
	Right Turn	201	199	99.1%	17.2	3.3	B
	Subtotal	968	950	98.2%	50.8	2.0	D
SB	Left Turn	322	318	98.7%	67.0	6.8	E
	Through	548	537	97.9%	77.8	19.8	E
	Right Turn	44	43	97.6%	22.4	5.7	C
	Subtotal	914	897	98.2%	71.6	13.1	E
EB	Left Turn	153	146	95.4%	79.0	5.2	E
	Through	1,449	1,463	101.0%	63.5	2.7	E
	Right Turn	194	192	98.7%	23.9	4.6	C
	Subtotal	1,796	1,801	100.3%	60.6	2.2	E
WB	Left Turn	518	386	74.5%	48.5	8.3	D
	Through	2,084	1,633	78.4%	26.9	6.9	C
	Right Turn	337	266	78.9%	16.0	3.0	B
	Subtotal	2,939	2,285	77.7%	29.2	6.4	C
Total		6,617	5,933	89.7%	48.6	3.2	D

Intersection 12 **Walgreens Dwy-Roseville Pkwy/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	5	106.4%	12.9	21.3	B
	Through	5	7	136.8%	31.8	33.3	C
	Right Turn	5	5	98.8%	9.9	12.2	A
	Subtotal	15	17	114.0%	23.4	22.8	C
SB	Left Turn	72	69	96.1%	62.1	13.7	E
	Through	16	18	114.0%	16.0	11.4	B
	Right Turn						
	Subtotal	88	87	99.3%	53.0	13.5	D
EB	Left Turn	11	13	117.5%	67.4	20.1	E
	Through	1,920	1,931	100.6%	32.7	9.1	C
	Right Turn	5	3	53.2%	7.6	3.2	A
	Subtotal	1,936	1,946	100.5%	32.9	9.0	C
WB	Left Turn	5	4	83.6%	69.2	55.0	E
	Through	2,810	2,121	75.5%	14.9	3.1	B
	Right Turn	31	23	74.8%	2.3	1.9	A
	Subtotal	2,846	2,149	75.5%	14.9	3.1	B
Total		4,885	4,199	86.0%	24.0	4.4	C

Intersection 13 **New Meadow Dr/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	5	98.8%	41.0	45.4	D
	Through	5	3	68.4%	48.9	36.6	D
	Right Turn	5	10	190.0%	13.5	9.1	B
	Subtotal	15	18	119.1%	38.1	22.3	D
SB	Left Turn	123	124	101.0%	56.7	6.0	E
	Through	5	6	114.0%	71.5	32.4	E
	Right Turn	25	28	112.5%	9.6	12.1	A
	Subtotal	153	158	103.3%	49.3	5.3	D
EB	Left Turn	40	44	110.2%	49.4	13.6	D
	Through	1,952	1,938	99.3%	11.3	1.6	B
	Right Turn	5	4	76.0%	5.3	4.1	A
	Subtotal	1,997	1,986	99.4%	12.1	1.5	B
WB	Left Turn	5	4	76.0%	28.3	30.7	C
	Through	2,816	2,105	74.7%	8.7	1.0	A
	Right Turn	309	223	72.3%	6.6	1.1	A
	Subtotal	3,130	2,332	74.5%	8.6	1.0	A
Total		5,295	4,494	84.9%	11.7	1.0	B

Intersection 14 **Collector C/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	10	98.8%	63.0	24.5	E
	Through	10	9	87.4%	53.9	31.4	D
	Right Turn	10	9	91.2%	11.8	8.9	B
	Subtotal	30	28	92.5%	46.1	13.8	D
SB	Left Turn	10	8	79.8%	52.2	38.3	D
	Through	10	14	140.6%	74.7	34.3	E
	Right Turn	10	15	148.2%	21.4	10.3	C
	Subtotal	30	37	122.9%	48.2	13.9	D
EB	Left Turn	10	10	98.8%	63.6	35.7	E
	Through	2,152	2,114	98.2%	19.0	3.1	B
	Right Turn	10	11	114.0%	11.6	6.0	B
	Subtotal	2,172	2,135	98.3%	19.2	3.1	B
WB	Left Turn	10	8	83.6%	80.4	23.2	F
	Through	3,181	2,365	74.4%	7.6	0.6	A
	Right Turn	10	5	49.4%	3.8	3.9	A
	Subtotal	3,201	2,378	74.3%	7.8	0.6	A
Total		5,433	4,578	84.3%	13.7	1.6	B

Intersection 15 **Foothills Blvd/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	365	295	80.7%	154.6	30.2	F
	Through	907	730	80.5%	192.1	32.7	F
	Right Turn	568	442	77.8%	152.9	37.5	F
	Subtotal	1,840	1,467	79.7%	173.0	33.7	F
SB	Left Turn	723	546	75.5%	223.2	24.7	F
	Through	671	656	97.7%	44.2	4.2	D
	Right Turn	297	283	95.2%	19.8	2.0	B
	Subtotal	1,691	1,484	87.8%	105.2	8.5	F
EB	Left Turn	113	102	90.1%	83.7	9.6	F
	Through	1,809	1,612	89.1%	76.8	11.0	E
	Right Turn	250	241	96.2%	33.8	7.7	C
	Subtotal	2,172	1,955	90.0%	71.9	10.1	E
WB	Left Turn	347	269	77.6%	74.4	25.2	E
	Through	2,539	1,808	71.2%	45.4	2.8	D
	Right Turn	474	359	75.8%	22.4	4.1	C
	Subtotal	3,360	2,437	72.5%	45.4	4.2	D
Total		9,063	7,342	81.0%	89.9	7.0	F

Intersection 16 **SR 65 Ramps-Fidelity Wy/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	175	130	74.3%	161.9	54.6	F
	Through						
	Right Turn	130	95	73.1%	148.7	50.3	F
	Subtotal	305	225	73.8%	156.0	51.9	F
SB	Left Turn						
	Through						
	Right Turn	1,080	1,054	97.6%	3.3	0.5	A
	Subtotal	1,080	1,054	97.6%	3.3	0.5	A
EB	Left Turn						
	Through	3,270	2,240	68.5%	158.0	25.9	F
	Right Turn	23	17	74.3%	149.4	25.3	F
	Subtotal	3,293	2,257	68.5%	157.9	25.9	F
WB	Left Turn	36	19	52.8%	59.1	15.2	E
	Through	2,214	1,327	60.0%	6.2	0.3	A
	Right Turn						
	Subtotal	2,250	1,346	59.8%	6.9	0.3	A
Total		6,928	4,882	70.5%	83.0	12.3	F

Intersection 17 **SR 65 Ramps-Washington Blvd/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	781	16	2.0%	587.1	14.9	F
	Through						
	Right Turn	816	100	12.2%	434.9	69.4	F
	Subtotal	1,597	116	7.3%	347.5	190.1	F
SB	Left Turn	131	120	92.0%	77.3	34.0	E
	Through	484	418	86.4%	93.7	51.2	F
	Right Turn	249	206	82.6%	48.1	45.2	D
	Subtotal	864	744	86.2%	78.4	46.9	E
EB	Left Turn						
	Through	1,272	949	74.6%	14.8	2.0	B
	Right Turn	2,128	1,362	64.0%	27.1	4.6	C
	Subtotal	3,400	2,311	68.0%	22.0	2.9	C
WB	Left Turn	447	371	82.9%	186.0	41.9	F
	Through	1,220	1,119	91.7%	54.6	16.6	D
	Right Turn	378	331	87.5%	49.7	18.1	D
	Subtotal	2,045	1,820	89.0%	80.7	22.3	F
Total		7,906	4,991	63.1%	56.5	10.2	E

Intersection 31 **Foothills Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	347	314	90.5%	114.6	30.7	F
	Through	599	617	103.0%	46.5	3.8	D
	Right Turn	569	493	86.6%	101.7	57.6	F
	Subtotal	1,515	1,424	94.0%	80.8	17.6	F
SB	Left Turn	240	203	84.4%	162.2	31.6	F
	Through	1,500	1,309	87.3%	128.5	24.2	F
	Right Turn	497	394	79.2%	141.4	30.6	F
	Subtotal	2,237	1,905	85.2%	134.7	22.5	F
EB	Left Turn	325	320	98.4%	113.7	37.2	F
	Through	1,480	1,447	97.8%	62.7	14.4	E
	Right Turn	160	170	106.2%	27.3	11.9	C
	Subtotal	1,965	1,937	98.6%	68.3	13.5	E
WB	Left Turn	759	640	84.4%	77.7	8.8	E
	Through	1,941	1,620	83.5%	51.4	7.4	D
	Right Turn	106	92	86.4%	26.8	4.0	C
	Subtotal	2,806	2,352	83.8%	57.7	5.5	E
Total		8,523	7,618	89.4%	83.8	8.0	F

Intersection 32 **Washington Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	381	311	81.6%	174.5	52.0	F
	Through	596	578	97.0%	46.0	6.1	D
	Right Turn	352	342	97.1%	8.3	1.8	A
	Subtotal	1,329	1,231	92.6%	67.8	15.3	E
SB	Left Turn	160	127	79.1%	220.2	22.4	F
	Through	1,076	865	80.3%	195.5	23.3	F
	Right Turn	212	169	79.8%	167.9	27.1	F
	Subtotal	1,448	1,160	80.1%	194.4	22.2	F
EB	Left Turn	197	168	85.1%	116.8	22.2	F
	Through	1,869	1,587	84.9%	92.2	20.8	F
	Right Turn	166	142	85.4%	74.9	21.8	E
	Subtotal	2,232	1,897	85.0%	93.2	19.8	F
WB	Left Turn	422	329	78.0%	268.3	26.5	F
	Through	2,145	1,783	83.1%	205.5	28.0	F
	Right Turn	87	76	87.4%	153.4	31.2	F
	Subtotal	2,654	2,188	82.4%	213.4	24.9	F
Total		7,663	6,476	84.5%	147.1	10.0	F

Intersection 33 **Hallisy Dr-Gold Coast Dr/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	396	380	96.1%	120.8	48.3	F
	Through	81	75	92.9%	125.1	50.7	F
	Right Turn	35	36	104.2%	109.0	54.6	F
	Subtotal	512	492	96.1%	120.5	48.4	F
SB	Left Turn	81	74	91.0%	54.0	8.1	D
	Through	36	28	77.1%	22.8	13.1	C
	Right Turn						
	Subtotal	117	101	86.7%	45.0	6.2	D
EB	Left Turn	21	23	108.6%	96.3	14.5	F
	Through	2,257	1,894	83.9%	41.9	5.3	D
	Right Turn	31	27	88.3%	22.8	3.0	C
	Subtotal	2,309	1,944	84.2%	42.2	5.2	D
WB	Left Turn	78	82	105.2%	75.1	15.7	E
	Through	2,244	2,240	99.8%	31.7	4.6	C
	Right Turn	94	96	102.3%	14.1	2.2	B
	Subtotal	2,416	2,419	100.1%	32.5	4.3	C
Total		5,354	4,957	92.6%	45.3	6.9	D

Intersection 35 **Pleasant Grove Blvd/Highland Pointe Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	381	325	85.4%	137.9	31.6	F
	Through	2,601	1,820	70.0%	223.4	14.5	F
	Right Turn	36	23	63.3%	256.5	68.5	F
	Subtotal	3,018	2,168	71.8%	211.2	12.9	F
SB	Left Turn	186	168	90.3%	80.1	12.3	F
	Through	1,864	1,777	95.3%	44.7	5.1	D
	Right Turn	288	281	97.6%	13.1	1.7	B
	Subtotal	2,338	2,226	95.2%	43.4	4.0	D
EB	Left Turn	546	402	73.6%	208.6	28.8	F
	Through	5	4	83.6%	48.0	41.2	D
	Right Turn	448	429	95.8%	51.0	12.3	D
	Subtotal	999	835	83.6%	127.0	17.2	F
WB	Left Turn	276	261	94.6%	58.7	6.0	E
	Through	40	43	108.3%	58.2	15.0	E
	Right Turn	344	335	97.4%	29.4	7.4	C
	Subtotal	660	640	96.9%	43.6	5.5	D
Total		7,015	5,869	83.7%	117.0	3.8	F

Intersection 36 **SR 65 SB Ramps/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	100	103	103.4%	25.5	1.9	C
	Through						
	Right Turn	467	492	105.4%	27.2	4.0	C
	Subtotal	567	595	105.0%	27.0	3.3	C
EB	Left Turn						
	Through	2,526	1,901	75.2%	16.8	2.2	B
	Right Turn	501	239	47.6%	14.2	2.4	B
	Subtotal	3,027	2,139	70.7%	16.5	2.2	B
WB	Left Turn						
	Through	2,224	2,050	92.2%	12.6	1.4	B
	Right Turn	316	284	89.9%	6.7	1.0	A
	Subtotal	2,540	2,334	91.9%	11.9	1.4	B
Total		6,134	5,069	82.6%	15.7	0.9	B

Intersection 37 **SR 65 NB Ramps/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	627	608	96.9%	56.6	7.9	E
	Through						
	Right Turn	703	717	102.0%	24.7	3.8	C
	Subtotal	1,330	1,325	99.6%	39.4	5.0	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	2,154	1,672	77.6%	18.0	4.0	B
	Right Turn	472	335	70.9%	10.5	0.8	B
	Subtotal	2,626	2,006	76.4%	16.8	3.4	B
WB	Left Turn	181	159	87.8%	61.9	23.1	E
	Through	1,913	1,765	92.2%	4.4	0.4	A
	Right Turn						
	Subtotal	2,094	1,924	91.9%	9.3	2.9	A
Total		6,050	5,255	86.9%	19.8	2.5	B

SimTraffic Post-Processor **Roseville General Plan**
Average Results from 10 Runs **Cumulative Constrained Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 38 **Fairway Dr/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	665	579	87.0%	54.8	12.2	D
	Through	1,235	1,080	87.4%	36.5	2.1	D
	Right Turn	606	454	74.9%	17.5	1.7	B
	Subtotal	2,506	2,112	84.3%	37.6	4.2	D
SB	Left Turn	115	122	106.4%	73.7	11.2	E
	Through	711	685	96.4%	61.0	5.4	E
	Right Turn	156	153	98.2%	23.2	4.7	C
	Subtotal	982	961	97.8%	56.7	5.2	E
EB	Left Turn	285	283	99.5%	63.8	3.1	E
	Through	574	578	100.6%	58.9	8.9	E
	Right Turn	579	465	80.3%	162.6	58.9	F
	Subtotal	1,438	1,326	92.2%	96.2	22.1	F
WB	Left Turn	611	595	97.3%	74.9	23.6	E
	Through	648	644	99.4%	41.5	3.7	D
	Right Turn	139	137	98.4%	12.4	3.0	B
	Subtotal	1,398	1,376	98.4%	53.3	10.4	D
Total		6,324	5,774	91.3%	57.9	5.9	E

Intersection 34 **Pleasant Grove Blvd/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	1,100	621	56.5%	167.2	15.9	F
	Through	1,314	885	67.4%	76.0	6.8	E
	Right Turn	1,199	771	64.3%	29.3	4.7	C
	Subtotal	3,613	2,277	63.0%	85.3	9.7	F
SB	Left Turn	417	344	82.4%	125.4	44.2	F
	Through	991	795	80.3%	149.1	50.4	F
	Right Turn	21	20	94.1%	38.5	35.3	D
	Subtotal	1,429	1,159	81.1%	140.8	47.4	F
EB	Left Turn	47	36	76.8%	103.9	27.8	F
	Through	1,356	1,204	88.8%	92.2	24.8	F
	Right Turn	883	747	84.6%	56.7	37.8	E
	Subtotal	2,286	1,987	86.9%	78.9	28.7	E
WB	Left Turn	826	428	51.8%	377.6	47.3	F
	Through	1,601	1,455	90.9%	61.8	8.8	E
	Right Turn	273	271	99.1%	24.7	5.6	C
	Subtotal	2,700	2,154	79.8%	119.1	11.5	F
Total		10,028	7,577	75.6%	101.6	13.5	F

Intersection 63 **Gibson Dr (W)/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	42	23	55.2%	149.2	71.6	F
	Through						
	Right Turn	1,194	915	76.7%	107.7	53.9	F
	Subtotal	1,236	939	75.9%	108.7	54.1	F
EB	Left Turn	465	313	67.3%	125.8	57.8	F
	Through	2,228	1,578	70.8%	36.6	16.8	D
	Right Turn						
	Subtotal	2,693	1,891	70.2%	50.8	21.8	D
WB	Left Turn						
	Through	2,362	1,339	56.7%	123.2	32.8	F
	Right Turn	30	13	44.3%	128.4	70.3	F
	Subtotal	2,392	1,352	56.5%	123.3	32.8	F
Total		6,321	4,182	66.2%	85.6	20.4	F

Intersection 64 **Chase Dr/Rosville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	54	107.9%	54.8	13.6	D
	Through						
	Right Turn	77	74	95.7%	1.5	0.2	A
	Subtotal	127	128	100.5%	24.4	8.7	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	2,192	1,540	70.2%	30.4	14.3	C
	Right Turn	78	59	75.0%	18.2	14.5	B
	Subtotal	2,270	1,598	70.4%	29.9	14.3	C
WB	Left Turn	493	378	76.8%	74.2	20.6	E
	Through	2,342	1,735	74.1%	25.0	8.8	C
	Right Turn						
	Subtotal	2,835	2,113	74.5%	34.0	11.4	C
Total		5,232	3,839	73.4%	31.7	8.2	C

Intersection 65 **Gibson Dr-Castaic Dr/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	2	2	76.0%	33.2	64.6	C
	Through	3	4	139.3%	61.6	52.9	E
	Right Turn	44	44	101.0%	33.4	16.5	C
	Subtotal	49	50	102.4%	40.4	21.0	D
SB	Left Turn	1,108	769	69.4%	243.2	39.5	F
	Through	7	4	54.3%	224.1	137.0	F
	Right Turn	369	271	73.5%	217.7	46.6	F
	Subtotal	1,484	1,044	70.3%	236.6	41.6	F
EB	Left Turn	204	130	63.5%	238.3	117.1	F
	Through	2,063	1,469	71.2%	38.5	20.0	D
	Right Turn						
	Subtotal	2,267	1,599	70.5%	53.5	23.5	D
WB	Left Turn	42	33	77.8%	102.3	20.8	F
	Through	2,464	1,908	77.4%	68.1	27.0	E
	Right Turn	598	445	74.5%	29.1	16.7	C
	Subtotal	3,104	2,386	76.9%	61.3	24.7	E
Total		6,904	5,079	73.6%	93.8	16.0	F

Intersection 66 **West Dr/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	39	27	70.2%	71.2	13.5	E
	Through	2,711	2,154	79.5%	18.0	5.9	B
	Right Turn	114	85	74.3%	2.5	1.4	A
	Subtotal	2,864	2,266	79.1%	18.1	5.4	B
SB	Left Turn	279	192	68.6%	74.0	11.1	E
	Through	2,927	2,096	71.6%	22.2	7.1	C
	Right Turn	31	24	76.0%	10.3	6.2	B
	Subtotal	3,237	2,312	71.4%	26.4	7.1	C
EB	Left Turn	26	26	100.8%	64.5	16.5	E
	Through	3	2	63.3%	33.1	36.7	C
	Right Turn	24	24	101.3%	36.2	21.2	D
	Subtotal	53	52	98.9%	50.9	12.6	D
WB	Left Turn	133	142	106.6%	56.1	11.0	E
	Through	2	3	133.0%	21.7	20.8	C
	Right Turn	352	344	97.7%	23.1	5.9	C
	Subtotal	487	488	100.3%	33.1	5.0	C
Total		6,641	5,119	77.1%	23.7	4.4	C

Intersection 67 **Reserve Dr/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	425	341	80.2%	180.5	22.5	F
	Through	100	76	76.0%	189.2	25.8	F
	Right Turn	421	324	77.0%	149.6	25.6	F
	Subtotal	946	741	78.3%	168.1	22.7	F
SB	Left Turn	276	275	99.5%	42.9	6.4	D
	Through	182	167	91.9%	50.1	8.5	D
	Right Turn	83	100	120.4%	6.7	4.5	A
	Subtotal	541	542	100.2%	38.4	7.4	D
EB	Left Turn	34	29	83.8%	78.4	12.7	E
	Through	2,659	1,889	71.1%	65.6	8.3	E
	Right Turn	340	226	66.6%	43.6	10.8	D
	Subtotal	3,033	2,144	70.7%	63.4	8.5	E
WB	Left Turn	323	248	76.8%	107.0	37.9	F
	Through	2,345	1,838	78.4%	42.1	6.6	D
	Right Turn	238	179	75.4%	20.9	4.4	C
	Subtotal	2,906	2,266	78.0%	48.1	8.1	D
Total		7,426	5,693	76.7%	68.5	4.6	E

Intersection 68 **Galleria Blvd/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	597	402	67.3%	257.3	45.3	F
	Through	980	983	100.3%	57.0	5.7	E
	Right Turn	64	68	106.9%	7.8	1.2	A
	Subtotal	1,641	1,454	88.6%	110.0	15.7	F
SB	Left Turn	644	339	52.7%	328.5	31.2	F
	Through	787	711	90.3%	68.6	4.1	E
	Right Turn	566	508	89.8%	29.3	5.6	C
	Subtotal	1,997	1,559	78.1%	112.7	12.2	F
EB	Left Turn	664	483	72.7%	95.7	35.5	F
	Through	1,683	1,270	75.5%	42.4	8.8	D
	Right Turn	1,002	748	74.7%	14.7	3.3	B
	Subtotal	3,349	2,502	74.7%	44.5	11.7	D
WB	Left Turn	251	205	81.8%	89.8	10.3	F
	Through	1,742	1,436	82.5%	72.7	9.0	E
	Right Turn	741	615	83.0%	11.9	2.1	B
	Subtotal	2,734	2,257	82.5%	57.8	6.7	E
Total		9,721	7,771	79.9%	74.3	6.3	E

Intersection 69 **Creekside Ridge Dr/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	27	29	108.4%	65.5	16.9	E
	Through	10	6	64.6%	49.8	40.1	D
	Right Turn	23	31	135.5%	7.7	4.4	A
	Subtotal	60	67	111.5%	38.9	11.7	D
SB	Left Turn	498	483	97.0%	74.5	17.4	E
	Through	4	6	142.5%	54.2	57.3	D
	Right Turn	155	160	103.0%	61.4	16.1	E
	Subtotal	657	648	98.7%	71.5	16.7	E
EB	Left Turn	76	54	71.5%	82.8	5.4	F
	Through	2,239	1,563	69.8%	24.2	2.8	C
	Right Turn	17	10	60.4%	7.4	1.1	A
	Subtotal	2,332	1,628	69.8%	26.1	2.8	C
WB	Left Turn	42	34	80.5%	93.2	17.1	F
	Through	2,318	1,913	82.5%	38.7	6.6	D
	Right Turn	343	275	80.2%	26.8	5.8	C
	Subtotal	2,703	2,222	82.2%	38.2	6.4	D
Total		5,752	4,565	79.4%	38.7	4.9	D

Intersection 70 **Taylor Rd/E Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	523	505	96.6%	125.0	50.1	F
	Through	338	300	88.7%	49.6	4.7	D
	Right Turn	234	231	98.7%	27.2	9.2	C
	Subtotal	1,095	1,036	94.6%	82.3	26.8	F
SB	Left Turn	592	257	43.3%	378.7	33.3	F
	Through	318	321	101.0%	47.6	3.3	D
	Right Turn	232	234	101.1%	26.4	4.4	C
	Subtotal	1,142	812	71.1%	145.8	7.1	F
EB	Left Turn	336	206	61.2%	150.9	32.8	F
	Through	2,139	1,461	68.3%	66.4	17.5	E
	Right Turn	285	203	71.2%	39.4	13.9	D
	Subtotal	2,760	1,870	67.8%	72.7	17.7	E
WB	Left Turn	252	187	74.2%	127.7	21.3	F
	Through	2,138	1,639	76.7%	103.4	17.1	F
	Right Turn	798	546	68.5%	75.1	9.3	E
	Subtotal	3,188	2,373	74.4%	99.0	15.3	F
Total		8,185	6,091	74.4%	94.2	9.7	F

Intersection 71 **N Sunrise Ave/E Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	569	549	96.4%	126.8	32.7	F
	Through	111	105	94.5%	45.5	8.4	D
	Right Turn	408	394	96.7%	6.0	2.3	A
	Subtotal	1,088	1,048	96.3%	73.4	17.5	E
SB	Left Turn	116	90	78.0%	248.5	113.3	F
	Through	296	215	72.5%	213.2	101.6	F
	Right Turn	306	287	93.6%	47.5	24.0	D
	Subtotal	718	592	82.4%	134.9	58.3	F
EB	Left Turn	106	73	68.5%	75.4	6.9	E
	Through	2,121	1,378	65.0%	40.5	6.1	D
	Right Turn	431	272	63.1%	12.3	2.8	B
	Subtotal	2,658	1,723	64.8%	37.5	5.4	D
WB	Left Turn	374	317	84.7%	124.6	28.6	F
	Through	2,149	1,709	79.5%	90.8	23.6	F
	Right Turn	43	30	69.8%	57.0	14.8	E
	Subtotal	2,566	2,056	80.1%	95.6	23.0	F
Total		7,030	5,418	77.1%	76.1	6.9	E

Intersection 72 **Secret Ravine Pkwy/E Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	1	1	76.0%	8.4	17.7	A
	Through						
	Right Turn						
	Subtotal	1	1	76.0%	8.4	17.7	A
SB	Left Turn	142	151	106.5%	73.7	21.8	E
	Through						
	Right Turn	594	551	92.8%	72.5	25.8	E
	Subtotal	736	703	95.5%	72.8	22.0	E
EB	Left Turn	788	530	67.3%	67.1	19.9	E
	Through	1,805	1,284	71.1%	45.0	27.2	D
	Right Turn	4	3	66.5%	18.1	12.1	B
	Subtotal	2,597	1,817	70.0%	51.4	24.7	D
WB	Left Turn	13	8	58.5%	80.3	60.1	F
	Through	1,941	1,695	87.3%	57.2	34.2	E
	Right Turn	143	129	90.3%	30.9	24.1	C
	Subtotal	2,097	1,832	87.3%	55.6	33.7	E
Total		5,431	4,352	80.1%	55.7	14.6	E

Intersection 73 **E Roseville Pkwy/Alexandra Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,965	1,921	97.8%	17.4	2.8	B
	Right Turn	404	369	91.2%	13.4	2.1	B
	Subtotal	2,369	2,290	96.7%	16.8	2.6	B
SB	Left Turn	120	96	80.1%	36.9	7.6	D
	Through	1,811	1,346	74.3%	13.2	3.2	B
	Right Turn						
	Subtotal	1,931	1,442	74.7%	14.8	3.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	83	80	96.1%	22.4	3.1	C
	Through						
	Right Turn	64	66	103.3%	11.3	2.4	B
	Subtotal	147	146	99.3%	17.3	2.6	B
Total		4,447	3,878	87.2%	16.1	1.2	B

Intersection 74 **E Roseville Pkwy/Rocky Ridge Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	86	74	85.7%	69.0	11.3	E
	Through	2,088	2,088	100.0%	14.5	3.5	B
	Right Turn						
	Subtotal	2,174	2,162	99.4%	16.4	3.7	B
SB	Left Turn						
	Through	1,656	1,268	76.6%	16.0	2.7	B
	Right Turn	238	196	82.5%	10.3	3.0	B
	Subtotal	1,894	1,465	77.3%	15.3	2.6	B
EB	Left Turn	281	258	91.8%	51.9	6.0	D
	Through						
	Right Turn	244	250	102.6%	22.7	9.4	C
	Subtotal	525	508	96.8%	37.5	4.1	D
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		4,593	4,135	90.0%	18.6	2.0	B

Intersection 75 **E Roseille Pkwy/Lead Hill Blvd-Orvietto Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	215	204	94.7%	75.7	18.2	E
	Through	1,761	1,730	98.2%	18.8	2.3	B
	Right Turn	4	4	104.5%	2.6	2.7	A
	Subtotal	1,980	1,938	97.9%	24.7	2.9	C
SB	Left Turn	17	12	71.5%	79.6	26.1	E
	Through	1,822	1,439	79.0%	36.2	2.8	D
	Right Turn	78	54	69.2%	15.9	2.8	B
	Subtotal	1,917	1,505	78.5%	35.8	2.6	D
EB	Left Turn	418	399	95.5%	66.0	11.5	E
	Through	22	21	95.0%	64.9	19.6	E
	Right Turn	264	262	99.2%	18.8	5.6	B
	Subtotal	704	682	96.8%	47.8	7.6	D
WB	Left Turn	3	2	50.7%	27.7	44.9	C
	Through	20	20	100.7%	55.6	25.3	E
	Right Turn						
	Subtotal	23	22	94.2%	57.6	25.5	E
Total		4,624	4,146	89.7%	32.8	2.1	C

SimTraffic Post-Processor **Roseville General Plan**
Average Results from 10 Runs **Cumulative Constrained Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 174 **Galleria Blvd/Antelope Creek Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	119	92	77.6%	65.4	4.4	E
	Through	1,894	1,681	88.7%	19.8	2.7	B
	Right Turn	184	147	79.7%	2.3	0.3	A
	Subtotal	2,197	1,920	87.4%	20.6	2.3	C
SB	Left Turn	308	265	86.0%	109.3	34.1	F
	Through	1,360	1,214	89.2%	51.4	14.3	D
	Right Turn	259	295	113.9%	11.0	1.6	B
	Subtotal	1,927	1,773	92.0%	53.1	13.5	D
EB	Left Turn	490	473	96.6%	84.0	21.4	F
	Through	75	74	98.8%	55.0	6.5	E
	Right Turn	124	107	86.1%	2.4	0.6	A
	Subtotal	689	654	95.0%	67.7	17.3	E
WB	Left Turn	428	288	67.3%	148.0	43.9	F
	Through	88	100	113.1%	51.2	11.5	D
	Right Turn	424	445	104.9%	6.1	0.8	A
	Subtotal	940	832	88.5%	58.6	8.9	E
Total		5,753	5,180	90.0%	43.7	5.3	D

Intersection 76 **E Roseville Pkwy/Olympus Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	11	8	76.0%	99.5	30.0	F
	Through	1,590	1,471	92.5%	54.9	9.8	D
	Right Turn	177	174	98.1%	14.7	4.6	B
	Subtotal	1,778	1,653	92.9%	50.9	9.4	D
SB	Left Turn	415	352	84.7%	97.5	6.0	F
	Through	1,840	1,626	88.4%	40.9	4.8	D
	Right Turn	43	43	99.0%	36.6	9.4	D
	Subtotal	2,298	2,020	87.9%	50.7	5.3	D
EB	Left Turn	112	94	84.1%	130.5	56.1	F
	Through	231	217	93.9%	115.0	52.6	F
	Right Turn	102	84	82.7%	108.0	57.5	F
	Subtotal	445	396	88.9%	116.8	53.5	F
WB	Left Turn	71	78	109.2%	63.5	21.5	E
	Through	180	193	107.2%	44.3	5.5	D
	Right Turn	211	206	97.4%	2.7	0.2	A
	Subtotal	462	476	103.1%	29.6	4.5	C
Total		4,983	4,544	91.2%	54.3	4.3	D

Intersection 77 **E Roseville Pkwy/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	171	172	100.4%	84.5	10.7	F
	Through	639	633	99.1%	53.0	5.4	D
	Right Turn	50	45	90.4%	24.7	6.0	C
	Subtotal	860	850	98.9%	58.0	5.0	E
SB	Left Turn	796	701	88.0%	74.4	9.7	E
	Through	981	911	92.9%	51.9	8.7	D
	Right Turn	103	100	97.4%	31.7	10.0	C
	Subtotal	1,880	1,712	91.1%	60.0	7.7	E
EB	Left Turn	187	163	87.2%	78.5	12.3	E
	Through	1,787	1,500	83.9%	31.3	2.3	C
	Right Turn	454	387	85.2%	22.7	3.1	C
	Subtotal	2,428	2,050	84.4%	33.6	2.5	C
WB	Left Turn	104	96	92.1%	92.3	24.6	F
	Through	1,673	1,574	94.1%	74.4	14.9	E
	Right Turn	915	836	91.3%	81.6	28.2	F
	Subtotal	2,692	2,505	93.1%	77.5	18.2	E
Total		7,860	7,118	90.6%	58.2	6.5	E

Intersection 85 **I-80 WB Ramps/Eureka Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	1,349	1,232	91.4%	61.5	24.6	E
	Subtotal	1,349	1,232	91.4%	61.5	24.6	E
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	904	806	89.2%	76.6	30.7	E
	Right Turn	595	464	77.9%	118.9	36.2	F
	Subtotal	1,499	1,270	84.7%	92.1	33.1	F
WB	Left Turn	823	507	61.6%	179.3	41.1	F
	Through	1,527	1,351	88.5%	6.5	1.6	A
	Right Turn						
	Subtotal	2,350	1,858	79.1%	53.8	12.7	D
Total		5,198	4,360	83.9%	66.7	14.5	E

Intersection 86 **Taylor Rd-I-80 EB Ramps/Eureka Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	180	185	102.8%	37.7	8.9	D
	Through	576	589	102.3%	49.5	5.4	D
	Right Turn	389	391	100.5%	5.4	1.0	A
	Subtotal	1,145	1,165	101.8%	32.8	4.1	C
SB	Left Turn	536	375	69.9%	245.7	54.3	F
	Through						
	Right Turn	533	329	61.7%	270.5	105.9	F
	Subtotal	1,069	703	65.8%	252.7	42.2	F
EB	Left Turn	191	149	78.0%	160.9	51.1	F
	Through	1,678	1,510	90.0%	52.6	3.8	D
	Right Turn	384	336	87.4%	12.7	0.8	B
	Subtotal	2,253	1,994	88.5%	54.3	2.2	D
WB	Left Turn						
	Through	1,744	1,596	91.5%	52.3	10.5	D
	Right Turn	1,608	1,469	91.4%	40.1	6.3	D
	Subtotal	3,352	3,065	91.5%	46.5	8.4	D
Total		7,819	6,928	88.6%	67.0	3.3	E

Intersection 87 **N Sunrise Ave/Eureka Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	545	476	87.4%	168.4	47.4	F
	Through	489	503	102.8%	43.3	4.2	D
	Right Turn	258	260	100.7%	4.3	0.4	A
	Subtotal	1,292	1,239	95.9%	83.3	19.9	F
SB	Left Turn	157	136	86.4%	64.3	10.4	E
	Through	511	497	97.3%	46.8	5.5	D
	Right Turn	545	482	88.5%	110.1	60.3	F
	Subtotal	1,213	1,115	91.9%	76.6	26.9	E
EB	Left Turn	238	194	81.6%	101.6	29.4	F
	Through	1,789	1,576	88.1%	37.7	8.2	D
	Right Turn	415	375	90.3%	17.2	5.0	B
	Subtotal	2,442	2,145	87.8%	39.9	7.9	D
WB	Left Turn	121	125	103.0%	81.1	15.0	F
	Through	2,288	2,231	97.5%	48.1	14.0	D
	Right Turn	148	146	98.6%	21.9	11.2	C
	Subtotal	2,557	2,501	97.8%	48.2	13.6	D
Total		7,504	7,000	93.3%	56.2	5.8	E

Intersection 90 **Eureka Rd/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	518	503	97.1%	90.4	30.3	F
	Through	658	658	100.0%	62.8	5.0	E
	Right Turn	22	18	82.9%	41.2	24.0	D
	Subtotal	1,198	1,179	98.4%	74.5	13.9	E
SB	Left Turn	947	691	73.0%	258.0	34.0	F
	Through	902	865	95.9%	107.6	33.9	F
	Right Turn	131	118	90.2%	111.9	35.6	F
	Subtotal	1,980	1,674	84.6%	170.9	20.3	F
EB	Left Turn	162	161	99.5%	59.4	16.0	E
	Through	1,304	1,191	91.4%	24.7	3.0	C
	Right Turn	452	420	92.8%	21.1	4.1	C
	Subtotal	1,918	1,772	92.4%	27.2	3.2	C
WB	Left Turn	88	74	84.6%	87.1	9.1	F
	Through	1,660	1,528	92.0%	39.1	4.6	D
	Right Turn	613	551	89.9%	22.8	1.4	C
	Subtotal	2,361	2,153	91.2%	36.6	3.4	D
Total		7,457	6,779	90.9%	73.9	7.1	E

Intersection 98 **Harding Blvd/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	37	37	99.6%	69.0	11.6	E
	Through	32	32	99.8%	69.6	23.1	E
	Right Turn	103	98	95.6%	62.1	17.0	E
	Subtotal	172	167	97.2%	65.5	12.8	E
SB	Left Turn	990	878	88.7%	54.4	7.1	D
	Through	14	12	86.9%	61.2	31.4	E
	Right Turn	375	304	81.2%	32.9	4.7	C
	Subtotal	1,379	1,195	86.6%	49.1	6.8	D
EB	Left Turn	334	253	75.9%	193.4	32.2	F
	Through	1,302	1,061	81.5%	124.7	27.5	F
	Right Turn	18	13	69.7%	110.8	35.2	F
	Subtotal	1,654	1,327	80.2%	137.9	27.6	F
WB	Left Turn	70	42	60.3%	69.1	21.1	E
	Through	1,071	833	77.8%	52.9	14.3	D
	Right Turn	797	556	69.8%	36.9	7.7	D
	Subtotal	1,938	1,432	73.9%	47.2	11.4	D
Total		5,143	4,120	80.1%	77.5	9.9	E

Intersection 99 **I-80 WB Ramps/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	377	366	97.2%	44.0	4.7	D
	Through	524	496	94.6%	45.0	5.6	D
	Right Turn	172	174	101.2%	43.5	7.7	D
	Subtotal	1,073	1,036	96.6%	44.4	4.7	D
EB	Left Turn						
	Through	1,415	1,183	83.6%	22.3	2.6	C
	Right Turn	214	195	91.1%	18.0	4.2	B
	Subtotal	1,629	1,378	84.6%	21.7	2.7	C
WB	Left Turn						
	Through	1,766	1,257	71.2%	69.4	24.4	E
	Right Turn	722	455	63.1%	45.4	16.4	D
	Subtotal	2,488	1,713	68.8%	63.0	21.8	E
Total		5,190	4,127	79.5%	44.6	9.9	D

Intersection 100 **I-80 EB Ramps/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	1,011	950	94.0%	23.3	29.1	C
	Subtotal	1,011	950	94.0%	23.3	29.1	C
SB	Left Turn						
	Through						
	Right Turn	668	595	89.1%	54.8	23.6	D
	Subtotal	668	595	89.1%	54.8	23.6	D
EB	Left Turn	445	370	83.2%	30.3	4.7	C
	Through	1,347	1,169	86.8%	7.8	3.9	A
	Right Turn						
	Subtotal	1,792	1,539	85.9%	13.2	3.5	B
WB	Left Turn						
	Through	2,542	1,696	66.7%	45.0	7.9	D
	Right Turn	547	392	71.6%	8.1	1.0	A
	Subtotal	3,089	2,088	67.6%	38.1	6.2	D
Total		6,560	5,172	78.8%	29.2	8.3	C

Intersection 101 **N Sunrise Ave/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	390	173	44.3%	357.8	73.8	F
	Through	535	501	93.7%	59.5	8.2	E
	Right Turn	125	129	103.4%	28.1	5.0	C
	Subtotal	1,050	803	76.5%	115.9	13.5	F
SB	Left Turn	173	163	94.2%	150.3	14.0	F
	Through	887	905	102.0%	64.6	5.3	E
	Right Turn	495	465	93.9%	31.3	9.5	C
	Subtotal	1,555	1,533	98.6%	63.8	6.6	E
EB	Left Turn	539	459	85.2%	123.0	33.5	F
	Through	1,633	1,423	87.1%	45.4	10.8	D
	Right Turn	186	165	88.7%	17.9	6.9	B
	Subtotal	2,358	2,047	86.8%	60.9	16.0	E
WB	Left Turn	251	197	78.6%	77.4	15.8	E
	Through	2,204	1,556	70.6%	94.9	21.8	F
	Right Turn	112	72	64.5%	69.9	9.9	E
	Subtotal	2,567	1,826	71.1%	92.1	20.2	F
Total		7,530	6,208	82.4%	77.3	7.3	E

SimTraffic Post-Processor **Roseville General Plan**
Average Results from 10 Runs **Cumulative Constrained Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 102 **Santa Clara Dr/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	62	55	89.5%	103.6	35.3	F
	Through	22	22	100.2%	60.6	16.2	E
	Right Turn	77	89	115.5%	22.4	3.0	C
	Subtotal	161	166	103.4%	54.9	15.5	D
SB	Left Turn	174	176	100.9%	58.9	8.5	E
	Through	113	108	95.8%	60.4	10.3	E
	Right Turn	171	159	93.1%	41.9	9.3	D
	Subtotal	458	443	96.7%	53.2	7.2	D
EB	Left Turn	141	115	81.4%	77.6	13.9	E
	Through	1,627	1,457	89.5%	22.0	2.3	C
	Right Turn	41	40	96.4%	18.3	2.5	B
	Subtotal	1,809	1,611	89.1%	25.8	2.4	C
WB	Left Turn	111	96	86.3%	57.5	16.0	E
	Through	2,203	1,741	79.0%	36.3	14.3	D
	Right Turn	37	35	93.5%	21.1	10.4	C
	Subtotal	2,351	1,871	79.6%	37.1	14.0	D
Total		4,779	4,092	85.6%	34.9	6.4	C

Intersection 103 **Sierra Gardens Dr/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	148	145	97.8%	93.3	12.2	F
	Through	32	31	96.2%	89.8	24.6	F
	Right Turn	27	27	99.9%	83.2	18.5	F
	Subtotal	207	203	97.8%	92.2	12.0	F
SB	Left Turn	211	186	88.2%	58.3	14.9	E
	Through	43	46	106.0%	63.4	15.1	E
	Right Turn	35	41	116.2%	66.6	23.1	E
	Subtotal	289	272	94.3%	60.1	14.7	E
EB	Left Turn	56	54	95.7%	79.1	37.3	E
	Through	1,705	1,567	91.9%	13.2	7.1	B
	Right Turn	44	46	105.4%	8.5	3.2	A
	Subtotal	1,805	1,667	92.3%	15.4	6.9	B
WB	Left Turn	39	36	92.6%	73.9	26.0	E
	Through	2,281	1,889	82.8%	31.8	6.5	C
	Right Turn	41	31	75.1%	22.9	8.1	C
	Subtotal	2,361	1,956	82.9%	32.4	6.4	C
Total		4,662	4,098	87.9%	30.3	5.4	C

Intersection 104 **Target Dwy/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	132	122	92.7%	93.8	39.7	F
	Through	23	19	82.6%	65.6	28.4	E
	Right Turn	63	54	86.3%	44.3	30.8	D
	Subtotal	218	196	89.8%	78.4	37.6	E
SB	Left Turn	80	80	100.2%	82.3	41.2	F
	Through	10	12	117.8%	80.7	52.8	F
	Right Turn	127	119	94.0%	56.0	30.8	E
	Subtotal	217	211	97.4%	67.3	34.9	E
EB	Left Turn	154	137	89.1%	66.6	38.7	E
	Through	1,598	1,428	89.4%	17.1	5.9	B
	Right Turn	55	56	102.3%	20.3	10.2	C
	Subtotal	1,807	1,621	89.7%	21.4	8.5	C
WB	Left Turn	77	59	76.5%	93.5	5.8	F
	Through	2,167	1,926	88.9%	32.4	8.4	C
	Right Turn	13	10	78.9%	31.2	14.7	C
	Subtotal	2,257	1,995	88.4%	34.3	7.9	C
Total		4,499	4,023	89.4%	33.1	5.8	C

Intersection 105 **Rocky Ridge Dr/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	313	313	99.9%	97.0	19.3	F
	Through	441	470	106.6%	52.1	4.3	D
	Right Turn	238	231	96.9%	23.5	4.1	C
	Subtotal	992	1,013	102.2%	59.6	7.2	E
SB	Left Turn	305	292	95.7%	55.9	5.8	E
	Through	993	1,019	102.6%	50.8	3.2	D
	Right Turn	458	444	96.9%	80.0	31.1	E
	Subtotal	1,756	1,755	99.9%	59.1	9.8	E
EB	Left Turn	212	194	91.6%	64.4	12.5	E
	Through	1,347	1,205	89.4%	33.1	5.4	C
	Right Turn	136	117	86.1%	14.1	5.2	B
	Subtotal	1,695	1,516	89.4%	35.8	3.8	D
WB	Left Turn	353	329	93.3%	73.4	8.6	E
	Through	1,678	1,518	90.4%	51.6	4.3	D
	Right Turn	178	164	92.0%	20.4	2.6	C
	Subtotal	2,209	2,011	91.0%	52.7	4.1	D
Total		6,652	6,295	94.6%	51.6	3.3	D

Intersection 178 **Harding Blvd/Estates Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	68	63	92.2%	37.4	4.3	D
	Through	1,146	869	75.8%	15.1	2.2	B
	Right Turn	5	3	60.8%	7.0	9.5	A
	Subtotal	1,219	935	76.7%	16.6	2.0	B
SB	Left Turn	68	63	92.2%	64.6	27.8	E
	Through	1,143	1,005	87.9%	63.3	27.8	E
	Right Turn	218	185	84.9%	80.3	40.1	F
	Subtotal	1,429	1,252	87.6%	65.8	29.2	E
EB	Left Turn	265	275	103.8%	27.5	4.1	C
	Through	16	11	68.9%	34.6	11.7	C
	Right Turn	24	21	88.7%	24.6	10.6	C
	Subtotal	305	307	100.8%	27.5	4.3	C
WB	Left Turn	20	18	89.3%	43.6	11.1	D
	Through	17	18	105.1%	37.2	11.4	D
	Right Turn	20	22	112.1%	10.6	4.3	B
	Subtotal	57	58	102.0%	29.3	8.0	C
Total		3,010	2,553	84.8%	42.1	13.2	D

Intersection 179 **Harding Blvd/Roseville Sq** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	126	97	76.6%	30.4	5.1	C
	Through	1,029	755	73.4%	15.1	2.5	B
	Right Turn	8	4	52.3%	8.4	11.8	A
	Subtotal	1,163	856	73.6%	16.8	2.4	B
SB	Left Turn	29	24	82.6%	88.2	14.0	F
	Through	1,114	941	84.5%	84.3	17.4	F
	Right Turn	44	41	93.3%	94.3	20.4	F
	Subtotal	1,187	1,006	84.7%	84.9	17.1	F
EB	Left Turn	153	150	98.4%	30.4	3.2	C
	Through	19	15	78.0%	30.5	11.7	C
	Right Turn	102	102	100.2%	14.7	3.3	B
	Subtotal	274	268	97.6%	24.7	2.5	C
WB	Left Turn	163	169	103.5%	33.0	3.4	C
	Through	8	5	61.8%	29.4	31.8	C
	Right Turn	37	36	96.5%	13.0	3.0	B
	Subtotal	208	209	100.7%	29.9	3.1	C
Total		2,832	2,339	82.6%	48.0	7.3	D

Intersection 107 **Foothills Blvd/Cirby Wy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	567	480	84.6%	113.1	28.8	F
	Right Turn	510	382	74.8%	182.1	47.4	F
	Subtotal	1,077	861	80.0%	143.7	31.3	F
SB	Left Turn	1,474	1,401	95.1%	58.9	15.2	E
	Through	732	723	98.7%	14.0	10.1	B
	Right Turn						
	Subtotal	2,206	2,124	96.3%	44.0	9.7	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	673	450	66.9%	57.8	7.4	E
	Through						
	Right Turn	1,610	1,216	75.6%	6.6	0.3	A
	Subtotal	2,283	1,666	73.0%	20.5	2.9	C
Total		5,566	4,651	83.6%	54.0	7.1	D

Intersection 108 **Vernon St/Cirby Wy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	62	59	94.4%	64.1	14.4	E
	Through	66	56	84.6%	47.2	7.8	D
	Right Turn	125	138	110.7%	34.1	4.1	C
	Subtotal	253	253	99.9%	43.9	4.8	D
SB	Left Turn	90	74	82.3%	126.6	16.3	F
	Through	138	128	92.8%	102.0	18.5	F
	Right Turn	608	578	95.0%	47.6	5.9	D
	Subtotal	836	780	93.3%	64.2	8.3	E
EB	Left Turn	405	343	84.7%	71.0	9.2	E
	Through	1,671	1,437	86.0%	38.7	5.7	D
	Right Turn	29	23	78.6%	33.7	10.5	C
	Subtotal	2,105	1,803	85.6%	44.8	5.6	D
WB	Left Turn	82	57	69.0%	88.7	11.8	F
	Through	1,677	1,112	66.3%	50.4	11.5	D
	Right Turn	43	24	55.7%	35.5	14.8	D
	Subtotal	1,802	1,192	66.2%	51.9	11.4	D
Total		4,996	4,027	80.6%	50.5	4.6	D

Intersection 109 **Lindsay Dr-Northridge Dr/Cirby Wy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	3	2	63.3%	24.1	32.3	C
	Through						
	Right Turn	17	13	78.2%	20.5	13.4	C
	Subtotal	20	15	76.0%	26.0	15.4	C
SB	Left Turn	34	35	101.7%	40.0	8.7	D
	Through						
	Right Turn	14	16	111.3%	14.4	7.6	B
	Subtotal	48	50	104.5%	32.3	8.5	C
EB	Left Turn	24	14	60.2%	42.7	19.9	D
	Through	1,822	1,526	83.8%	22.3	20.1	C
	Right Turn	3	3	88.7%	23.2	35.2	C
	Subtotal	1,849	1,543	83.5%	22.5	20.1	C
WB	Left Turn	15	11	76.0%	38.2	18.3	D
	Through	1,897	1,294	68.2%	23.1	8.8	C
	Right Turn	8	4	52.3%	16.9	15.5	B
	Subtotal	1,920	1,309	68.2%	23.2	8.8	C
Total		3,837	2,918	76.0%	22.7	11.8	C

Intersection 110 **Melody Ln/Cirby Wy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	276	238	86.1%	78.7	35.1	E
	Subtotal	276	238	86.1%	78.7	35.1	E
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,859	1,488	80.1%	34.3	19.3	C
	Right Turn	8	7	85.5%	16.5	12.3	B
	Subtotal	1,867	1,495	80.1%	34.2	19.2	C
WB	Left Turn	321	243	75.8%	30.5	3.2	C
	Through	1,970	1,323	67.2%	16.3	3.1	B
	Right Turn						
	Subtotal	2,291	1,566	68.4%	18.5	2.9	B
Total		4,434	3,299	74.4%	29.6	10.6	C

Intersection 111 **Riverside Ave/Cirby Wy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	1,037	709	68.4%	167.3	32.2	F
	Through	789	611	77.5%	76.6	12.8	E
	Right Turn	280	207	74.0%	58.5	11.0	E
	Subtotal	2,106	1,528	72.5%	116.0	20.0	F
SB	Left Turn	302	298	98.5%	69.8	12.4	E
	Through	881	698	79.2%	156.9	30.2	F
	Right Turn	192	125	65.1%	223.8	41.9	F
	Subtotal	1,375	1,120	81.5%	141.1	24.9	F
EB	Left Turn	163	118	72.3%	83.1	19.0	F
	Through	994	788	79.2%	53.4	6.2	D
	Right Turn	990	810	81.8%	19.5	3.0	B
	Subtotal	2,147	1,716	79.9%	39.5	5.7	D
WB	Left Turn	374	280	74.8%	173.7	27.8	F
	Through	1,062	728	68.5%	185.1	40.4	F
	Right Turn	109	68	62.8%	179.1	48.4	F
	Subtotal	1,545	1,076	69.6%	182.0	33.9	F
Total		7,173	5,439	75.8%	109.2	8.2	F

Intersection 203 **Riverside Ave/I-80 WB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,652	1,304	78.9%	95.5	42.5	F
	Right Turn	432	374	86.6%	39.4	24.4	D
	Subtotal	2,084	1,678	80.5%	83.0	38.2	F
SB	Left Turn						
	Through	1,089	947	87.0%	14.5	2.2	B
	Right Turn	1,156	847	73.3%	7.6	0.4	A
	Subtotal	2,245	1,794	79.9%	11.3	1.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	680	660	97.1%	34.8	15.7	C
	Through						
	Right Turn	376	323	86.0%	65.9	32.4	E
	Subtotal	1,056	984	93.2%	45.0	20.9	D
Total		5,385	4,456	82.7%	45.1	16.9	D

SimTraffic Post-Processor **Roseville General Plan**
Average Results from 10 Runs **Cumulative Constrained Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 204 **Riverside Ave/I-80 EB Ramps-Orlando Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,253	1,232	98.4%	39.7	8.9	D
	Right Turn	82	75	91.8%	33.5	12.5	C
	Subtotal	1,335	1,308	97.9%	39.4	9.0	D
SB	Left Turn	107	88	82.4%	53.1	10.2	D
	Through	1,421	1,270	89.4%	30.0	6.7	C
	Right Turn						
	Subtotal	1,528	1,358	88.9%	31.5	6.7	C
EB	Left Turn						
	Through	475	443	93.4%	29.2	2.7	C
	Right Turn	196	200	102.0%	21.8	2.8	C
	Subtotal	671	643	95.9%	27.0	2.1	C
WB	Left Turn	253	262	103.5%	33.8	3.6	C
	Through						
	Right Turn	417	408	97.9%	3.1	3.1	A
	Subtotal	670	670	100.0%	15.1	2.3	B
Total		4,204	3,979	94.6%	30.7	3.1	C

Intersection 169 **Stanford Ranch Rd/Fairway Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	191	182	95.5%	56.2	6.4	E
	Through	986	951	96.5%	27.3	4.8	C
	Right Turn	198	182	91.9%	11.3	1.8	B
	Subtotal	1,375	1,316	95.7%	29.1	3.7	C
SB	Left Turn	70	75	107.5%	58.4	11.2	E
	Through	872	893	102.5%	27.3	1.6	C
	Right Turn	50	50	99.6%	4.6	1.3	A
	Subtotal	992	1,018	102.7%	28.5	2.0	C
EB	Left Turn	88	76	85.9%	55.1	7.8	E
	Through	399	409	102.5%	38.7	4.7	D
	Right Turn	207	227	109.6%	11.1	3.3	B
	Subtotal	694	711	102.5%	31.7	3.5	C
WB	Left Turn	190	181	95.4%	54.1	4.0	D
	Through	226	230	101.9%	36.7	4.8	D
	Right Turn	22	22	98.5%	24.2	10.3	C
	Subtotal	438	433	98.9%	43.1	3.0	D
Total		3,499	3,479	99.4%	31.2	1.9	C

Intersection 170 **Stanford Ranch Rd/SR 65 NB** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	542	529	97.7%	61.0	6.9	E
	Through	1,242	1,169	94.1%	28.3	3.6	C
	Right Turn	286	267	93.4%	7.7	1.0	A
	Subtotal	2,070	1,965	94.9%	34.3	3.9	C
SB	Left Turn	55	62	112.6%	63.8	12.8	E
	Through	1,225	1,193	97.4%	47.7	6.7	D
	Right Turn	114	117	102.7%	19.9	4.2	B
	Subtotal	1,394	1,372	98.4%	46.1	6.1	D
EB	Left Turn	144	130	90.0%	97.6	22.5	F
	Through	98	96	97.7%	100.0	21.0	F
	Right Turn	254	237	93.4%	50.7	11.2	D
	Subtotal	496	462	93.2%	74.1	15.5	E
WB	Left Turn	308	302	98.1%	55.0	6.6	D
	Through	86	81	94.6%	53.2	6.7	D
	Right Turn	135	131	97.1%	24.2	6.1	C
	Subtotal	529	515	97.3%	47.0	4.6	D
Total		4,489	4,314	96.1%	43.9	2.5	D

Intersection 171 **Stanford Ranch Rd/SR 65 NB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	679	677	99.7%	31.4	5.4	C
	Through	1,963	1,900	96.8%	9.6	0.8	A
	Right Turn						
	Subtotal	2,642	2,577	97.5%	15.3	1.4	B
SB	Left Turn						
	Through	1,990	1,929	96.9%	24.3	4.7	C
	Right Turn						
	Subtotal	1,990	1,929	96.9%	24.3	4.7	C
EB	Left Turn						
	Through						
	Right Turn	519	506	97.5%	3.2	0.9	A
	Subtotal	519	506	97.5%	3.2	0.9	A
WB	Left Turn						
	Through						
	Right Turn	701	671	95.7%	5.0	0.5	A
	Subtotal	701	671	95.7%	5.0	0.5	A
Total		5,852	5,683	97.1%	16.1	1.8	B

Intersection 172 **Stanford Ranch Rd/SR 65 NB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	2,423	2,379	98.2%	27.0	4.7	C
	Right Turn	685	686	100.2%	41.7	19.9	D
	Subtotal	3,108	3,065	98.6%	30.5	5.9	C
SB	Left Turn	966	884	91.5%	45.8	16.0	D
	Through	1,479	1,444	97.6%	27.8	3.3	C
	Right Turn						
	Subtotal	2,445	2,328	95.2%	34.7	7.0	C
EB	Left Turn						
	Through						
	Right Turn	1,047	1,032	98.6%	17.1	1.7	B
	Subtotal	1,047	1,032	98.6%	17.1	1.7	B
WB	Left Turn						
	Through						
	Right Turn	219	206	94.0%	3.6	1.6	A
	Subtotal	219	206	94.0%	3.6	1.6	A
Total		6,819	6,631	97.2%	29.1	3.8	C

Cumulative Plus General Plan Unconstrained Conditions

FEHR PEERS

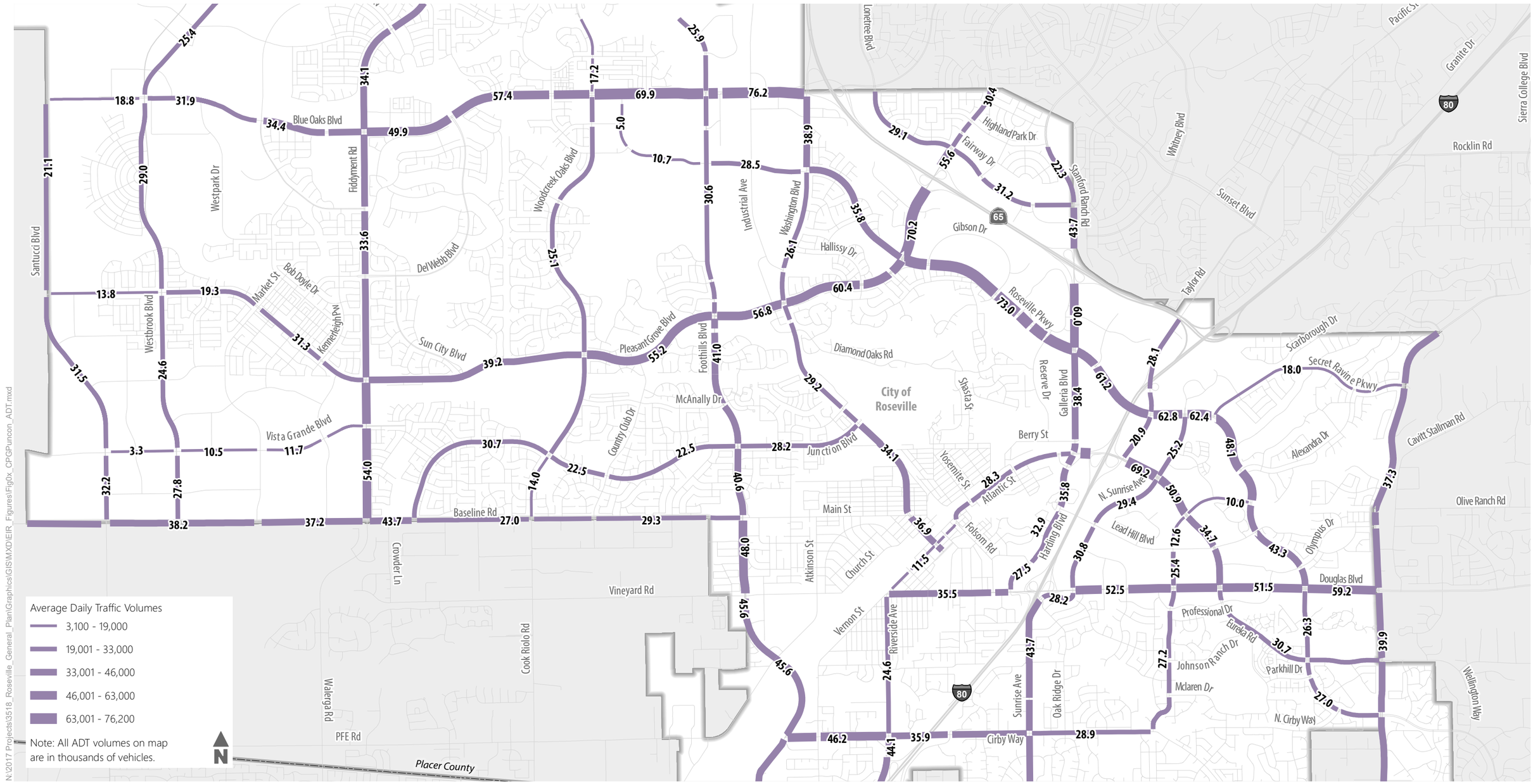
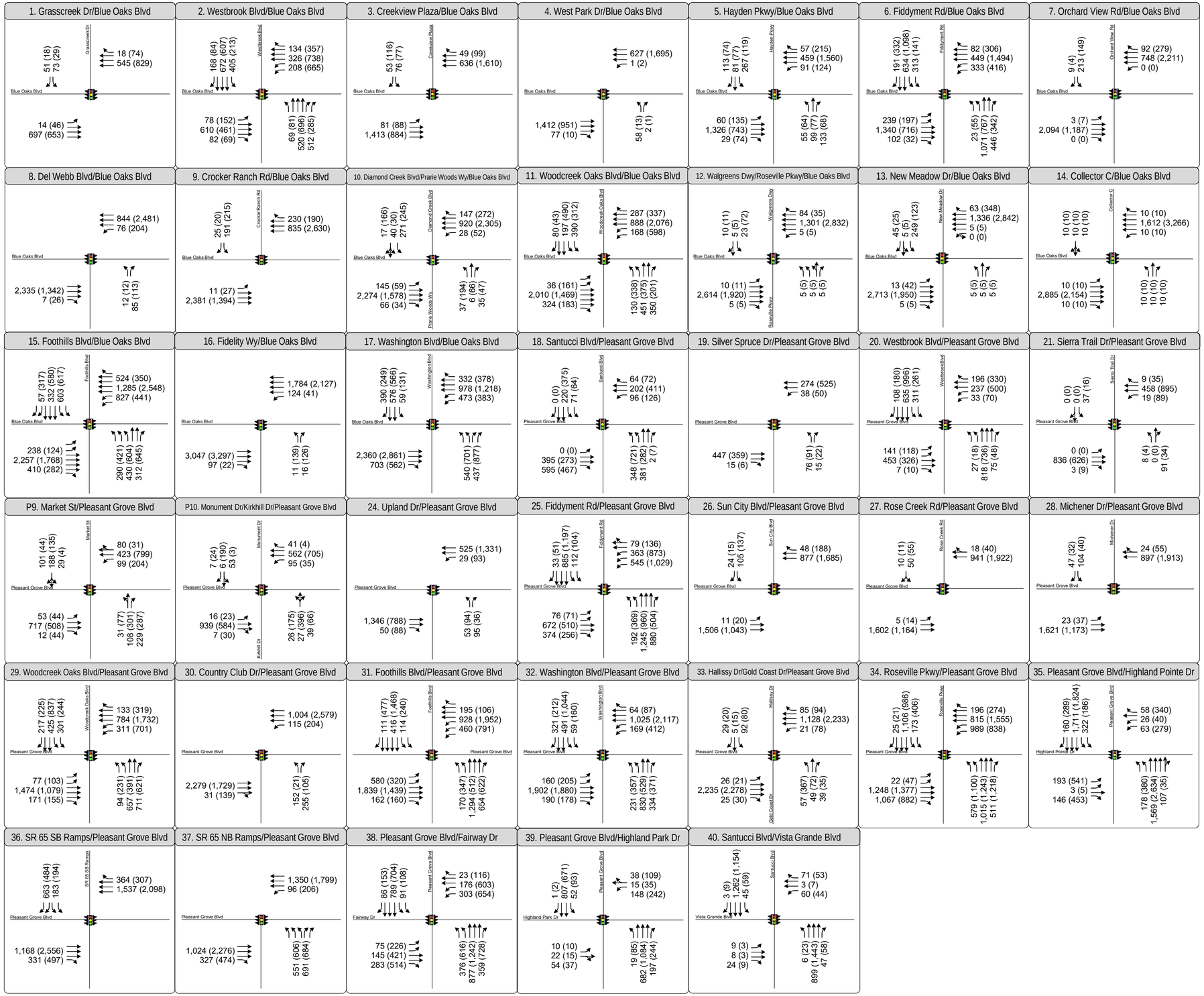


Figure 4.3-A8

Cumulative Plus General Plan Unconstrained Network Average Daily Traffic Volumes

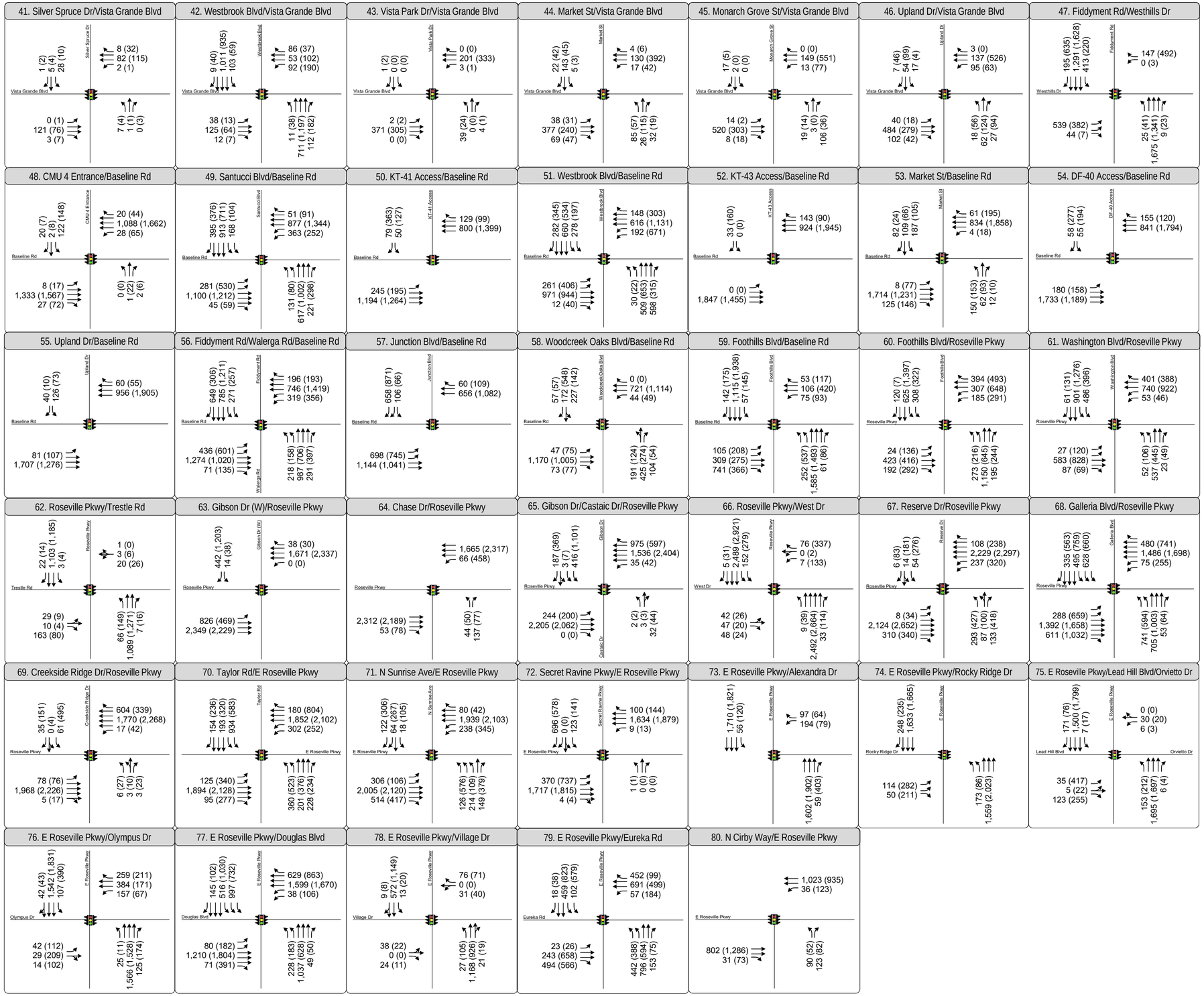


FEHR PEERS

FIGURE 4.3-A8-a

Peak Hour Traffic Volumes and Lane Configurations
Cumulative Unconstrained Conditions

ROSEVILLE GENERAL PLAN

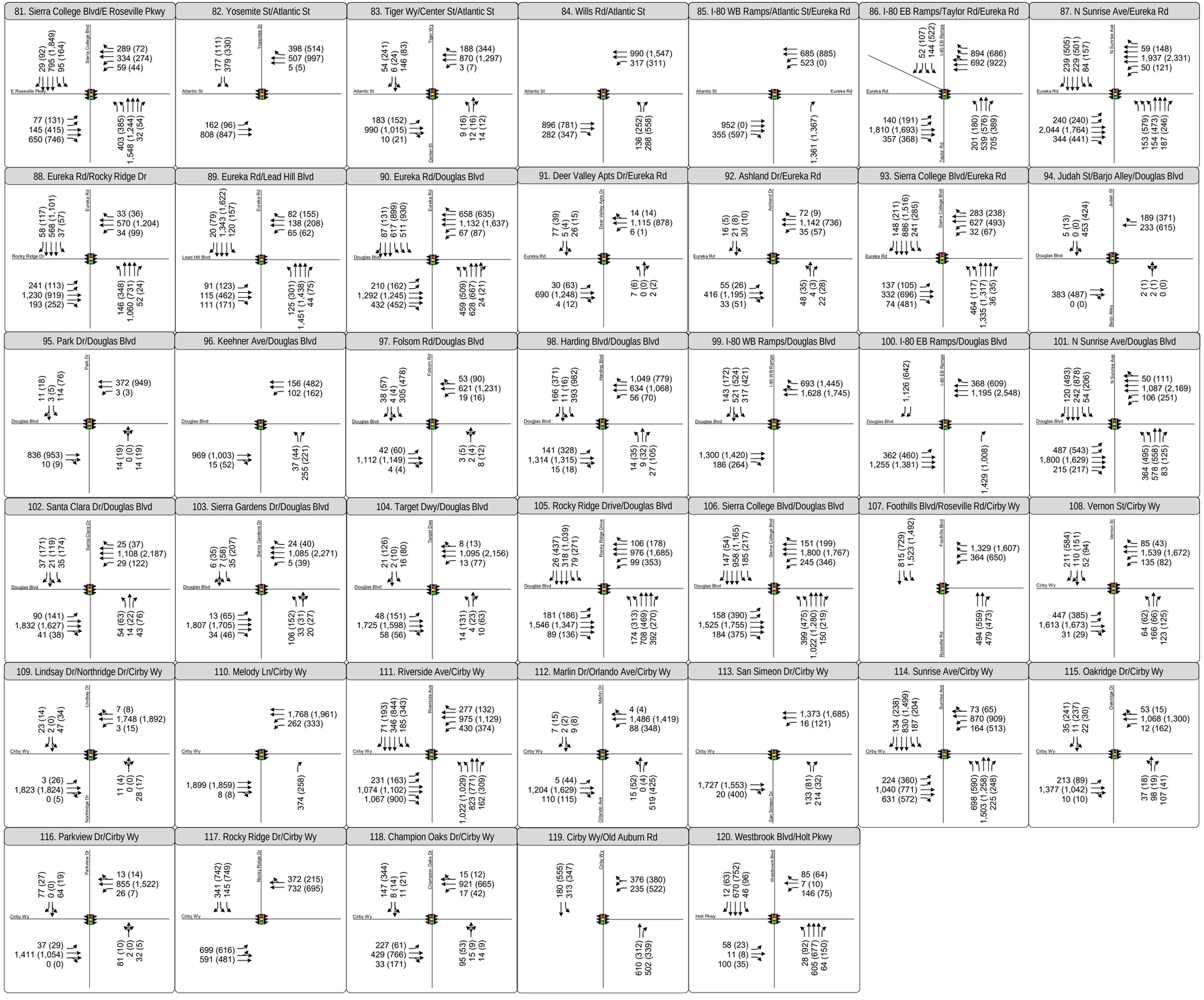


FEHR PEERS

FIGURE 4.3-A8-b

Peak Hour Traffic Volumes and Lane Configurations
Cumulative Unconstrained Conditions

ROSEVILLE GENERAL PLAN

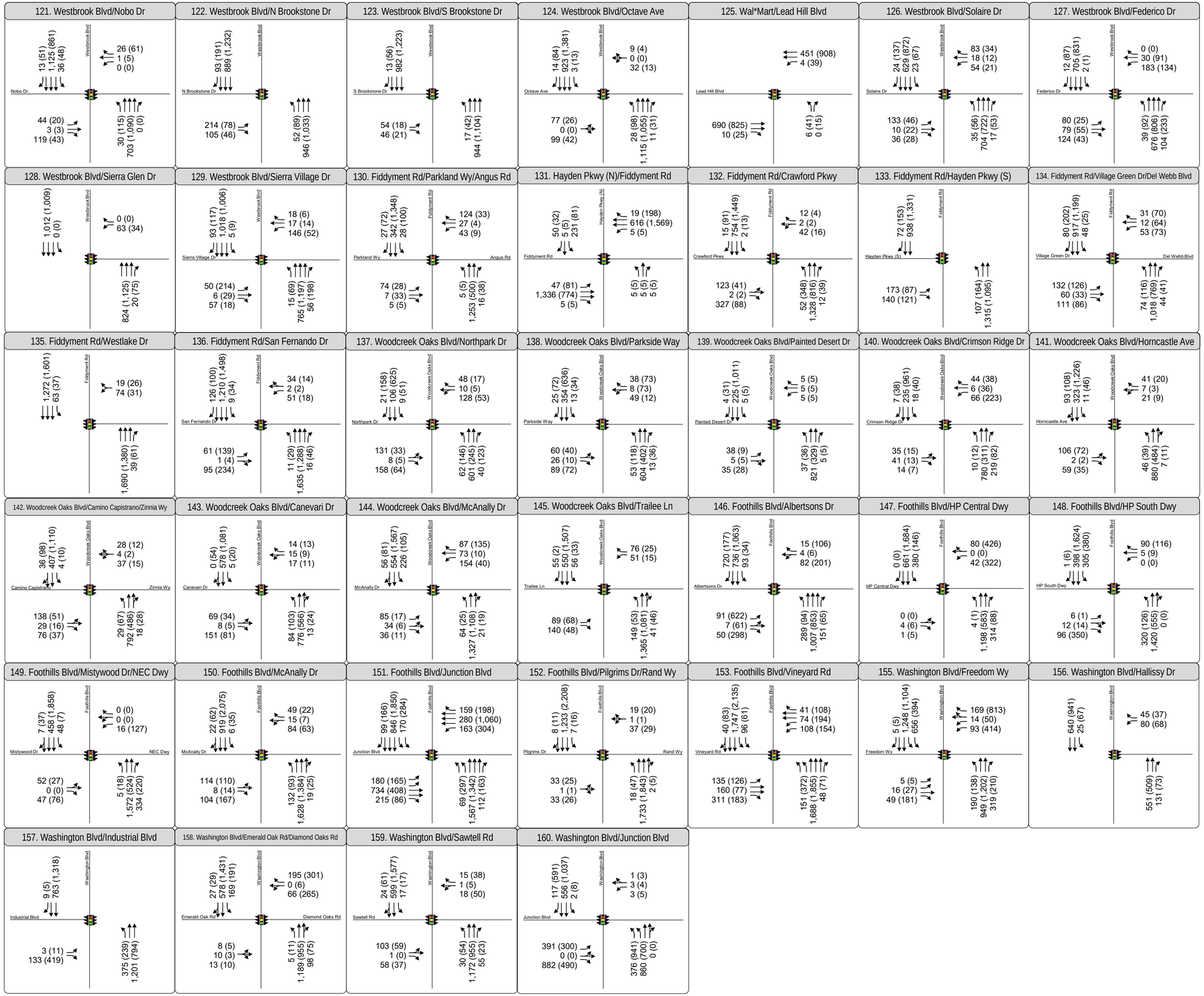


FEHR PEERS

FIGURE 4.3-A8-c

Peak Hour Traffic Volumes and Lane Configurations
Cumulative Unconstrained Conditions

ROSEVILLE GENERAL PLAN

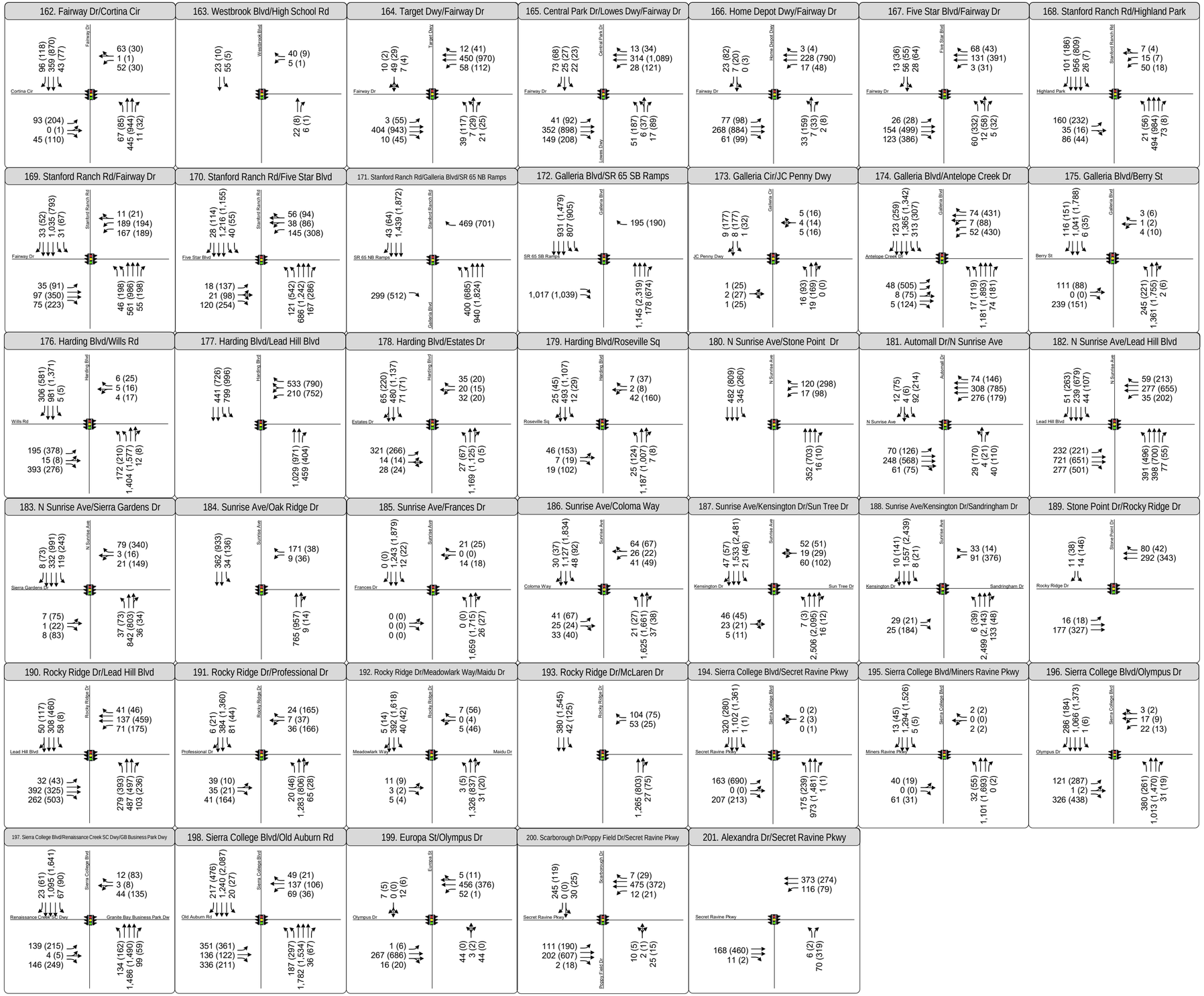


FEHR PEERS

FIGURE 4.3-A8-d

Peak Hour Traffic Volumes and Lane Configurations
Cumulative Unconstrained Conditions

ROSEVILLE GENERAL PLAN

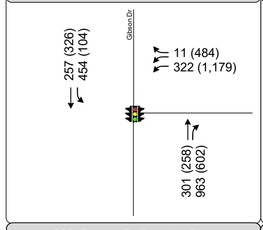


FEHR PEERS

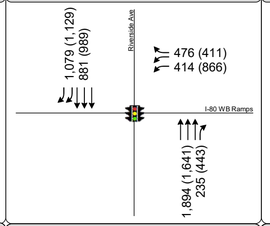
FIGURE 4.3-A8-e

Peak Hour Traffic Volumes and Lane Configurations
Cumulative Unconstrained Conditions

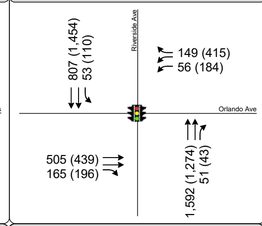
202. Gibson Dr/Conference Center Dr



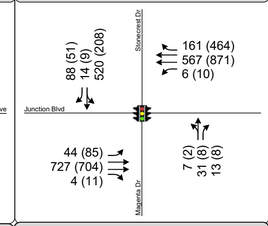
203. Riverside Ave/I-80 WB Ramps



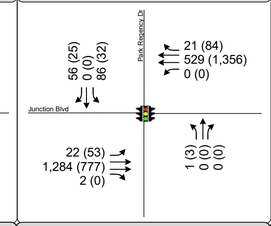
204. Riverside Ave/Orlando Ave



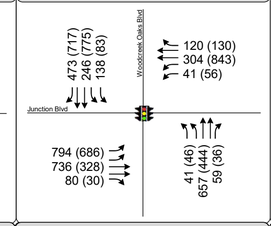
205. Stonecrest Dr/Magenta Dr/Junction Blvd



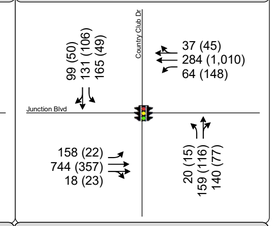
206. Park Regency Dr/Junction Blvd



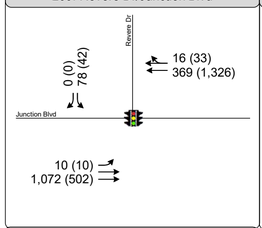
207. Woodcreek Oaks Blvd/Junction Blvd



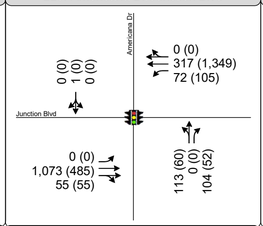
208. Country Club Dr/Junction Blvd



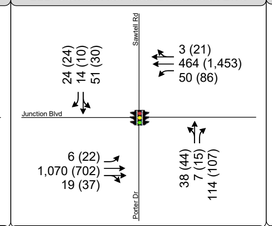
209. Revere Dr/Junction Blvd



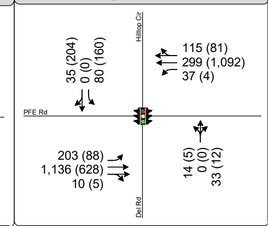
210. Americana Dr/Junction Blvd



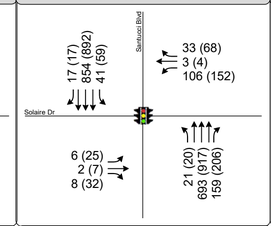
211. Sawtell Rd/Porter Dr/Junction Blvd



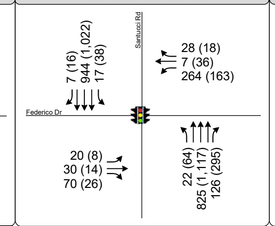
212. Hilltop Cir/Del Rd/PFE Rd



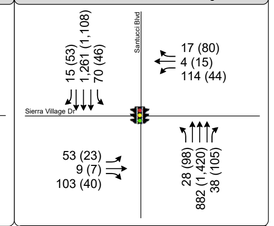
213. Santucci Blvd/Solaire Dr



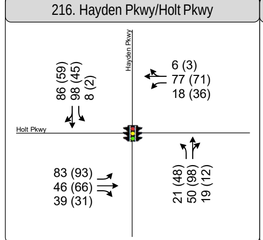
214. Santucci Rd/Federico Dr



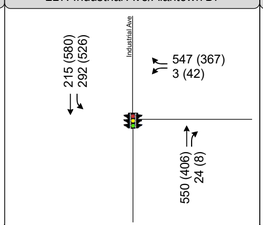
215. Santucci Blvd/Sierra Village Dr



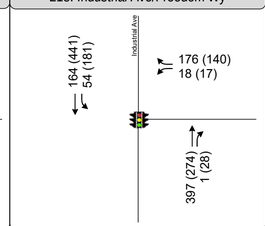
216. Hayden Pkwy/Holt Pkwy



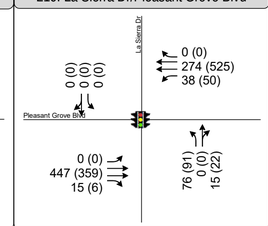
217. Industrial Ave/Alantown Dr



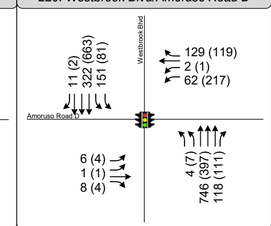
218. Industrial Ave/Freedom Wy



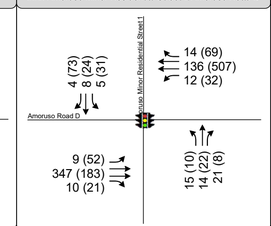
219. La Sierra Dr/Pleasant Grove Blvd



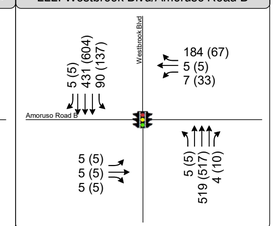
220. Westbrook Blvd/Amoruso Road D



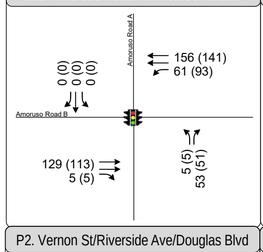
221. Amoruso Minor Residential Street 1/Amoruso Road D



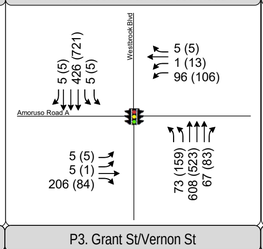
222. Westbrook Blvd/Amoruso Road B



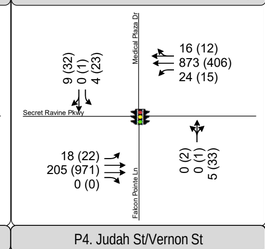
223. Amoruso Road A/Amoruso Road B



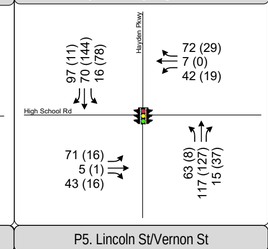
224. Westbrook Blvd/Amoruso Road A



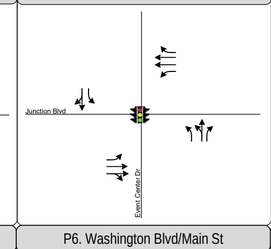
225. Medical Plaza Dr/Falcon Pointe Ln/Secret Ravine Pkwy



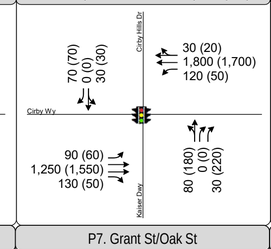
226. Hayden Pkwy/High School Rd



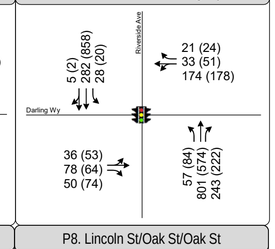
227. Event Center Dr/Junction Blvd*



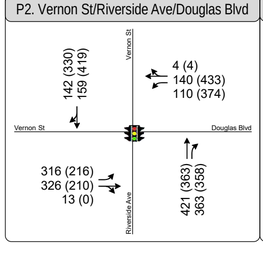
228. Cirby Hills Dr/Kaiser Dwy/Cirby Wy



P1. Riverside Ave/Darling Wy



P2. Vernon St/Riverside Ave/Douglas Blvd



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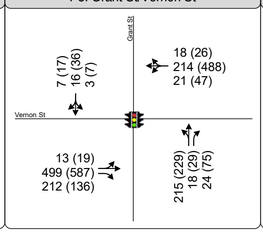
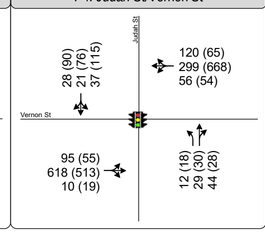
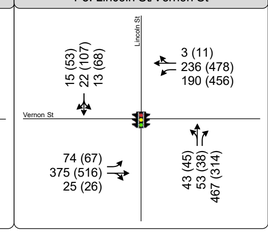


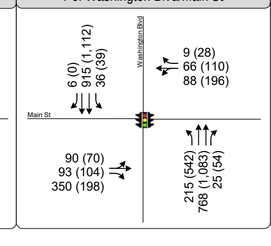
P4. Judah St/Vernon St



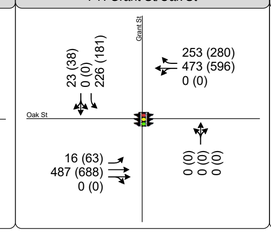
P5. Lincoln St/Vernon St



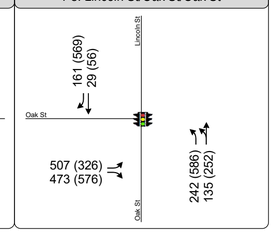
P6. Washington Blvd/Main St



P7. Grant St/Oak St



P8. Lincoln St/Oak St/Oak St



*Peak hour forecasts not available

FEHR PEERS

FIGURE 4.3-A8-f

Peak Hour Traffic Volumes and Lane Configurations
Cumulative Unconstrained Conditions
ROSEVILLE GENERAL PLAN

Table 4.3A-6 Roseville Signalized Intersection Operations – Cumulative Unconstrained Conditions

Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
1	Blue Oaks Blvd/Grasscreek Dr	6	A	6	A
2	Blue Oaks Blvd/Westbrook Blvd	30	C	29	C
3	Blue Oaks Blvd/Creekview Plz	5	A	8	A
4	Blue Oaks Blvd/Westpark Dr	5	A	4	A
5	Blue Oaks Blvd/Hayden Pkwy	26	C	21	C
6	Blue Oaks Blvd/Fiddyment Rd	***60***	***E***[3]	***46***	***D***[3]
7	Blue Oaks Blvd/Orchard View Rd	8	A	11	B
8	Blue Oaks Blvd/Del Webb Blvd	12	B	13	B
9	Blue Oaks Blvd/Crocker Ranch Rd	9	A	16	B
10	Blue Oaks Blvd/Diamond Creek Blvd/Prairie Woods Wy[4]	26	C	***40***	***D***[3]
11	Blue Oaks Blvd/Woodcreek Oaks Blvd[4]	***55***	***E***[3]	***48***	***D***[3]
12	Blue Oaks Blvd/Walgreens Dwy/Roseville Pkwy[4]	3	A	23	C
13	Blue Oaks Blvd/New Meadow Dr[4]	5	A	12	B
14	Blue Oaks Blvd/Collector C[4]	5	A	14	B
15	Blue Oaks Blvd/Foothills Blvd[4]	***84***	***F***[3]	***63***	***E***[3]
16	Blue Oaks Blvd/Fidelity Wy/SR 65 Ramps[4,5]	8	A	***85***	***F***[3]
17	Blue Oaks Blvd/Washington Blvd/SR 65 Ramps[4]	***84***	***F***[3]	***41***	***D***[3]
18	Pleasant Grove Blvd/Santucci Dr	19	B	23	C
19	Pleasant Grove Blvd/Silver Spruce Dr	6	A	6	A
20	Pleasant Grove Blvd/Westbrook Blvd	20	C	22	C
21	Pleasant Grove Blvd/Sierra Trail Dr	10	A	9	A
24	Pleasant Grove Blvd/Upland Dr	9	A	8	A
25	Pleasant Grove Blvd/Fiddyment Rd	***53***	***D***[3]	***54***	***D***[3]
26	Pleasant Grove Blvd/Sun City Blvd	8	A	26	C
27	Pleasant Grove Blvd/Rose Creek Rd	6	A	10	B
28	Pleasant Grove Blvd/Michener Dr	9	A	12	B
29	Pleasant Grove Blvd/Woodcreek Oaks Blvd	***55***	***D***[3]	***55***	***D***[3]
30	Pleasant Grove Blvd/Country Club Dr	26	C	20	C
31	Pleasant Grove Blvd/Foothills Blvd[4]	***62***	***E***[3]	***89***	***F***[3]
32	Pleasant Grove Blvd/Washington Blvd[4]	***46***	***D***[3]	***128***	***F***[3]
33	Pleasant Grove Blvd/Hallissy Dr/Gold Coast Dr[4]	22	C	34	C
34	Pleasant Grove Blvd/Roseville Pkwy[4]	***89***	***F***[3]	***104***	***F***[3]
35	Pleasant Grove Blvd/Highland Pointe Dr[4]	34	C	***130***	***F***[3]
36	Pleasant Grove Blvd/SR 65 SB Ramps[4]	15	B	19	B
37	Pleasant Grove Blvd/SR 65 NB Ramps[4]	13	B	22	C
38	Pleasant Grove Blvd/Fairway Dr[4]	***46***	***D***[3]	***51***	***D***[3]
39	Pleasant Grove Blvd/Highland Park Dr	22	C	31	C
40	Vista Grande Blvd/Santucci Blvd	12	B	12	B
41	Vista Grande Blvd/Silver Spruce Dr	13	B	15	B
42	Vista Grande Blvd/Westbrook Blvd	14	B	15	B
43	Vista Grande Blvd/Vista Park Dr	12	B	12	B
44	Vista Grande Blvd/Market St	15	B	14	B
45	Vista Grande Blvd/Monarch Grove St	12	B	12	B
46	Vista Grande Blvd/Upland Dr	14	B	14	B
47	Fiddyment Rd/Westhills Dr	28	C	15	B
48	Baseline Rd/Regional Park Access	13	B	17	B
49	Baseline Rd/Watt Ave	***40***	***D***[3]	***41***	***D***[3]
50	Baseline Rd/KT-41 Access	9	A	19	B
51	Baseline Rd/Westbrook Blvd	34	C	33	C

Table 4.3A-6 Roseville Signalized Intersection Operations – Cumulative Unconstrained Conditions

Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
52	Baseline Rd/KT-43 Access	4	A	6	A
53	Baseline Rd/Market St	17	B	19	B
54	Baseline Rd/DF-40 Access	7	A	33	C
55	Baseline Rd/Upland Dr	7	A	9	A
56	Baseline Rd/Fiddyment Rd/Walerga Rd	***92***	***F***[3]	***59***	***E***[3]
57	Baseline Rd/Junction Blvd	17	B	16	B
58	Baseline Rd/Woodcreek Oaks Blvd/Cook Riolo Rd	***98***	***F***[3]	***116***	***F***[3]
59	Baseline Rd/Foothills Blvd	***58***	***E***[3]	***43***	***D***[3]
60	Foothills Blvd/HP Central Dwy/Roseville Pkwy	31	C	***46***	***D***[3]
61	Roseville Pkwy/Washington Blvd	***37***	***D***[3]	60	E
62	Roseville Pkwy/Trestle Dr	14	B	13	B
63	Roseville Pkwy/Gibson Dr (W)[4]	***82***	***F***[3]	***65***	***E***[3]
64	Roseville Pkwy/Chase Dr[4]	5	A	28	C
65	Roseville Pkwy/Gibson Dr (E)[4]	30	C	***80***	***E***[4]
66	Roseville Pkwy/West Dr[4]	12	B	24	C
67	Roseville Pkwy/Reserve Dr[4]	29	C	***70***	***E***[4]
68	Roseville Pkwy/Galleria Blvd[4]	***48***	***D***[3]	***76***	***E***[4]
69	Roseville Pkwy/Creekside Ridge Dr[4]	19	B	***37***	***D***[4]
70	Roseville Pkwy/Taylor Rd[4]	***55***	***D***[3]	***93***	***F***[3]
71	E Roseville Pkwy/N Sunrise Ave[4]	16	B	***67***	***E***[3]
72	E Roseville Pkwy/Secret Ravine Pkwy[4]	29	C	***50***	***D***[3]
73	E Roseville Pkwy/Alexandra Dr[4]	8	A	16	B
74	E Roseville Pkwy/Rocky Ridge Dr[4]	7	A	18	B
75	E Roseville Pkwy/Orvietto Dr/Lead Hill Blvd[4]	28	C	32	C
76	E Roseville Pkwy/Olympus Dr[4]	26	C	***37***	***D***[3]
77	E Roseville Pkwy/Douglas Blvd[4]	***60***	***E***[3]	***52***	***D***[3]
78	E Roseville Pkwy/Village Dr	18	B	19	B
79	E Roseville Pkwy/Eureka Rd	33	C	***30***	***D***[3]
80	E Roseville Pkwy/N Cirby Way	10	A	13	B
81	E Roseville Pkwy/Sierra College Blvd	32	C	35	C
82	Atlantic St/Yosemite St	15	B	15	B
83	Atlantic St/Tiger Way/Center St	16	B	28	C
84	Atlantic St/Wills Rd	20	C	20	B
85	Atlantic St/I-80 WB Ramps[4,5]	8	A	***63***	***E***[3]
86	Eureka Rd/Taylor Rd/I-80 EB Ramps[4,5]	35	C	***70***	***E***[3]
87	Eureka Rd/N Sunrise Ave[4]	25	C	***55***	***D***[3]
88	Eureka Rd/Rocky Ridge Dr	***33***	***D***[3]	***61***	***E***[3]
89	Lead Hill Blvd/Eureka Rd	***38***	***D***[3]	***50***	***D***[3]
90	Douglas Blvd/Eureka Road[4]	***37***	***D***[3]	***68***	***E***[3]
91	Eureka Rd/Deer Valley Apts Dwy	13	B	12	B
92	Eureka Rd/Ashland Dr	18	B	16	B
93	Eureka Rd/Sierra College Blvd	***35***	***D***[3]	***30***	***D***[3]
94	Douglas Blvd/Judah St/Barjo Alley	10	A	12	B
95	Douglas Blvd/Park Dr	11	B	10	B
96	Douglas Blvd/Keehner Ave	13	B	13	B
97	Douglas Blvd/Folsom Rd	17	B	22	C
98	Douglas Blvd/Harding Blvd[4]	21	C	***88***	***F***[3]
99	Douglas Blvd/I-80 WB Ramps[4]	13	B	***36***	***D***[3]
100	Douglas Blvd/I-80 EB Ramps[4,5]	10	B	29	C

Table 4.3A-6 Roseville Signalized Intersection Operations – Cumulative Unconstrained Conditions

Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
101	Douglas Blvd/N Sunrise Ave[4]	33	C	***82***	***F***[3]
102	Douglas Blvd/Santa Clara Dr[4]	30	C	28	C
103	Douglas Blvd/Sierra Gardens Dr[4]	21	C	29	C
104	Douglas Blvd/Target Dwy[4]	16	B	31	C
105	Douglas Blvd/Rocky Ridge Dr[4]	***39***	***D***[3]	***50***	***D***[3]
106	Douglas Blvd/Sierra College Blvd	***37***	***D***[3]	***73***	***E***[3]
107	Cirby Wy/Foothills Blvd/Roseville Rd[4]	***33***	***D***[3]	***50***	***D***[3]
108	Cirby Wy/Vernon St[4]	***55***	***D***[3]	***57***	***E***[3]
109	Cirby Wy/Northridge Dr/Lindsay Dr[4]	15	B	22	C
110	Cirby Wy/Melody Ln[4,5]	12	A	33	C
111	Cirby Wy/Riverside Ave[4]	***62***	***E***[3]	***117***	***F***[3]
112	Cirby Wy/Orlando Ave/Marlin Dr	***68***	***E***[3]	33	C
113	Cirby Wy/San Simeon Dr	31	C	32	C
114	Cirby Wy/Sunrise Ave	***61***	***E***[3]	***82***	***F***[3]
115	Cirby Wy/Oakridge Dr	35	C	***52***	***D***[3]
116	Cirby Wy/Parkview Dr	10	B	8	A
117	Cirby Wy/Rocky Ridge Dr	***37***	***D***[3]	33	C
118	Cirby Wy/Champion Oaks Dr	15	B	16	B
119	Cirby Wy/Old Auburn Rd	19	B	26	C
120	Westbrook Blvd/Holt Pkwy	16	B	13	B
121	Westbrook Blvd/Nobo Dr	11	B	12	B
122	Westbrook Blvd/N Brookstone Dr	7	A	6	A
123	Westbrook Blvd/S Brookstone Dr	5	A	3	A
124	Westbrook Blvd/Octave Ave/Payson Ave	11	B	9	A
125	Lead Hill Blvd/Wal*Mart	3	A	7	A
126	Westbrook Blvd/Solaire Dr	15	B	12	B
127	Westbrook Blvd/Frederico Dr	15	B	12	B
128	Westbrook Blvd/Sierra Glen Dr	3	A	3	A
129	Westbrook Blvd/Sierra Village Dr	13	B	15	B
130	Fiddyment Rd/Angus Rd	13	B	10	B
131	Fiddyment Rd/Hayden Pkwy (N)	21	C	22	C
132	Fiddyment Rd/Crawford Pkwy	21	C	26	C
133	Fiddyment Rd/Hayden Pkwy (South)	10	B	13	B
134	Fiddyment Rd/Village Green Dr	22	C	23	C
135	Fiddyment Rd/Westlake Dr	7	A	6	A
136	Fiddyment Rd/San Fernando Dr	11	B	16	B
137	Woodcreek Oaks Blvd/Northpark Dr	18	B	15	B
138	Woodcreek Oaks Blvd/Parkside Wy	15	B	16	B
139	Woodcreek Oaks Blvd/Painted Desert Dr	9	A	9	A
140	Woodcreek Oaks Blvd/Crimson Ridge Dr	11	B	13	B
141	Woodcreek Oaks Blvd/Horncastle Ave	16	B	22	C
142	Woodcreek Oaks Blvd/Camino Capistrano/Zinnia Way	16	B	18	B
143	Woodcreek Oaks Blvd/Canevari Dr/Arsenault Dr	16	B	19	B
144	Woodcreek Oaks Blvd/McAnally Dr	***39***	***D***[3]	19	B
145	Woodcreek Oaks Blvd/Trailee Ln	15	B	13	B
146	Foothills Blvd/Albertsons Dr	22	C	33	C
147	Foothills Blvd/HP South Dwy	26	C	33	C
148	Foothills Blvd/NEC	23	C	18	B
149	Foothills Blvd/Mistywood Dr	12	B	16	B

Table 4.3A-6 Roseville Signalized Intersection Operations – Cumulative Unconstrained Conditions

Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
150	Foothills Blvd/McAnally Dr	18	B	23	C
151	Foothills Blvd/Junction Blvd	***36***	***D***[3]	***39***	***D***[3]
152	Foothills Blvd/Pilgrim Dr/Rand Wy	13	B	16	B
153	Foothills Blvd/Vineyard Rd	***32***	***D***[3]	32	C
155	Washington Blvd/Freedom Wy	30	C	***39***	***D***[3]
156	Washington Blvd/Hallisy Dr	8	A	8	A
157	Washington Blvd/Industrial Ave	12	B	17	B
158	Washington Blvd/Diamond Oaks Rd/Emerald Oak Rd	17	B	32	C
159	Washington Blvd/Sawtell Rd/Derek Pl	15	B	***38***	***D***[3]
160	Washington Blvd/Junction Blvd	21	C	***30***	***D***[3]
162	Fairway Dr/Cortina Cir	17	B	18	B
163	Westpark Dr/High School Rd	9	A	10	A
164	Fairway Dr/Target Dwy/Rosehall Dr	11	B	13	B
165	Fairway Dr/Central Park Dr/Lowes Dwy	12	B	19	B
166	Fairway Dr/Home Depot Dwy	11	B	17	B
167	Fairway Dr/Five Star Blvd	11	B	15	B
168	Stanford Ranch Rd/Highland Park Dr	15	B	13	B
169	Stanford Ranch Rd/Fairway Dr[4]	23	C	31	C
170	Stanford Ranch Rd/Five Star Blvd[4]	20	B	***32***	***D***[3]
171	Stanford Ranch Rd/SR 65 NB Ramps[4,5]	5	A	15	B
172	Galleria Blvd/SR 65 SB Ramps[4,5]	21	C	27	C
173	Galleria Cir/JC Penny Dwy	17	B	13	B
174	Galleria Blvd/Antelope Creek Dr[4]	19	B	***39***	***D***[3]
175	Galleria Blvd/Berry St	25	C	26	C
176	Harding Blvd/Wills Rd	28	C	29	C
177	Harding Blvd/Lead Hill Blvd	33	C	***51***	***D***[3]
178	Harding Blvd/Estates Dr[4]	17	B	35	C
179	Harding Blvd/Roseville Sq[4]	13	B	***31***	***D***[3]
180	N Sunrise Ave/Stone Point Dr	12	B	15	B
181	N Sunrise Ave/Automall Dr	28	C	23	C
182	N Sunrise Ave/Lead Hill Blvd	32	C	***55***	***E***[3]
183	N Sunrise Ave/Sierra Gardens Dr	13	B	27	C
184	Sunrise Ave/Oak Ridge Dr	9	A	8	A
185	Sunrise Ave/Frances Dr	5	A	5	A
186	Sunrise Ave/Coloma Wy	20	B	28	C
187	Sunrise Ave/Sun Tree Dr/Kensington Dr	7	A	13	B
188	Sunrise Ave/Sandringham Dr/Kensington Dr[5]	22	C	***55***	***D***[3]
189	Rocky Ridge Dr/Stone Point Dr	6	A	8	A
190	Rocky Ridge Dr/Lead Hill Blvd	21	C	27	C
191	Rocky Ridge Dr/Professional Dr	18	B	28	C
192	Rocky Ridge Dr/Meadowlark Wy/Maidu Dr	7	A	19	B
193	Rocky Ridge Dr/McLaren Dr	8	A	5	A
194	Sierra College Blvd/Secret Ravine Pkwy	25	C	***31***	***D***[3]
195	Sierra College Blvd/Miners Ravine Pkwy	25	C	12	B
196	Sierra College Blvd/Olympus Dr	26	C	23	C
197	Sierra College Blvd/Renaissance Creek SC Dwy/Granite Bay Business Park Dwy	30	C	32	C
198	Sierra College Blvd/Old Auburn Rd	35	C	***33***	***D***[3]
199	Olympus Dr/Europa St	12	B	7	A

Table 4.3A-6 Roseville Signalized Intersection Operations – Cumulative Unconstrained Conditions

Intersection		AM Peak Hour		PM Peak Hour	
		Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]
200	Secret Ravine Pkwy/Scarborough Dr/Poppy Field Dr	18	B	16	B
201	Secret Ravine Pkwy/Alexandra Dr	8	A	12	B
202	Gibson Dr/Convention Center Dr	***52***	***D***[3]	17	B
203	Riverside Ave/I-80 WB Ramps[4]	17	B	***39***	***D***[3]
204	Riverside Ave/I-80 EB Ramps/Orlando Dr[4]	29	C	28	C
205	Junction Blvd/Stonecrest Dr/Magenta Dr	25	C	18	B
206	Junction Blvd/Park Regency Dr	10	A	11	B
207	Junction Blvd/Woodcreek Oaks Blvd	33	C	***51***	***D***[3]
208	Junction Blvd/Country Club Dr	27	C	22	C
209	Junction Blvd/Revere Dr	6	A	8	A
210	Junction Blvd/Americana Dr	15	B	8	A
211	Junction Blvd/Sawtell Rd/Porter Dr	20	C	25	C
212	PFE Rd/Hilltop Cir/Del Rd	23	C	20	B
213	Santucci Blvd/Solaire Dr	12	B	13	B
214	Santucci Blvd/Federico Dr	17	B	13	B
215	Santucci Blvd/Sierra Village Dr	16	B	13	B
216	Hayden Pkwy/Holt Pkwy	15	B	15	B
217	Industrial Ave/Alantown Dr	19	B	13	B
218	Industrial Ave/Freedom Wy	7	A	6	A
219	Pleasant Grove Blvd/La Sierra Dr	6	A	6	A
220	Westbrook Blvd/Amoruso Road D	13	B	13	B
221	Amoruso Road D/Minor Residential Street 1	13	B	13	B
222	Westbrook Blvd/Amoruso Road B	15	B	13	B
223	Amoruso Road B/Amoruso Road A	8	A	9	A
224	Westbrook Blvd/Amoruso Road D	15	B	13	B
225	Secret Ravine Pkwy/Medical Plz/Falcon Pointe Dr	8	A	10	A
226	Hayden Pkwy/High School Rd/Bellanca Wy	13	B	12	B
227	Junction Blvd / Event Center Dr[6]	-	C	-	C
228	Cirby Way/Kaiser Dwy	***70***	***E***[3]	35	C
P1	Riverside Ave/Darling Way[7]	25	C	20	B
P2	Douglas Blvd/Riverside Ave/Vernon St[7]	21	C	28	C
P3	Vernon St/Grant St[7]	6	A	7	A
P4	Vernon St/Judah St[7]	5	A	8	A
P5	Vernon St/Lincoln St[7]	11	B	25	C
P6	Washington Blvd/Main St[7]	33	C	***77***	***E***[3]
P7	Oak St/Grant St[7]	7	A	7	A
P8	Oak St/Lincoln St[7]	15	B	13	B
P9	Pleasant Grove Blvd/Market St[7]	33	C	33	C
P10	Pleasant Grove Blvd/Monument Dr/Kirkhill Dr[7]	13	B	***31***	***D***[3]

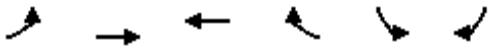
Table 4.3A-6 Roseville Signalized Intersection Operations – Cumulative Unconstrained Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	Delay[1] (s)	LOS[2]	Delay[1] (s)	LOS[2]

Notes:

1. Delay is reported as seconds per vehicle and represent the average delay for the overall intersection.
2. "LOS" represents level of service, calculated based on methodologies contained in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).
3. Bold and italicized text signifies that the intersection operates unacceptably according to the City's LOS policy.
4. For the PM peak hour, this intersection was analyzed in a SimTraffic 10 microsimulation model to account for interaction between traffic signals, queue spillback, etc. SimTraffic results represent the average of 10 runs.
5. Because of restrictions in Synchro 10, *Highway Capacity Manual 2000* (Transportation Research Board, 2000) methodologies for calculating delay and level of service are applied at this intersection.
6. Forecasts are not available for this intersection. Results show as LOS C or better.
7. Intersection is located in City's Pedestrian Overlay District (POD), which is exempt from the City's LOS policies.

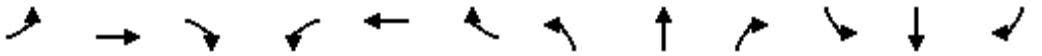
Source: Fehr & Peers, 2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	697	545	18	73	51
Future Volume (veh/h)	14	697	545	18	73	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	734	574	19	77	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	28	2516	1571	486	301	268
Arrive On Green	0.02	0.49	0.31	0.31	0.17	0.17
Sat Flow, veh/h	1781	5274	5274	1580	1781	1585
Grp Volume(v), veh/h	15	734	574	19	77	54
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1580	1781	1585
Q Serve(g_s), s	0.2	2.0	2.1	0.2	0.9	0.7
Cycle Q Clear(g_c), s	0.2	2.0	2.1	0.2	0.9	0.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	28	2516	1571	486	301	268
V/C Ratio(X)	0.53	0.29	0.37	0.04	0.26	0.20
Avail Cap(c_a), veh/h	602	6260	4317	1336	1732	1541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	3.6	6.4	5.7	8.5	8.5
Incr Delay (d2), s/veh	14.5	0.1	0.1	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.0	0.2	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	3.6	6.5	5.8	9.0	8.8
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h		749	593		131	
Approach Delay, s/veh		4.1	6.5		8.9	
Approach LOS		A	A		A	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			15.7		8.0	4.4	11.3
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		23.0	8.0	20.0
Max Q Clear Time (g_c+I1), s			4.0		2.9	2.2	4.1
Green Ext Time (p_c), s			4.7		0.3	0.0	3.1

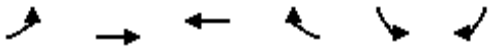
Intersection Summary		
HCM 6th Ctrl Delay		5.5
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	610	82	208	326	134	69	520	512	405	672	168
Future Volume (veh/h)	78	610	82	208	326	134	69	520	512	405	672	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	642	86	219	343	141	73	547	539	426	707	177
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	993	308	306	1142	354	94	1359	742	425	2308	716
Arrive On Green	0.06	0.19	0.19	0.09	0.22	0.22	0.05	0.27	0.27	0.24	0.45	0.45
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	1781	5106	2790	1781	5106	1585
Grp Volume(v), veh/h	82	642	86	219	343	141	73	547	539	426	707	177
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1781	1702	1395	1781	1702	1585
Q Serve(g_s), s	3.4	8.7	3.5	4.7	4.2	5.7	3.1	6.6	13.3	18.0	6.6	5.2
Cycle Q Clear(g_c), s	3.4	8.7	3.5	4.7	4.2	5.7	3.1	6.6	13.3	18.0	6.6	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	993	308	306	1142	354	94	1359	742	425	2308	716
V/C Ratio(X)	0.78	0.65	0.28	0.72	0.30	0.40	0.78	0.40	0.73	1.00	0.31	0.25
Avail Cap(c_a), veh/h	189	1964	610	367	1964	610	189	1964	1073	425	2641	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	28.0	25.9	33.4	24.4	24.9	35.3	22.7	25.2	28.7	13.1	12.7
Incr Delay (d2), s/veh	11.4	0.7	0.5	5.2	0.1	0.7	12.7	0.2	1.4	44.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.3	1.2	2.0	1.5	2.0	1.6	2.4	4.0	12.1	2.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	28.7	26.4	38.7	24.5	25.7	48.0	22.9	26.6	72.8	13.2	12.9
LnGrp LOS	D	C	C	D	C	C	D	C	C	F	B	B
Approach Vol, veh/h		810			703			1159			1310	
Approach Delay, s/veh		30.2			29.2			26.2			32.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	24.1	10.7	18.7	8.0	38.1	8.5	20.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	29.0	8.0	29.0	8.0	39.0	8.0	29.0
Max Q Clear Time (g_c+I1), s	20.0	15.3	6.7	10.7	5.1	8.6	5.4	7.7
Green Ext Time (p_c), s	0.0	4.8	0.1	3.9	0.0	5.5	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	81	1413	636	49	76	53
Future Volume (veh/h)	81	1413	636	49	76	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	1487	669	52	80	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	120	3083	2064	639	235	209
Arrive On Green	0.07	0.60	0.40	0.40	0.13	0.13
Sat Flow, veh/h	1781	5274	5274	1581	1781	1585
Grp Volume(v), veh/h	85	1487	669	52	80	56
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1581	1781	1585
Q Serve(g_s), s	1.4	4.9	2.7	0.6	1.2	1.0
Cycle Q Clear(g_c), s	1.4	4.9	2.7	0.6	1.2	1.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	120	3083	2064	639	235	209
V/C Ratio(X)	0.71	0.48	0.32	0.08	0.34	0.27
Avail Cap(c_a), veh/h	470	5395	3372	1044	1176	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	3.4	6.2	5.6	11.9	11.8
Incr Delay (d2), s/veh	7.4	0.1	0.1	0.1	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.4	0.1	0.4	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.2	3.5	6.3	5.6	12.8	12.5
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		1572	721		136	
Approach Delay, s/veh		4.4	6.2		12.7	
Approach LOS		A	A		B	

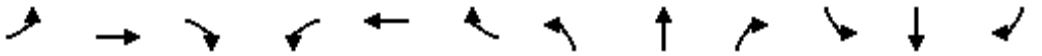
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			22.3		8.0	6.0	16.2
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			32.0		20.0	8.0	20.0
Max Q Clear Time (g_c+I1), s			6.9		3.2	3.4	4.7
Green Ext Time (p_c), s			11.4		0.3	0.1	3.8

Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1412	77	1	627	58	2
Future Volume (veh/h)	1412	77	1	627	58	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1486	81	1	660	61	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2633	816	5	3256	215	191
Arrive On Green	0.52	0.52	0.00	0.64	0.12	0.12
Sat Flow, veh/h	5274	1582	1781	5274	1781	1585
Grp Volume(v), veh/h	1486	81	1	660	61	2
Grp Sat Flow(s),veh/h/ln	1702	1582	1781	1702	1781	1585
Q Serve(g_s), s	6.6	0.9	0.0	1.8	1.0	0.0
Cycle Q Clear(g_c), s	6.6	0.9	0.0	1.8	1.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2633	816	5	3256	215	191
V/C Ratio(X)	0.56	0.10	0.19	0.20	0.28	0.01
Avail Cap(c_a), veh/h	3546	1099	430	4780	1130	1005
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.5	4.1	16.5	2.5	13.3	12.8
Incr Delay (d2), s/veh	0.2	0.1	15.8	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.0	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.7	4.1	32.3	2.5	14.0	12.8
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	1567			661	63	
Approach Delay, s/veh	5.6			2.6	13.9	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		8.0	4.0	21.1		25.1
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		21.0	8.0	23.0		31.0
Max Q Clear Time (g_c+I1), s		3.0	2.0	8.6		3.8
Green Ext Time (p_c), s		0.1	0.0	8.5		4.4

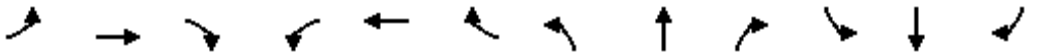
Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1326	29	91	459	57	55	99	133	267	81	113
Future Volume (veh/h)	60	1326	29	91	459	57	55	99	133	267	81	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	1396	31	96	483	60	58	104	140	281	85	119
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1859	577	123	1980	615	74	231	196	330	500	423
Arrive On Green	0.05	0.36	0.36	0.07	0.39	0.39	0.04	0.12	0.12	0.19	0.27	0.27
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	63	1396	31	96	483	60	58	104	140	281	85	119
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.7	18.5	1.0	4.1	5.0	1.9	2.5	4.0	6.6	11.8	2.7	4.6
Cycle Q Clear(g_c), s	2.7	18.5	1.0	4.1	5.0	1.9	2.5	4.0	6.6	11.8	2.7	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	1859	577	123	1980	615	74	231	196	330	500	423
V/C Ratio(X)	0.78	0.75	0.05	0.78	0.24	0.10	0.78	0.45	0.72	0.85	0.17	0.28
Avail Cap(c_a), veh/h	184	2174	675	161	2108	654	207	772	654	528	1110	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	21.6	16.0	35.5	16.0	15.1	36.8	31.5	32.7	30.5	21.8	22.5
Incr Delay (d2), s/veh	14.7	1.3	0.0	16.4	0.1	0.1	16.0	1.4	4.8	7.5	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.1	0.3	2.3	1.8	0.7	1.4	1.8	2.7	5.6	1.2	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	22.8	16.0	51.9	16.1	15.2	52.8	32.9	37.5	38.0	22.0	22.9
LnGrp LOS	D	C	B	D	B	B	D	C	D	D	C	C
Approach Vol, veh/h		1490			639			302			485	
Approach Delay, s/veh		23.9			21.4			38.8			31.5	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	14.6	10.4	33.2	8.2	25.7	8.5	35.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	23.0	32.0	7.0	33.0	9.0	46.0	8.0	32.0
Max Q Clear Time (g_c+I1), s	13.8	8.6	6.1	20.5	4.5	6.6	4.7	7.0
Green Ext Time (p_c), s	0.6	1.0	0.0	7.7	0.0	0.9	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C



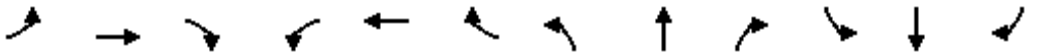
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	1340	102	333	449	82	23	1071	446	313	634	191
Future Volume (veh/h)	239	1340	102	333	449	82	23	1071	446	313	634	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	1411	22	351	473	10	24	1127	285	329	667	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	646	1295	400	329	718	221	567	1226	544	329	905	401
Arrive On Green	0.19	0.25	0.25	0.10	0.14	0.14	0.16	0.34	0.34	0.10	0.25	0.25
Sat Flow, veh/h	3456	5106	1576	3456	5106	1568	3456	3554	1578	3456	3554	1576
Grp Volume(v), veh/h	252	1411	22	351	473	10	24	1127	285	329	667	77
Grp Sat Flow(s),veh/h/ln	1728	1702	1576	1728	1702	1568	1728	1777	1578	1728	1777	1576
Q Serve(g_s), s	6.1	24.0	0.6	9.0	8.3	0.4	0.6	28.8	13.7	9.0	16.3	3.6
Cycle Q Clear(g_c), s	6.1	24.0	0.6	9.0	8.3	0.4	0.6	28.8	13.7	9.0	16.3	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	646	1295	400	329	718	221	567	1226	544	329	905	401
V/C Ratio(X)	0.39	1.09	0.06	1.07	0.66	0.05	0.04	0.92	0.52	1.00	0.74	0.19
Avail Cap(c_a), veh/h	646	1295	400	329	1187	365	567	1239	550	329	1239	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	35.3	10.0	42.8	38.5	20.7	33.3	29.7	24.8	42.8	32.4	27.6
Incr Delay (d2), s/veh	0.1	53.2	0.1	68.9	1.5	0.1	0.0	11.4	1.6	49.9	2.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	15.4	0.4	6.7	3.3	0.2	0.2	12.8	4.9	5.9	6.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	88.5	10.0	111.7	40.0	20.8	33.3	41.2	26.4	92.7	34.9	28.1
LnGrp LOS	C	F	B	F	D	C	C	D	C	F	C	C
Approach Vol, veh/h		1685			834			1436			1073	
Approach Delay, s/veh		79.3			70.0			38.1			52.1	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	38.6	13.0	30.0	21.5	30.1	23.7	19.3
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	6.0	* 6	6.0	* 6
Max Green Setting (Gmax), s	9.0	33.0	9.0	24.0	9.0	* 33	11.0	* 22
Max Q Clear Time (g_c+I1), s	11.0	30.8	11.0	26.0	2.6	18.3	8.1	10.3
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.0	5.2	0.2	2.4

Intersection Summary	
HCM 6th Ctrl Delay	60.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2094	0	0	748	92	0	0	0	213	0	9
Future Volume (veh/h)	3	2094	0	0	748	92	0	0	0	213	0	9
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	3	2204	0	0	787	97				224	0	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2				2	0	2
Cap, veh/h	9	3289	1021	124	2914	904				328	0	292
Arrive On Green	0.00	0.64	0.00	0.00	0.57	0.57				0.18	0.00	0.18
Sat Flow, veh/h	1781	5106	1585	176	5106	1585				1781	0	1585
Grp Volume(v), veh/h	3	2204	0	0	787	97				224	0	9
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	176	1702	1585				1781	0	1585
Q Serve(g_s), s	0.1	15.8	0.0	0.0	4.6	1.6				6.8	0.0	0.3
Cycle Q Clear(g_c), s	0.1	15.8	0.0	0.0	4.6	1.6				6.8	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	9	3289	1021	124	2914	904				328	0	292
V/C Ratio(X)	0.35	0.67	0.00	0.00	0.27	0.11				0.68	0.00	0.03
Avail Cap(c_a), veh/h	367	3766	1169	124	2914	904				825	0	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	6.5	0.0	0.0	6.4	5.7				22.2	0.0	19.5
Incr Delay (d2), s/veh	8.5	0.5	0.0	0.0	0.1	0.1				0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.9	0.0	0.0	1.3	0.4				2.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	7.0	0.0	0.0	6.4	5.8				23.1	0.0	19.5
LnGrp LOS	D	A	A	A	A	A				C	A	B
Approach Vol, veh/h		2207			884						233	
Approach Delay, s/veh		7.0			6.4						23.0	
Approach LOS		A			A						C	

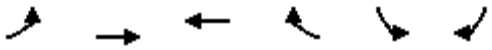
Timer - Assigned Phs				4		6	7	8				
Phs Duration (G+Y+Rc), s				43.5		14.7	4.3	39.3				
Change Period (Y+Rc), s				6.0		4.0	4.0	6.0				
Max Green Setting (Gmax), s				43.0		27.0	12.0	27.0				
Max Q Clear Time (g_c+I1), s				17.8		8.8	2.1	6.6				
Green Ext Time (p_c), s				19.8		0.5	0.0	6.5				

Intersection Summary												
HCM 6th Ctrl Delay			8.0									
HCM 6th LOS			A									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2335	7	76	844	12	85
Future Volume (veh/h)	2335	7	76	844	12	85
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2458	7	80	888	13	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3103	963	167	3837	200	178
Arrive On Green	0.61	0.61	0.09	0.75	0.11	0.11
Sat Flow, veh/h	5274	1585	1781	5274	1781	1585
Grp Volume(v), veh/h	2458	7	80	888	13	89
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1702	1781	1585
Q Serve(g_s), s	29.1	0.1	3.4	4.2	0.5	4.2
Cycle Q Clear(g_c), s	29.1	0.1	3.4	4.2	0.5	4.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3103	963	167	3837	200	178
V/C Ratio(X)	0.79	0.01	0.48	0.23	0.07	0.50
Avail Cap(c_a), veh/h	3260	1012	201	4091	671	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	6.2	34.4	3.0	31.7	33.4
Incr Delay (d2), s/veh	1.4	0.0	0.8	0.0	0.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	0.0	1.5	1.0	0.2	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.3	6.2	35.2	3.0	31.8	34.2
LnGrp LOS	B	A	D	A	C	C
Approach Vol, veh/h	2465			968	102	
Approach Delay, s/veh	13.3			5.7	33.9	
Approach LOS	B			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.9	11.5	54.5		66.0
Change Period (Y+Rc), s		4.9	4.0	6.0		6.0
Max Green Setting (Gmax), s		30.1	9.0	51.0		64.0
Max Q Clear Time (g_c+I1), s		6.2	5.4	31.1		6.2
Green Ext Time (p_c), s		0.2	0.0	17.5		8.4

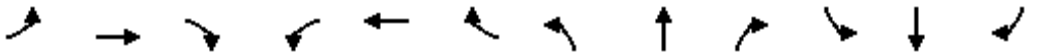
Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	2381	835	230	191	25
Future Volume (veh/h)	11	2381	835	230	191	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	2506	879	242	201	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	32	3421	3019	933	293	261
Arrive On Green	0.02	0.67	0.59	0.59	0.16	0.16
Sat Flow, veh/h	1781	5274	5274	1578	1781	1585
Grp Volume(v), veh/h	12	2506	879	242	201	26
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1578	1781	1585
Q Serve(g_s), s	0.4	20.9	5.6	4.9	7.0	0.9
Cycle Q Clear(g_c), s	0.4	20.9	5.6	4.9	7.0	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	32	3421	3019	933	293	261
V/C Ratio(X)	0.38	0.73	0.29	0.26	0.69	0.10
Avail Cap(c_a), veh/h	216	3731	3019	933	839	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	7.0	6.6	6.5	25.9	23.4
Incr Delay (d2), s/veh	2.7	0.8	0.1	0.2	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.3	1.4	1.2	2.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.6	7.8	6.7	6.7	27.0	23.4
LnGrp LOS	C	A	A	A	C	C
Approach Vol, veh/h		2518	1121		227	
Approach Delay, s/veh		8.0	6.7		26.6	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			50.1		15.7	5.2	44.9
Change Period (Y+Rc), s			6.0		4.9	4.0	6.0
Max Green Setting (Gmax), s			48.1		31.0	8.0	38.1
Max Q Clear Time (g_c+I1), s			22.9		9.0	2.4	7.6
Green Ext Time (p_c), s			21.2		0.5	0.0	9.2

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A



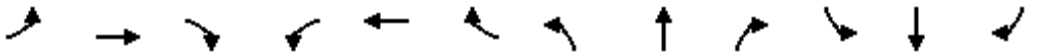
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	2274	66	28	920	147	37	6	35	271	40	17
Future Volume (veh/h)	145	2274	66	28	920	147	37	6	35	271	40	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	153	2394	69	29	968	155	39	6	37	332	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	3292	1022	58	2954	917	138	145	123	410	215	0
Arrive On Green	0.10	0.64	0.64	0.03	0.58	0.58	0.08	0.08	0.08	0.12	0.00	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	3563	1870	0
Grp Volume(v), veh/h	153	2394	69	29	968	155	39	6	37	332	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	12.7	47.0	2.4	2.4	14.8	6.9	3.1	0.4	3.3	13.6	0.0	0.0
Cycle Q Clear(g_c), s	12.7	47.0	2.4	2.4	14.8	6.9	3.1	0.4	3.3	13.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	176	3292	1022	58	2954	917	138	145	123	410	215	0
V/C Ratio(X)	0.87	0.73	0.07	0.50	0.33	0.17	0.28	0.04	0.30	0.81	0.00	0.00
Avail Cap(c_a), veh/h	273	3292	1022	143	2954	917	143	150	127	998	524	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	66.6	17.8	9.9	71.3	16.4	14.8	65.3	64.0	65.4	64.8	0.0	0.0
Incr Delay (d2), s/veh	10.9	1.4	0.1	2.4	0.3	0.4	1.9	0.2	2.3	4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	17.3	0.8	1.1	5.7	2.5	1.5	0.2	1.4	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.5	19.3	10.0	73.8	16.7	15.2	67.2	64.2	67.7	68.8	0.0	0.0
LnGrp LOS	E	B	B	E	B	B	E	E	E	E	A	A
Approach Vol, veh/h		2616			1152			82			332	
Approach Delay, s/veh		22.4			18.0			67.2			68.8	
Approach LOS		C			B			E			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.2	8.9	102.7		22.2	18.8	92.8				
Change Period (Y+Rc), s		4.6	4.0	6.0		4.9	4.0	6.0				
Max Green Setting (Gmax), s		12.0	12.0	64.5		42.0	23.0	53.5				
Max Q Clear Time (g_c+I1), s		5.3	4.4	49.0		15.6	14.7	16.8				
Green Ext Time (p_c), s		0.2	0.0	14.8		1.6	0.2	15.9				

Intersection Summary	
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



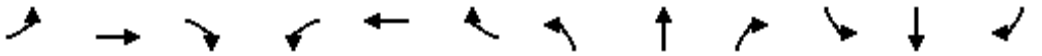
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	2010	324	168	888	287	130	451	350	390	197	80
Future Volume (veh/h)	36	2010	324	168	888	287	130	451	350	390	197	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	2116	143	177	935	137	137	475	228	411	207	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	2531	623	529	2587	803	795	625	279	460	280	125
Arrive On Green	0.02	0.13	0.13	0.15	0.51	0.51	0.23	0.18	0.18	0.13	0.08	0.08
Sat Flow, veh/h	3456	6434	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	38	2116	143	177	935	137	137	475	228	411	207	4
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.6	48.2	12.1	6.9	16.6	4.2	4.8	19.1	20.8	17.6	8.5	0.3
Cycle Q Clear(g_c), s	1.6	48.2	12.1	6.9	16.6	4.2	4.8	19.1	20.8	17.6	8.5	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	2531	623	529	2587	803	795	625	279	460	280	125
V/C Ratio(X)	0.21	0.84	0.23	0.33	0.36	0.17	0.17	0.76	0.82	0.89	0.74	0.03
Avail Cap(c_a), veh/h	276	2531	623	529	2587	803	795	860	384	530	1121	500
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.6	60.5	44.9	56.7	22.3	7.1	46.3	58.8	59.5	64.0	67.6	48.5
Incr Delay (d2), s/veh	0.2	3.5	0.9	0.1	0.4	0.5	0.0	3.2	10.8	14.7	5.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	21.4	5.3	3.0	6.6	2.5	2.1	8.8	9.0	8.6	4.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.8	64.0	45.7	56.8	22.7	7.5	46.3	62.0	70.3	78.7	72.6	48.7
LnGrp LOS	E	E	D	E	C	A	D	E	E	E	E	D
Approach Vol, veh/h		2297			1249			840			622	
Approach Delay, s/veh		63.0			25.9			61.7			76.5	
Approach LOS		E			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	32.1	29.0	65.0	38.5	17.5	11.9	82.0
Change Period (Y+Rc), s	4.0	5.7	6.0	* 6	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	23.0	36.3	12.0	* 59	12.0	47.3	12.0	59.0
Max Q Clear Time (g_c+I1), s	19.6	22.8	8.9	50.2	6.8	10.5	3.6	18.6
Green Ext Time (p_c), s	0.4	3.6	0.1	8.5	0.1	1.3	0.0	15.6

Intersection Summary	
HCM 6th Ctrl Delay	55.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



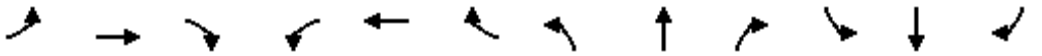
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	2614	5	5	1301	84	5	5	5	23	5	10
Future Volume (veh/h)	10	2614	5	5	1301	84	5	5	5	23	5	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	2752	5	5	1369	88	5	5	5	24	5	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	5200	1281	9	5169	1274	95	50	42	48	14	31
Arrive On Green	0.02	1.00	1.00	0.01	0.80	0.80	0.03	0.03	0.03	0.03	0.03	0.03
Sat Flow, veh/h	1781	6434	1585	1781	6434	1585	3563	1870	1585	1781	520	1144
Grp Volume(v), veh/h	11	2752	5	5	1369	88	5	5	5	24	0	16
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1781	1609	1585	1781	1870	1585	1781	0	1664
Q Serve(g_s), s	0.9	0.0	0.0	0.4	8.0	1.7	0.2	0.4	0.5	2.0	0.0	1.4
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.4	8.0	1.7	0.2	0.4	0.5	2.0	0.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	17	5200	1281	9	5169	1274	95	50	42	48	0	45
V/C Ratio(X)	0.63	0.53	0.00	0.56	0.26	0.07	0.05	0.10	0.12	0.50	0.00	0.36
Avail Cap(c_a), veh/h	83	5200	1281	83	5169	1274	926	486	412	83	0	78
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.3	0.0	0.0	74.5	3.7	3.1	71.2	71.2	71.3	72.0	0.0	71.7
Incr Delay (d2), s/veh	31.8	0.4	0.0	43.9	0.0	0.0	0.2	0.9	1.2	8.0	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.3	2.0	0.4	0.1	0.2	0.2	1.0	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.1	0.4	0.0	118.4	3.7	3.1	71.4	72.1	72.5	80.0	0.0	76.6
LnGrp LOS	F	A	A	F	A	A	E	E	E	F	A	E
Approach Vol, veh/h		2768			1462			15			40	
Approach Delay, s/veh		0.8			4.1			72.0			78.6	
Approach LOS		A			A			E			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.0	5.8	126.2		9.0	6.5	125.5				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		39.0	7.0	77.0		7.0	7.0	77.0				
Max Q Clear Time (g_c+I1), s		2.5	2.4	2.0		4.0	2.9	10.0				
Green Ext Time (p_c), s		0.0	0.0	51.3		0.0	0.0	13.6				

Intersection Summary	
HCM 6th Ctrl Delay	2.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



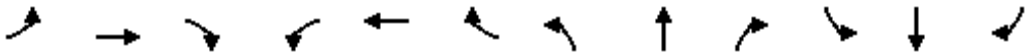
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	2713	5	5	1336	63	5	5	5	249	5	45
Future Volume (veh/h)	13	2713	5	5	1336	63	5	5	5	249	5	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	2856	5	5	1406	66	5	5	5	266	0	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	5088	1253	116	4803	1183	22	23	20	324	0	144
Arrive On Green	0.04	1.00	1.00	1.00	1.00	1.00	0.01	0.01	0.01	0.09	0.00	0.09
Sat Flow, veh/h	1781	6434	1585	91	6434	1585	1781	1870	1585	3563	0	1585
Grp Volume(v), veh/h	14	2856	5	5	1406	66	5	5	5	266	0	47
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	91	1609	1585	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	11.0	0.0	4.2
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	11.0	0.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	31	5088	1253	116	4803	1183	22	23	20	324	0	144
V/C Ratio(X)	0.44	0.56	0.00	0.04	0.29	0.06	0.23	0.22	0.25	0.82	0.00	0.33
Avail Cap(c_a), veh/h	143	5088	1253	116	4803	1183	297	312	264	525	0	234
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.6	0.0	0.0	0.0	0.0	0.0	73.4	73.3	73.4	67.0	0.0	63.9
Incr Delay (d2), s/veh	2.9	0.4	0.0	0.3	0.1	0.0	5.1	4.6	6.6	2.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	0.0	0.0	0.2	0.2	0.2	5.2	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.5	0.4	0.0	0.3	0.1	0.0	78.4	77.9	80.0	69.3	0.0	64.4
LnGrp LOS	E	A	A	A	A	A	E	E	F	E	A	E
Approach Vol, veh/h		2875			1477			15			313	
Approach Delay, s/veh		0.7			0.1			78.8			68.6	
Approach LOS		A			A			E			E	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		6.9		124.6		18.5	6.7	118.0				
Change Period (Y+Rc), s		5.0		6.0		4.9	4.0	6.0				
Max Green Setting (Gmax), s		25.0		87.0		22.1	12.0	71.0				
Max Q Clear Time (g_c+I1), s		2.5		2.0		13.0	3.2	2.0				
Green Ext Time (p_c), s		0.0		73.7		0.6	0.0	23.8				

Intersection Summary	
HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A

Notes

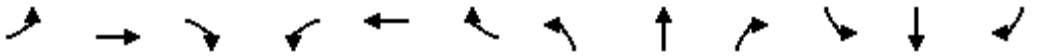
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	2885	10	10	1612	10	10	10	10	10	10	10
Future Volume (veh/h)	10	2885	10	10	1612	10	10	10	10	10	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	3037	11	11	1697	11	11	11	11	11	11	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	4582	1129	44	4582	1129	119	125	145	39	39	39
Arrive On Green	0.05	1.00	1.00	0.02	0.71	0.71	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1781	6434	1585	1781	6434	1585	1781	1870	1585	579	579	579
Grp Volume(v), veh/h	11	3037	11	11	1697	11	11	11	11	33	0	0
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1781	1609	1585	1781	1870	1585	1737	0	0
Q Serve(g_s), s	0.9	0.0	0.0	0.9	15.5	0.3	0.9	0.8	1.0	2.7	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.9	15.5	0.3	0.9	0.8	1.0	2.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.33		0.33
Lane Grp Cap(c), veh/h	44	4582	1129	44	4582	1129	119	125	145	116	0	0
V/C Ratio(X)	0.25	0.66	0.01	0.25	0.37	0.01	0.09	0.09	0.08	0.28	0.00	0.00
Avail Cap(c_a), veh/h	119	4582	1129	119	4582	1129	190	200	208	185	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	70.0	0.0	0.0	71.8	8.4	6.3	65.7	65.7	62.4	66.6	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.8	0.0	2.7	0.2	0.0	0.3	0.3	0.2	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	0.0	0.4	4.9	0.1	0.4	0.4	0.4	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	0.8	0.0	74.5	8.7	6.3	66.1	66.0	62.6	67.9	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	E	E	E	E	A	A
Approach Vol, veh/h		3059			1719			33			33	
Approach Delay, s/veh		1.0			9.1			64.9			67.9	
Approach LOS		A			A			E			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.5	8.2	112.8		14.5	8.2	112.8				
Change Period (Y+Rc), s		4.5	4.5	6.0		4.5	4.5	6.0				
Max Green Setting (Gmax), s		16.0	10.0	88.5		16.0	10.0	88.5				
Max Q Clear Time (g_c+I1), s		4.7	2.9	2.0		3.0	2.9	17.5				
Green Ext Time (p_c), s		0.1	0.0	83.6		0.0	0.0	41.8				

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	2257	410	827	1285	524	290	430	312	603	332	57
Future Volume (veh/h)	238	2257	410	827	1285	524	290	430	312	603	332	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	251	2376	277	871	1353	243	305	453	0	635	349	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	2188	539	806	2960	729	913	426		599	525	287
Arrive On Green	0.03	0.11	0.11	0.23	0.46	0.46	0.18	0.12	0.00	0.17	0.10	0.10
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	5023	3554	1585	3456	5106	2790
Grp Volume(v), veh/h	251	2376	277	871	1353	243	305	453	0	635	349	1
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1609	1585	1674	1777	1585	1728	1702	1395
Q Serve(g_s), s	10.8	51.0	14.9	35.0	21.6	8.1	7.9	18.0	0.0	26.0	9.9	0.0
Cycle Q Clear(g_c), s	10.8	51.0	14.9	35.0	21.6	8.1	7.9	18.0	0.0	26.0	9.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	2188	539	806	2960	729	913	426		599	525	287
V/C Ratio(X)	0.73	1.09	0.51	1.08	0.46	0.33	0.33	1.06		1.06	0.66	0.00
Avail Cap(c_a), veh/h	392	2188	539	806	2960	729	913	426		599	1045	571
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	0.93	0.93	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	66.6	20.0	57.5	27.7	8.0	53.5	66.0	0.0	62.0	64.8	60.4
Incr Delay (d2), s/veh	3.2	44.9	2.4	55.6	0.5	1.2	0.1	59.5	0.0	53.7	5.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	28.9	6.6	21.1	8.2	5.2	3.3	11.4	0.0	15.5	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	111.5	22.4	113.1	28.2	9.2	53.5	125.5	0.0	115.7	69.9	60.4
LnGrp LOS	E	F	C	F	C	A	D	F		F	E	E
Approach Vol, veh/h		2904			2467			758	A		985	
Approach Delay, s/veh		99.7			56.3			96.6			99.5	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.3	20.7	21.0	75.0	30.0	24.0	39.0	57.0
Change Period (Y+Rc), s	6.0	* 5.3	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	14.0	* 31	17.0	* 69	26.0	18.0	35.0	51.0
Max Q Clear Time (g_c+I1), s	9.9	11.9	12.8	23.6	28.0	20.0	37.0	53.0
Green Ext Time (p_c), s	0.3	3.6	0.2	27.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	84.3
HCM 6th LOS	F

Notes

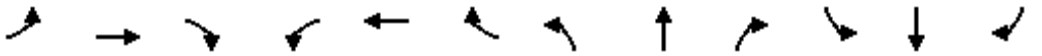
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3047	97	124	1784	11	16
Future Volume (veh/h)	3047	97	124	1784	11	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3207	102	131	1878	12	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	4064	1262	152	5885	33	165
Arrive On Green	0.80	0.80	0.17	1.00	0.02	0.02
Sat Flow, veh/h	5274	1585	1781	6696	1781	1585
Grp Volume(v), veh/h	3207	102	131	1878	12	17
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1609	1781	1585
Q Serve(g_s), s	51.7	2.1	10.7	0.0	1.0	1.5
Cycle Q Clear(g_c), s	51.7	2.1	10.7	0.0	1.0	1.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4064	1262	152	5885	33	165
V/C Ratio(X)	0.79	0.08	0.86	0.32	0.36	0.10
Avail Cap(c_a), veh/h	4064	1262	214	5885	190	304
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.81	0.81	1.00	1.00
Uniform Delay (d), s/veh	8.4	3.3	61.3	0.0	72.7	60.9
Incr Delay (d2), s/veh	1.6	0.1	18.2	0.0	6.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.9	0.6	5.1	0.0	0.5	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.0	3.5	79.6	0.0	79.1	61.1
LnGrp LOS	B	A	E	A	E	E
Approach Vol, veh/h	3309			2009	29	
Approach Delay, s/veh	9.8			5.2	68.6	
Approach LOS	A			A	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		7.8	17.8	124.4		142.2
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		16.0	18.0	101.0		124.0
Max Q Clear Time (g_c+I1), s		3.5	12.7	53.7		2.0
Green Ext Time (p_c), s		0.0	0.1	42.7		23.9

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A



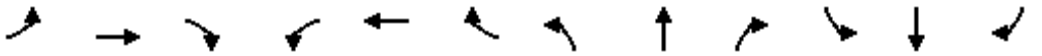
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2360	703	473	978	332	540	0	437	59	576	390
Future Volume (veh/h)	0	2360	703	473	978	332	540	0	437	59	576	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	2484	531	498	1029	0	568	0	245	62	606	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	2281	708	415	3030		0	0	0	261	521	
Arrive On Green	0.00	0.45	0.45	0.12	0.59	0.00	0.00	0.00	0.00	0.15	0.15	0.00
Sat Flow, veh/h	0	5274	1585	3456	5106	1585		0		1781	3554	1585
Grp Volume(v), veh/h	0	2484	531	498	1029	0		0.0		62	606	0
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1728	1702	1585				1781	1777	1585
Q Serve(g_s), s	0.0	67.0	41.8	18.0	15.4	0.0				4.6	22.0	0.0
Cycle Q Clear(g_c), s	0.0	67.0	41.8	18.0	15.4	0.0				4.6	22.0	0.0
Prop In Lane	0.00		1.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2281	708	415	3030					261	521	
V/C Ratio(X)	0.00	1.09	0.75	1.20	0.34					0.24	1.16	
Avail Cap(c_a), veh/h	0	2281	708	415	3030					261	521	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.50	0.50	1.00	1.00	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	41.5	34.5	66.0	15.5	0.0				56.6	64.0	0.0
Incr Delay (d2), s/veh	0.0	44.5	2.6	111.5	0.3	0.0				0.2	92.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	36.2	16.1	14.2	5.8	0.0				2.1	16.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	86.0	37.2	177.5	15.8	0.0				56.8	156.7	0.0
LnGrp LOS	A	F	D	F	B					E	F	
Approach Vol, veh/h		3015			1527	A					668	A
Approach Delay, s/veh		77.4			68.5						147.4	
Approach LOS		E			E						F	

Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		28.0	22.0	73.0				95.0				
Change Period (Y+Rc), s		6.0	4.0	6.0				6.0				
Max Green Setting (Gmax), s		22.0	18.0	67.0				89.0				
Max Q Clear Time (g_c+I1), s		24.0	20.0	69.0				17.4				
Green Ext Time (p_c), s		0.0	0.0	0.0				12.9				

Intersection Summary	
HCM 6th Ctrl Delay	83.8
HCM 6th LOS	F

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	395	595	96	202	64	348	381	2	71	220	0
Future Volume (veh/h)	0	395	595	96	202	64	348	381	2	71	220	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	416	253	101	213	27	366	401	1	75	232	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	886	395	130	1508	673	490	768	343	181	451	201
Arrive On Green	0.00	0.25	0.25	0.07	0.42	0.42	0.14	0.22	0.22	0.05	0.13	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	0	416	253	101	213	27	366	401	1	75	232	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.0	4.9	7.0	2.7	1.8	0.5	5.0	4.9	0.0	1.0	3.0	0.0
Cycle Q Clear(g_c), s	0.0	4.9	7.0	2.7	1.8	0.5	5.0	4.9	0.0	1.0	3.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	4	886	395	130	1508	673	490	768	343	181	451	201
V/C Ratio(X)	0.00	0.47	0.64	0.78	0.14	0.04	0.75	0.52	0.00	0.42	0.51	0.00
Avail Cap(c_a), veh/h	255	2110	941	255	2110	941	495	1964	876	495	1891	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	15.6	16.4	22.3	8.6	8.2	20.1	16.9	15.0	22.4	19.9	0.0
Incr Delay (d2), s/veh	0.0	0.4	1.7	9.7	0.0	0.0	6.1	0.6	0.0	1.5	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	2.2	1.3	0.5	0.1	2.1	1.7	0.0	0.4	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.0	18.1	31.9	8.6	8.3	26.2	17.5	15.0	23.9	20.8	0.0
LnGrp LOS	A	B	B	C	A	A	C	B	B	C	C	A
Approach Vol, veh/h		669			341			768			307	
Approach Delay, s/veh		16.8			15.5			21.6			21.6	
Approach LOS		B			B			C			C	

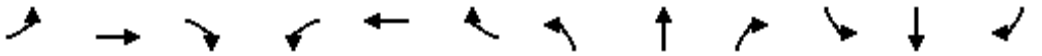
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	15.6	8.6	17.2	11.9	11.2	0.0	25.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	27.0	7.0	29.0	7.0	26.0	7.0	29.0
Max Q Clear Time (g_c+I1), s	3.0	6.9	4.7	9.0	7.0	5.0	0.0	3.8
Green Ext Time (p_c), s	0.0	2.3	0.0	3.2	0.0	1.2	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	447	15	38	274	76	15
Future Volume (veh/h)	447	15	38	274	76	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	471	16	40	288	80	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1181	527	553	1181	340	302
Arrive On Green	0.33	0.33	0.33	0.33	0.19	0.19
Sat Flow, veh/h	3647	1585	909	3647	1781	1585
Grp Volume(v), veh/h	471	16	40	288	80	16
Grp Sat Flow(s),veh/h/ln	1777	1585	909	1777	1781	1585
Q Serve(g_s), s	2.1	0.1	0.7	1.2	0.8	0.2
Cycle Q Clear(g_c), s	2.1	0.1	2.9	1.2	0.8	0.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1181	527	553	1181	340	302
V/C Ratio(X)	0.40	0.03	0.07	0.24	0.24	0.05
Avail Cap(c_a), veh/h	7796	3477	2245	7796	2039	1814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.4	4.7	6.5	5.1	7.2	6.9
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.1	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.1	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.6	4.7	6.6	5.2	7.5	7.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	487			328	96	
Approach Delay, s/veh	5.6			5.4	7.5	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		9.0		12.0		12.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		24.0		46.0		46.0
Max Q Clear Time (g_c+I1), s		2.8		4.1		4.9
Green Ext Time (p_c), s		0.2		3.3		2.1

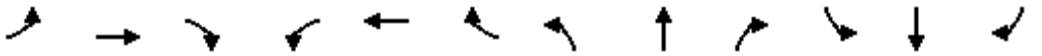
Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	453	7	33	237	196	27	818	75	311	635	108
Future Volume (veh/h)	141	453	7	33	237	196	27	818	75	311	635	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	477	7	35	249	206	28	861	79	327	668	114
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	822	366	102	672	300	86	1407	437	463	1965	610
Arrive On Green	0.07	0.23	0.23	0.03	0.19	0.19	0.02	0.28	0.28	0.13	0.38	0.38
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	148	477	7	35	249	206	28	861	79	327	668	114
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	2.5	7.2	0.2	0.6	3.7	7.3	0.5	8.9	2.3	5.5	5.6	2.9
Cycle Q Clear(g_c), s	2.5	7.2	0.2	0.6	3.7	7.3	0.5	8.9	2.3	5.5	5.6	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	822	366	102	672	300	86	1407	437	463	1965	610
V/C Ratio(X)	0.60	0.58	0.02	0.34	0.37	0.69	0.33	0.61	0.18	0.71	0.34	0.19
Avail Cap(c_a), veh/h	627	1876	837	627	1876	837	627	2695	837	855	3032	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	20.7	18.0	28.9	21.4	22.9	29.1	19.1	16.7	25.1	13.2	12.4
Incr Delay (d2), s/veh	2.3	0.7	0.0	2.0	0.3	2.8	2.2	0.4	0.2	2.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.7	0.1	0.3	1.4	2.7	0.2	3.0	0.8	2.1	1.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	21.3	18.0	30.9	21.8	25.7	31.2	19.6	16.9	27.1	13.3	12.5
LnGrp LOS	C	C	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		632			490			968			1109	
Approach Delay, s/veh		23.2			24.1			19.7			17.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	21.7	6.8	19.0	6.5	28.3	9.3	16.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	32.0	11.0	32.0	11.0	36.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	7.5	10.9	2.6	9.2	2.5	7.6	4.5	9.3
Green Ext Time (p_c), s	0.7	5.8	0.0	3.0	0.0	4.9	0.2	2.1

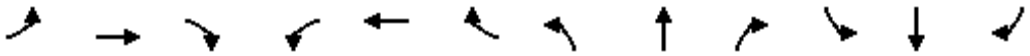
Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	836	3	19	458	9	8	0	91	37	0	0
Future Volume (veh/h)	0	836	3	19	458	9	8	0	91	37	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	880	3	20	482	9	8	0	96	39	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1331	594	36	1797	802	15	0	199	64	285	0
Arrive On Green	0.00	0.37	0.37	0.02	0.51	0.51	0.01	0.00	0.13	0.04	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	0	880	3	20	482	9	8	0	96	39	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.0	7.4	0.0	0.4	2.8	0.1	0.2	0.0	2.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.4	0.0	0.4	2.8	0.1	0.2	0.0	2.0	0.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	5	1331	594	36	1797	802	15	0	199	64	285	0
V/C Ratio(X)	0.00	0.66	0.01	0.56	0.27	0.01	0.53	0.00	0.48	0.61	0.00	0.00
Avail Cap(c_a), veh/h	396	1973	880	396	1973	880	396	0	1364	396	1609	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	9.4	7.1	17.5	5.1	4.4	17.8	0.0	14.7	17.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	12.8	0.1	0.0	25.3	0.0	1.8	9.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	0.0	0.3	0.4	0.0	0.2	0.0	0.7	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.9	7.1	30.3	5.2	4.4	43.1	0.0	16.5	26.2	0.0	0.0
LnGrp LOS	A	A	A	C	A	A	D	A	B	C	A	A
Approach Vol, veh/h		883			511			104			39	
Approach Delay, s/veh		9.9			6.1			18.5			26.2	
Approach LOS		A			A			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	8.5	4.7	17.5	4.3	9.5	0.0	22.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	31.0	8.0	20.0	8.0	31.0	8.0	20.0
Max Q Clear Time (g_c+I1), s	2.8	4.0	2.4	9.4	2.2	0.0	0.0	4.8
Green Ext Time (p_c), s	0.0	0.5	0.0	4.1	0.0	0.0	0.0	2.5

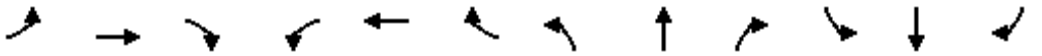
Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	717	12	99	423	80	31	108	229	29	188	101
Future Volume (veh/h)	53	717	12	99	423	80	31	108	229	29	188	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	755	13	104	445	84	33	114	241	31	198	106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	960	428	142	857	161	75	258	285	35	222	119
Arrive On Green	0.06	0.27	0.27	0.08	0.29	0.29	0.18	0.18	0.18	0.21	0.21	0.21
Sat Flow, veh/h	1781	3554	1585	1781	2986	560	415	1434	1585	163	1041	557
Grp Volume(v), veh/h	56	755	13	104	264	265	147	0	241	335	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1770	1850	0	1585	1762	0	0
Q Serve(g_s), s	2.4	15.6	0.5	4.5	9.8	9.9	5.6	0.0	11.6	14.6	0.0	0.0
Cycle Q Clear(g_c), s	2.4	15.6	0.5	4.5	9.8	9.9	5.6	0.0	11.6	14.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.32	0.22		1.00	0.09		0.32
Lane Grp Cap(c), veh/h	112	960	428	142	510	508	333	0	285	376	0	0
V/C Ratio(X)	0.50	0.79	0.03	0.73	0.52	0.52	0.44	0.00	0.85	0.89	0.00	0.00
Avail Cap(c_a), veh/h	271	1192	532	271	596	594	489	0	419	453	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.8	26.7	21.2	35.5	23.6	23.6	28.9	0.0	31.3	30.2	0.0	0.0
Incr Delay (d2), s/veh	1.3	3.6	0.0	2.7	1.4	1.4	0.3	0.0	6.9	15.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.4	0.2	1.9	3.9	4.0	2.4	0.0	4.6	7.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	30.3	21.3	38.3	25.0	25.1	29.2	0.0	38.2	45.6	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	D	D	A	A
Approach Vol, veh/h		824			633			388			335	
Approach Delay, s/veh		30.6			27.2			34.8			45.6	
Approach LOS		C			C			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.2	10.3	27.0		19.5	9.0	28.4				
Change Period (Y+Rc), s		5.3	4.0	5.7		5.3	4.0	5.7				
Max Green Setting (Gmax), s		20.3	12.0	26.5		20.9	12.0	26.5				
Max Q Clear Time (g_c+I1), s		16.6	6.5	17.6		13.6	4.4	11.9				
Green Ext Time (p_c), s		0.3	0.1	3.8		0.6	0.0	3.1				

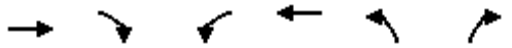
Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	939	7	95	562	41	26	27	39	53	6	7
Future Volume (veh/h)	16	939	7	95	562	41	26	27	39	53	6	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	988	7	100	592	43	27	28	41	56	6	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	30	1513	11	129	1684	751	35	37	54	79	9	78
Arrive On Green	0.02	0.42	0.42	0.07	0.47	0.47	0.07	0.07	0.07	0.05	0.05	0.05
Sat Flow, veh/h	1781	3617	26	1781	3554	1585	482	500	732	1616	173	1585
Grp Volume(v), veh/h	17	485	510	100	592	43	96	0	0	62	0	7
Grp Sat Flow(s),veh/h/ln	1781	1777	1866	1781	1777	1585	1714	0	0	1790	0	1585
Q Serve(g_s), s	0.5	11.0	11.0	2.8	5.3	0.7	2.8	0.0	0.0	1.7	0.0	0.2
Cycle Q Clear(g_c), s	0.5	11.0	11.0	2.8	5.3	0.7	2.8	0.0	0.0	1.7	0.0	0.2
Prop In Lane	1.00		0.01	1.00		1.00	0.28		0.43	0.90		1.00
Lane Grp Cap(c), veh/h	30	743	781	129	1684	751	126	0	0	88	0	78
V/C Ratio(X)	0.57	0.65	0.65	0.78	0.35	0.06	0.76	0.00	0.00	0.70	0.00	0.09
Avail Cap(c_a), veh/h	424	1314	1380	424	2629	1172	717	0	0	713	0	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.6	11.7	11.7	23.0	8.4	7.2	22.9	0.0	0.0	23.6	0.0	22.9
Incr Delay (d2), s/veh	6.1	1.7	1.6	3.8	0.2	0.1	3.6	0.0	0.0	3.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.4	3.6	1.1	1.4	0.2	1.1	0.0	0.0	0.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	13.4	13.3	26.7	8.6	7.2	26.5	0.0	0.0	27.4	0.0	23.1
LnGrp LOS	C	B	B	C	A	A	C	A	A	C	A	C
Approach Vol, veh/h		1012			735			96			69	
Approach Delay, s/veh		13.7			11.0			26.5			27.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.4	7.6	26.8		8.6	4.8	29.6				
Change Period (Y+Rc), s		4.9	4.0	5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		20.1	12.0	37.3		21.1	12.0	37.3				
Max Q Clear Time (g_c+I1), s		3.7	4.8	13.0		4.8	2.5	7.3				
Green Ext Time (p_c), s		0.1	0.1	8.1		0.2	0.0	5.4				

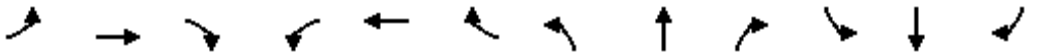
Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1346	50	29	525	53	95
Future Volume (veh/h)	1346	50	29	525	53	95
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1417	53	31	553	56	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1914	854	51	2398	196	174
Arrive On Green	0.54	0.54	0.03	0.67	0.11	0.11
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1417	53	31	553	56	100
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	14.2	0.7	0.8	2.8	1.3	2.8
Cycle Q Clear(g_c), s	14.2	0.7	0.8	2.8	1.3	2.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1914	854	51	2398	196	174
V/C Ratio(X)	0.74	0.06	0.61	0.23	0.29	0.57
Avail Cap(c_a), veh/h	2451	1093	269	3370	614	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	5.1	22.3	2.9	19.0	19.6
Incr Delay (d2), s/veh	0.9	0.0	11.4	0.0	0.8	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.1	0.4	0.2	0.5	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.1	5.1	33.7	3.0	19.8	22.6
LnGrp LOS	A	A	C	A	B	C
Approach Vol, veh/h	1470			584	156	
Approach Delay, s/veh	9.0			4.6	21.6	
Approach LOS	A			A	C	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		10.1	6.3	30.0		36.3
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		16.0	7.0	32.0		44.0
Max Q Clear Time (g_c+I1), s		4.8	2.8	16.2		4.8
Green Ext Time (p_c), s		0.3	0.0	8.8		3.7

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A



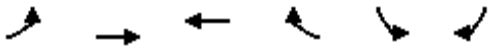
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	672	374	545	363	79	192	1245	880	112	885	33
Future Volume (veh/h)	76	672	374	545	363	79	192	1245	880	112	885	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	707	249	574	382	68	202	1311	765	118	932	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	723	323	579	743	131	255	2385	740	209	2317	719
Arrive On Green	0.07	0.20	0.20	0.12	0.25	0.25	0.07	0.47	0.47	0.06	0.45	0.45
Sat Flow, veh/h	3456	3554	1585	5023	3019	533	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	80	707	249	574	223	227	202	1311	765	118	932	14
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1674	1777	1774	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	2.9	25.8	19.3	14.9	14.1	14.4	7.5	24.0	60.8	4.3	15.9	0.6
Cycle Q Clear(g_c), s	2.9	25.8	19.3	14.9	14.1	14.4	7.5	24.0	60.8	4.3	15.9	0.6
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	251	723	323	579	437	437	255	2385	740	209	2317	719
V/C Ratio(X)	0.32	0.98	0.77	0.99	0.51	0.52	0.79	0.55	1.03	0.56	0.40	0.02
Avail Cap(c_a), veh/h	265	723	323	579	437	437	345	2385	740	212	2317	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	51.5	49.0	57.5	42.3	42.4	59.3	24.9	34.7	59.5	23.8	19.6
Incr Delay (d2), s/veh	0.3	27.9	12.0	35.2	1.4	1.5	5.9	0.4	42.0	2.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	13.9	8.5	8.0	6.2	6.3	3.4	9.1	30.2	1.9	6.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	79.5	61.0	92.7	43.7	43.9	65.2	25.3	76.7	61.5	24.0	19.6
LnGrp LOS	E	E	E	F	D	D	E	C	F	E	C	B
Approach Vol, veh/h		1036			1024			2278			1064	
Approach Delay, s/veh		73.3			71.2			46.1			28.1	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	66.8	19.0	32.5	13.6	65.1	13.4	38.1
Change Period (Y+Rc), s	4.0	6.0	4.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	8.0	60.8	15.0	* 27	13.0	55.8	10.0	31.2
Max Q Clear Time (g_c+I1), s	6.3	62.8	16.9	27.8	9.5	17.9	4.9	16.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	10.0	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	1506	877	48	105	24
Future Volume (veh/h)	11	1506	877	48	105	24
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1585	923	0	111	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	44	2200	1786		271	
Arrive On Green	0.02	0.62	0.50	0.00	0.15	0.00
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	12	1585	923	0	111	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.3	13.4	7.6	0.0	2.5	0.0
Cycle Q Clear(g_c), s	0.3	13.4	7.6	0.0	2.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	44	2200	1786		271	
V/C Ratio(X)	0.27	0.72	0.52		0.41	
Avail Cap(c_a), veh/h	326	2763	1812		1059	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.9	5.7	7.3	0.0	16.8	0.0
Incr Delay (d2), s/veh	1.2	0.9	0.4	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.8	1.6	0.0	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.1	6.6	7.7	0.0	17.1	0.0
LnGrp LOS	C	A	A		B	
Approach Vol, veh/h		1597	923	A	111	A
Approach Delay, s/veh		6.7	7.7		17.1	
Approach LOS		A	A		B	

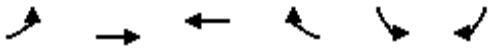
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			33.1		10.7	5.1	28.0
Change Period (Y+Rc), s			6.0		4.0	4.0	* 6
Max Green Setting (Gmax), s			34.0		26.0	8.0	* 22
Max Q Clear Time (g_c+I1), s			15.4		4.5	2.3	9.6
Green Ext Time (p_c), s			11.7		0.2	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

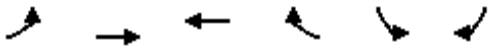
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	1602	941	18	50	10
Future Volume (veh/h)	5	1602	941	18	50	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	5	1686	991	19	53	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	17	2374	2025	39	160	33
Arrive On Green	0.01	0.67	0.57	0.57	0.11	0.11
Sat Flow, veh/h	1781	3647	3660	68	1424	295
Grp Volume(v), veh/h	5	1686	494	516	65	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1858	1746	0
Q Serve(g_s), s	0.1	13.2	7.3	7.3	1.5	0.0
Cycle Q Clear(g_c), s	0.1	13.2	7.3	7.3	1.5	0.0
Prop In Lane	1.00			0.04	0.82	0.17
Lane Grp Cap(c), veh/h	17	2374	1009	1055	196	0
V/C Ratio(X)	0.30	0.71	0.49	0.49	0.33	0.00
Avail Cap(c_a), veh/h	485	2845	1009	1055	792	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.7	4.6	5.7	5.7	18.1	0.0
Incr Delay (d2), s/veh	3.6	0.9	0.6	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.1	1.4	1.4	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.3	5.5	6.3	6.3	18.4	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		1691	1010		65	
Approach Delay, s/veh		5.6	6.3		18.4	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			35.2		8.9	4.4	30.7
Change Period (Y+Rc), s			5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s			35.3		20.0	12.0	19.3
Max Q Clear Time (g_c+I1), s			15.2		3.5	2.1	9.3
Green Ext Time (p_c), s			14.2		0.1	0.0	5.0

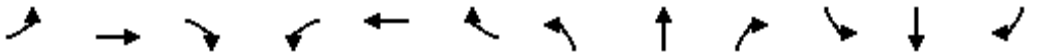
Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	23	1621	897	24	104	47
Future Volume (veh/h)	23	1621	897	24	104	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	1706	944	25	109	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	70	2268	1845	49	277	247
Arrive On Green	0.04	0.64	0.52	0.52	0.16	0.16
Sat Flow, veh/h	1781	3647	3629	94	1781	1585
Grp Volume(v), veh/h	24	1706	474	495	109	49
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1852	1781	1585
Q Serve(g_s), s	0.7	17.3	9.0	9.0	2.9	1.4
Cycle Q Clear(g_c), s	0.7	17.3	9.0	9.0	2.9	1.4
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	70	2268	927	966	277	247
V/C Ratio(X)	0.34	0.75	0.51	0.51	0.39	0.20
Avail Cap(c_a), veh/h	275	2691	935	974	686	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	6.5	8.1	8.1	19.7	19.1
Incr Delay (d2), s/veh	1.1	1.2	0.7	0.7	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.1	2.3	2.4	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.3	7.8	8.8	8.8	20.0	19.2
LnGrp LOS	C	A	A	A	C	B
Approach Vol, veh/h		1730	969		158	
Approach Delay, s/veh		8.0	8.8		19.8	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			39.8		12.1	6.0	33.8
Change Period (Y+Rc), s			6.7		4.0	4.0	6.7
Max Green Setting (Gmax), s			39.3		20.0	8.0	27.3
Max Q Clear Time (g_c+I1), s			19.3		4.9	2.7	11.0
Green Ext Time (p_c), s			13.8		0.3	0.0	6.1

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1474	171	311	784	133	94	657	711	301	425	217
Future Volume (veh/h)	77	1474	171	311	784	133	94	657	711	301	425	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	81	1552	0	327	825	0	99	692	0	317	447	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	1725		382	2167		138	753		356	1014	
Arrive On Green	0.04	0.38	0.00	0.12	0.47	0.00	0.04	0.24	0.00	0.11	0.32	0.00
Sat Flow, veh/h	3110	4595	1427	3110	4595	1427	3110	3198	1427	3110	3198	1427
Grp Volume(v), veh/h	81	1552	0	327	825	0	99	692	0	317	447	0
Grp Sat Flow(s),veh/h/ln	1555	1532	1427	1555	1532	1427	1555	1599	1427	1555	1599	1427
Q Serve(g_s), s	3.9	47.8	0.0	15.5	17.3	0.0	4.7	31.7	0.0	15.1	16.6	0.0
Cycle Q Clear(g_c), s	3.9	47.8	0.0	15.5	17.3	0.0	4.7	31.7	0.0	15.1	16.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	1725		382	2167		138	753		356	1014	
V/C Ratio(X)	0.69	0.90		0.86	0.38		0.72	0.92		0.89	0.44	
Avail Cap(c_a), veh/h	166	1725		394	2167		187	795		373	1014	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	71.3	44.2	0.0	64.5	25.5	0.0	70.8	55.9	0.0	65.5	40.7	0.0
Incr Delay (d2), s/veh	2.6	8.0	0.0	15.6	0.2	0.0	4.4	15.7	0.0	20.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	18.6	0.0	6.8	6.1	0.0	1.9	14.1	0.0	6.9	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.9	52.2	0.0	80.2	25.7	0.0	75.2	71.7	0.0	86.4	41.2	0.0
LnGrp LOS	E	D		F	C		E	E		F	D	
Approach Vol, veh/h		1633	A		1152	A		791	A		764	A
Approach Delay, s/veh		53.2			41.2			72.1			59.9	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.9	41.0	24.1	62.0	10.6	53.3	9.7	76.4
Change Period (Y+Rc), s	5.7	* 5.7	5.7	* 5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	18.0	* 37	19.0	* 56	9.0	46.3	8.0	67.3
Max Q Clear Time (g_c+I1), s	17.1	33.7	17.5	49.8	6.7	18.6	5.9	19.3
Green Ext Time (p_c), s	0.1	1.7	0.1	5.1	0.0	3.5	0.0	7.9

Intersection Summary	
HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D

Notes

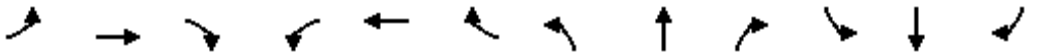
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2279	31	115	1004	152	255
Future Volume (veh/h)	2279	31	115	1004	152	255
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2399	33	121	1057	160	268
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3260	45	143	3755	324	289
Arrive On Green	0.63	0.63	0.08	0.74	0.18	0.18
Sat Flow, veh/h	5358	71	1781	5274	1781	1585
Grp Volume(v), veh/h	1572	860	121	1057	160	268
Grp Sat Flow(s),veh/h/ln	1702	1857	1781	1702	1781	1585
Q Serve(g_s), s	47.8	48.1	10.1	10.4	12.1	25.0
Cycle Q Clear(g_c), s	47.8	48.1	10.1	10.4	12.1	25.0
Prop In Lane		0.04	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2139	1167	143	3755	324	289
V/C Ratio(X)	0.73	0.74	0.84	0.28	0.49	0.93
Avail Cap(c_a), veh/h	2139	1167	214	3755	346	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	19.3	68.0	6.6	55.1	60.4
Incr Delay (d2), s/veh	2.3	4.2	11.8	0.2	0.4	31.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	20.1	5.0	3.3	5.4	12.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.5	23.5	79.8	6.8	55.6	91.8
LnGrp LOS	C	C	E	A	E	F
Approach Vol, veh/h	2432			1178	428	
Approach Delay, s/veh	22.2			14.3	78.2	
Approach LOS	C			B	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		32.2	16.1	99.9		116.0
Change Period (Y+Rc), s		4.9	4.0	5.7		5.7
Max Green Setting (Gmax), s		29.1	18.0	88.3		110.3
Max Q Clear Time (g_c+I1), s		27.0	12.1	50.1		12.4
Green Ext Time (p_c), s		0.3	0.1	25.4		43.4

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C



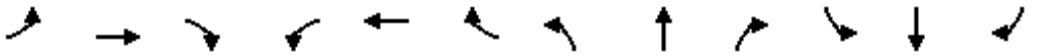
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	580	1839	162	460	928	195	170	1294	654	114	416	111
Future Volume (veh/h)	580	1839	162	460	928	195	170	1294	654	114	416	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	611	1936	90	484	977	111	179	1362	527	120	438	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	755	2035	632	502	1440	447	225	1566	486	164	1860	458
Arrive On Green	0.22	0.40	0.40	0.10	0.28	0.28	0.06	0.31	0.31	0.05	0.29	0.29
Sat Flow, veh/h	3456	5106	1585	5023	5106	1585	3456	5106	1585	3456	6434	1585
Grp Volume(v), veh/h	611	1936	90	484	977	111	179	1362	527	120	438	29
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1674	1702	1585	1728	1702	1585	1728	1609	1585
Q Serve(g_s), s	25.2	55.1	5.4	14.4	25.5	6.8	7.7	37.8	46.0	5.1	7.8	1.2
Cycle Q Clear(g_c), s	25.2	55.1	5.4	14.4	25.5	6.8	7.7	37.8	46.0	5.1	7.8	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	755	2035	632	502	1440	447	225	1566	486	164	1860	458
V/C Ratio(X)	0.81	0.95	0.14	0.96	0.68	0.25	0.80	0.87	1.08	0.73	0.24	0.06
Avail Cap(c_a), veh/h	755	2035	632	502	1440	447	299	1566	486	184	1860	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	43.7	28.8	67.2	47.8	29.6	69.2	49.2	52.0	70.5	40.7	12.9
Incr Delay (d2), s/veh	6.1	11.4	0.5	30.7	2.6	1.3	7.6	5.8	65.5	10.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	24.5	2.1	7.5	11.0	3.3	3.6	16.5	26.6	2.5	3.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	55.0	29.2	98.0	50.4	30.9	76.7	54.9	117.5	80.5	40.8	13.0
LnGrp LOS	E	E	C	F	D	C	E	D	F	F	D	B
Approach Vol, veh/h		2637			1572			2068			587	
Approach Delay, s/veh		55.7			63.7			72.7			47.5	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	52.4	21.0	65.5	13.7	49.8	38.5	48.0
Change Period (Y+Rc), s	4.0	* 6.4	6.0	5.7	4.0	6.4	5.7	5.7
Max Green Setting (Gmax), s	8.0	* 46	15.0	59.3	13.0	40.6	32.3	42.3
Max Q Clear Time (g_c+I1), s	7.1	48.0	16.4	57.1	9.7	9.8	27.2	27.5
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.1	3.8	0.7	8.4

Intersection Summary	
HCM 6th Ctrl Delay	62.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1902	190	169	1025	64	231	830	334	59	491	321
Future Volume (veh/h)	160	1902	190	169	1025	64	231	830	334	59	491	321
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	2002	119	178	1079	0	243	874	0	62	517	179
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	2179	676	396	2517		391	946		149	641	286
Arrive On Green	0.08	0.57	0.57	0.11	0.49	0.00	0.11	0.27	0.00	0.04	0.18	0.18
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	168	2002	119	178	1079	0	243	874	0	62	517	179
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	7.2	53.2	5.4	7.2	20.4	0.0	10.1	35.9	0.0	2.6	20.9	13.2
Cycle Q Clear(g_c), s	7.2	53.2	5.4	7.2	20.4	0.0	10.1	35.9	0.0	2.6	20.9	13.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	2179	676	396	2517		391	946		149	641	286
V/C Ratio(X)	0.79	0.92	0.18	0.45	0.43		0.62	0.92		0.42	0.81	0.63
Avail Cap(c_a), veh/h	276	2179	676	396	2517		392	986		276	867	387
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.9	30.1	19.8	62.0	24.4	0.0	63.5	53.6	0.0	69.9	59.0	40.1
Incr Delay (d2), s/veh	8.1	7.7	0.6	0.3	0.2	0.0	2.3	14.0	0.0	0.7	5.2	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	20.1	2.0	3.1	8.0	0.0	4.5	17.5	0.0	1.2	9.7	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.0	37.8	20.3	62.3	24.6	0.0	65.7	67.5	0.0	70.6	64.2	43.6
LnGrp LOS	E	D	C	E	C		E	E		E	E	D
Approach Vol, veh/h		2289			1257	A		1117	A		758	
Approach Delay, s/veh		39.7			30.0			67.1			59.8	
Approach LOS		D			C			E			E	

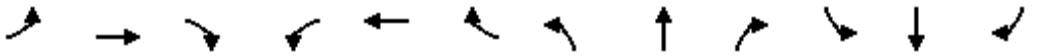
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	46.3	23.2	70.0	23.4	33.4	13.2	79.9
Change Period (Y+Rc), s	4.0	6.4	6.0	6.0	6.4	* 6.4	4.0	6.0
Max Green Setting (Gmax), s	12.0	41.6	10.0	64.0	17.0	* 37	12.0	64.0
Max Q Clear Time (g_c+I1), s	4.6	37.9	9.2	55.2	12.1	22.9	9.2	22.4
Green Ext Time (p_c), s	0.0	2.0	0.0	7.6	0.3	4.1	0.1	9.7

Intersection Summary	
HCM 6th Ctrl Delay	45.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	2235	25	21	1128	85	57	49	39	92	5	29
Future Volume (veh/h)	26	2235	25	21	1128	85	57	49	39	92	5	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	2353	0	22	1187	0	60	52	0	97	5	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	2938		332	3849		77	69		118	112	
Arrive On Green	0.02	0.58	0.00	0.37	1.00	0.00	0.04	0.04	0.00	0.07	0.06	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	27	2353	0	22	1187	0	60	52	0	97	5	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.3	54.4	0.0	1.2	0.0	0.0	5.0	4.1	0.0	8.1	0.4	0.0
Cycle Q Clear(g_c), s	2.3	54.4	0.0	1.2	0.0	0.0	5.0	4.1	0.0	8.1	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	34	2938		332	3849		77	69		118	112	
V/C Ratio(X)	0.79	0.80		0.07	0.31		0.78	0.76		0.82	0.04	
Avail Cap(c_a), veh/h	143	2938		332	3849		143	237		178	263	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	73.3	25.1	0.0	38.7	0.0	0.0	71.1	71.6	0.0	69.2	66.4	0.0
Incr Delay (d2), s/veh	13.7	2.4	0.0	0.0	0.1	0.0	6.4	11.7	0.0	10.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	21.2	0.0	0.5	0.0	0.0	2.4	2.2	0.0	4.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.0	27.5	0.0	38.7	0.1	0.0	77.5	83.3	0.0	79.3	66.6	0.0
LnGrp LOS	F	C		D	A		E	F		E	E	
Approach Vol, veh/h		2380	A		1209	A		112	A		102	A
Approach Delay, s/veh		28.2			0.8			80.2			78.7	
Approach LOS		C			A			F			E	

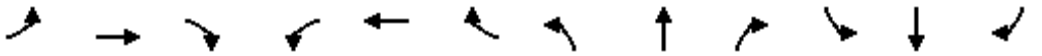
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	10.4	33.6	92.0	10.4	13.9	6.9	118.8
Change Period (Y+Rc), s	4.0	* 4.9	5.7	* 5.7	4.0	4.9	4.0	5.7
Max Green Setting (Gmax), s	15.0	* 19	12.0	* 86	12.0	21.1	12.0	86.3
Max Q Clear Time (g_c+I1), s	10.1	6.1	3.2	56.4	7.0	2.4	4.3	2.0
Green Ext Time (p_c), s	0.0	0.1	0.0	26.9	0.0	0.0	0.0	20.2

Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1248	1067	989	815	196	579	1015	511	173	1106	25
Future Volume (veh/h)	22	1248	1067	989	815	196	579	1015	511	173	1106	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	1314	0	1041	858	0	609	1068	0	182	1164	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1260		968	2393		553	1430		237	1055	
Arrive On Green	0.06	0.33	0.00	0.28	0.47	0.00	0.05	0.09	0.00	0.07	0.21	0.00
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	23	1314	0	1041	858	0	609	1068	0	182	1164	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.9	37.0	0.0	42.0	16.1	0.0	24.0	30.6	0.0	7.8	31.0	0.0
Cycle Q Clear(g_c), s	0.9	37.0	0.0	42.0	16.1	0.0	24.0	30.6	0.0	7.8	31.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	1260		968	2393		553	1430		237	1055	
V/C Ratio(X)	0.14	1.04		1.08	0.36		1.10	0.75		0.77	1.10	
Avail Cap(c_a), veh/h	207	1260		968	2393		553	1430		422	1055	
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.5	50.4	0.0	54.0	25.5	0.0	71.0	62.9	0.0	68.7	59.5	0.0
Incr Delay (d2), s/veh	0.1	37.4	0.0	51.6	0.4	0.0	69.0	2.4	0.0	7.5	60.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	18.9	0.0	24.7	6.5	0.0	16.5	14.3	0.0	3.6	19.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	87.8	0.0	105.6	25.9	0.0	140.1	65.3	0.0	76.1	119.9	0.0
LnGrp LOS	E	F		F	C		F	E		E	F	
Approach Vol, veh/h		1337	A		1899	A		1677	A		1346	A
Approach Delay, s/veh		87.5			69.6			92.4			114.0	
Approach LOS		F			E			F			F	

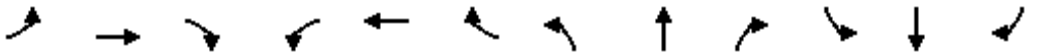
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	50.0	46.0	43.0	27.0	39.0	13.0	76.0
Change Period (Y+Rc), s	5.7	8.0	4.0	6.0	3.0	* 8	6.0	* 5.7
Max Green Setting (Gmax), s	18.3	29.0	42.0	37.0	24.0	* 31	9.0	* 70
Max Q Clear Time (g_c+I1), s	9.8	32.6	44.0	39.0	26.0	33.0	2.9	18.1
Green Ext Time (p_c), s	0.5	0.0	0.0	0.0	0.0	0.0	0.0	11.6

Intersection Summary	
HCM 6th Ctrl Delay	89.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



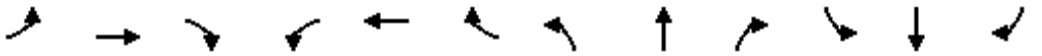
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	3	146	63	26	58	178	1569	107	322	1711	160
Future Volume (veh/h)	193	3	146	63	26	58	178	1569	107	322	1711	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	203	3	154	66	27	61	187	1652	113	339	1801	168
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	386	209	177	186	100	85	237	2644	181	903	3230	1003
Arrive On Green	0.11	0.11	0.11	0.05	0.05	0.05	0.07	0.43	0.43	0.26	0.63	0.63
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	6196	424	3456	5106	1585
Grp Volume(v), veh/h	203	3	154	66	27	61	187	1287	478	339	1801	168
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1609	1794	1728	1702	1585
Q Serve(g_s), s	8.3	0.2	14.3	2.8	2.1	5.7	8.0	31.3	31.3	12.1	30.0	6.5
Cycle Q Clear(g_c), s	8.3	0.2	14.3	2.8	2.1	5.7	8.0	31.3	31.3	12.1	30.0	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	386	209	177	186	100	85	237	2059	765	903	3230	1003
V/C Ratio(X)	0.53	0.01	0.87	0.36	0.27	0.72	0.79	0.62	0.63	0.38	0.56	0.17
Avail Cap(c_a), veh/h	438	237	201	415	224	190	346	2059	765	903	3230	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.9	59.3	65.5	68.5	68.1	69.8	68.8	33.6	33.6	45.4	15.6	11.3
Incr Delay (d2), s/veh	1.1	0.0	28.8	1.2	1.4	10.7	7.4	1.4	3.8	0.3	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.1	7.2	1.3	1.0	0.3	3.7	12.2	14.1	5.1	11.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	59.3	94.4	69.6	69.6	80.5	76.2	35.1	37.5	45.6	15.8	11.4
LnGrp LOS	E	E	F	E	E	F	E	D	D	D	B	B
Approach Vol, veh/h		360			154			1952			2308	
Approach Delay, s/veh		76.9			73.9			39.6			19.9	
Approach LOS		E			E			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	46.2	70.0		20.8	14.3	101.9		13.1				
Change Period (Y+Rc), s	7.0	6.0		4.0	4.0	* 7		5.0				
Max Green Setting (Gmax), s	27.0	64.0		19.0	15.0	* 79		18.0				
Max Q Clear Time (g_c+I1), s	14.1	33.3		16.3	10.0	32.0		7.7				
Green Ext Time (p_c), s	1.2	28.1		0.4	0.3	42.8		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		34.0	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱				↰↰		↱↱
Traffic Volume (veh/h)	0	1168	331	0	1537	364	0	0	0	183	0	663
Future Volume (veh/h)	0	1168	331	0	1537	364	0	0	0	183	0	663
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	2067	2067	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	1229	348	0	1618	0				193	0	698
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	3209	996	0	2904					983	0	794
Arrive On Green	0.00	0.57	0.57	0.00	0.57	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	5828	1751	0	5274	1585				3456	0	2790
Grp Volume(v), veh/h	0	1229	348	0	1618	0				193	0	698
Grp Sat Flow(s),veh/h/ln	0	1881	1751	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	9.0	8.0	0.0	15.0	0.0				3.2	0.0	17.9
Cycle Q Clear(g_c), s	0.0	9.0	8.0	0.0	15.0	0.0				3.2	0.0	17.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3209	996	0	2904					983	0	794
V/C Ratio(X)	0.00	0.38	0.35	0.00	0.56					0.20	0.00	0.88
Avail Cap(c_a), veh/h	0	3209	996	0	2904					1138	0	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.87	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.9	8.7	0.0	10.2	0.0				20.3	0.0	25.6
Incr Delay (d2), s/veh	0.0	0.3	1.0	0.0	0.3	0.0				0.0	0.0	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	2.6	0.0	4.3	0.0				1.2	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.3	9.7	0.0	10.5	0.0				20.4	0.0	33.6
LnGrp LOS	A	A	A	A	B					C	A	C
Approach Vol, veh/h		1577			1618	A					891	
Approach Delay, s/veh		9.4			10.5						30.8	
Approach LOS		A			B						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		48.4		26.6		48.4						
Change Period (Y+Rc), s		5.7		5.3		5.7						
Max Green Setting (Gmax), s		39.3		24.7		39.3						
Max Q Clear Time (g_c+I1), s		11.0		19.9		17.0						
Green Ext Time (p_c), s		14.1		1.4		12.1						

Intersection Summary		
HCM 6th Ctrl Delay		14.5
HCM 6th LOS		B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

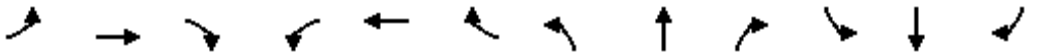
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1024	327	96	1350	551	691
Future Volume (veh/h)	1024	327	96	1350	551	691
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	2067	2067	1870	1870	1870	1870
Adj Flow Rate, veh/h	1078	0	101	1421	580	727
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2325		128	2744	1431	795
Arrive On Green	0.82	0.00	0.14	1.00	0.28	0.28
Sat Flow, veh/h	5828	1751	1781	5274	5023	2790
Grp Volume(v), veh/h	1078	0	101	1421	580	727
Grp Sat Flow(s),veh/h/ln	1881	1751	1781	1702	1674	1395
Q Serve(g_s), s	4.1	0.0	4.1	0.0	7.0	18.9
Cycle Q Clear(g_c), s	4.1	0.0	4.1	0.0	7.0	18.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2325		128	2744	1431	795
V/C Ratio(X)	0.46		0.79	0.52	0.41	0.91
Avail Cap(c_a), veh/h	2325		285	2744	1453	807
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.2	0.0	31.6	0.0	21.7	25.9
Incr Delay (d2), s/veh	0.2	0.0	4.0	0.7	0.1	14.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.7	0.2	2.6	7.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.4	0.0	35.6	0.7	21.8	40.4
LnGrp LOS	A		D	A	C	D
Approach Vol, veh/h	1078	A		1522	1307	
Approach Delay, s/veh	4.4			3.0	32.1	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.4	36.6				46.0	28.7
Change Period (Y+Rc), s	4.0	5.7				5.7	7.3
Max Green Setting (Gmax), s	12.0	24.3				40.3	21.7
Max Q Clear Time (g_c+I1), s	6.1	6.1				2.0	20.9
Green Ext Time (p_c), s	0.0	6.7				15.2	0.5

Intersection Summary		
HCM 6th Ctrl Delay	13.1	
HCM 6th LOS	B	

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



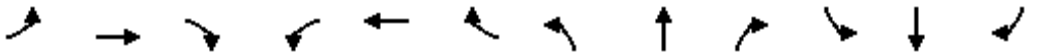
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	145	283	303	176	23	376	877	359	91	789	86
Future Volume (veh/h)	75	145	283	303	176	23	376	877	359	91	789	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	2067	2067	2067	1870	1870	1870
Adj Flow Rate, veh/h	79	153	19	319	185	3	396	923	270	96	831	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	223	100	369	478	213	645	2494	961	140	1542	479
Arrive On Green	0.03	0.06	0.06	0.11	0.13	0.13	0.17	0.44	0.44	0.04	0.30	0.30
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3818	5642	1751	3456	5106	1585
Grp Volume(v), veh/h	79	153	19	319	185	3	396	923	270	96	831	35
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1909	1881	1751	1728	1702	1585
Q Serve(g_s), s	3.4	6.3	0.9	13.6	7.1	0.2	14.4	16.4	12.3	4.1	20.4	1.3
Cycle Q Clear(g_c), s	3.4	6.3	0.9	13.6	7.1	0.2	14.4	16.4	12.3	4.1	20.4	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	223	100	369	478	213	645	2494	961	140	1542	479
V/C Ratio(X)	0.66	0.69	0.19	0.87	0.39	0.01	0.61	0.37	0.28	0.69	0.54	0.07
Avail Cap(c_a), veh/h	276	694	310	530	964	430	840	2494	961	276	1542	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.5	68.8	17.0	65.9	59.3	56.3	57.8	27.9	18.1	71.0	43.6	11.1
Incr Delay (d2), s/veh	2.2	4.9	1.2	7.5	0.8	0.0	0.4	0.4	0.7	2.2	1.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.0	0.7	6.3	3.2	0.1	6.9	7.3	5.1	1.8	8.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	73.7	18.2	73.4	60.1	56.3	58.1	28.3	18.8	73.3	45.0	11.3
LnGrp LOS	E	E	B	E	E	E	E	C	B	E	D	B
Approach Vol, veh/h		251			507			1589			962	
Approach Delay, s/veh		69.5			68.5			34.1			46.6	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	72.0	20.0	15.1	31.1	51.0	9.2	25.9
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	5.7	* 5.7	4.0	* 5.7
Max Green Setting (Gmax), s	12.0	66.3	23.0	29.3	33.0	* 45	12.0	* 41
Max Q Clear Time (g_c+I1), s	6.1	18.4	15.6	8.3	16.4	22.4	5.4	9.1
Green Ext Time (p_c), s	0.1	15.8	0.4	1.1	0.6	8.8	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	45.7
HCM 6th LOS	D

Notes

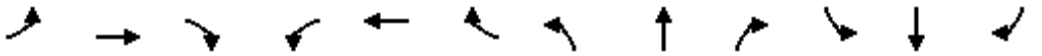
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	22	54	148	15	38	19	682	197	52	807	1
Future Volume (veh/h)	10	22	54	148	15	38	19	682	197	52	807	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	11	23	57	156	16	40	20	718	207	55	849	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	28	69	177	72	179	23	3011	935	68	2185	975
Arrive On Green	0.01	0.06	0.06	0.11	0.17	0.17	0.01	0.66	0.66	0.04	0.68	0.68
Sat Flow, veh/h	1603	429	1063	1603	426	1065	1603	4595	1427	1603	3198	1427
Grp Volume(v), veh/h	11	0	80	156	0	56	20	718	207	55	849	1
Grp Sat Flow(s),veh/h/ln	1603	0	1492	1603	0	1492	1603	1532	1427	1603	1599	1427
Q Serve(g_s), s	1.0	0.0	7.9	14.4	0.0	4.9	1.9	9.6	8.8	5.1	17.2	0.0
Cycle Q Clear(g_c), s	1.0	0.0	7.9	14.4	0.0	4.9	1.9	9.6	8.8	5.1	17.2	0.0
Prop In Lane	1.00		0.71	1.00		0.71	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	97	177	0	251	23	3011	935	68	2185	975
V/C Ratio(X)	0.92	0.00	0.83	0.88	0.00	0.22	0.86	0.24	0.22	0.80	0.39	0.00
Avail Cap(c_a), veh/h	86	0	199	310	0	408	86	3011	935	139	2185	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.4	0.0	69.3	65.7	0.0	53.9	73.7	10.6	10.4	71.2	10.2	7.5
Incr Delay (d2), s/veh	55.9	0.0	14.0	5.8	0.0	0.4	26.0	0.2	0.5	7.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.4	6.2	0.0	1.9	0.9	3.1	2.9	2.2	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.3	0.0	83.3	71.5	0.0	54.3	99.8	10.8	11.0	79.1	10.4	7.5
LnGrp LOS	F	A	F	E	A	D	F	B	B	E	B	A
Approach Vol, veh/h		91			212			945			905	
Approach Delay, s/veh		89.0			67.0			12.7			14.6	
Approach LOS		F			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	104.3	20.6	14.7	6.2	108.5	5.1	30.2
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	13.0	69.0	29.0	20.0	8.0	74.0	8.0	41.0
Max Q Clear Time (g_c+I1), s	7.1	11.6	16.4	9.9	3.9	19.2	3.0	6.9
Green Ext Time (p_c), s	0.0	9.4	0.2	0.1	0.0	8.7	0.0	0.2

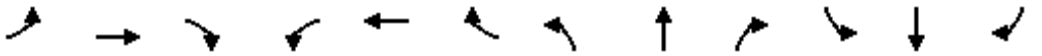
Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	8	24	60	3	71	6	899	47	45	1262	3
Future Volume (veh/h)	9	8	24	60	3	71	6	899	47	45	1262	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	8	25	63	3	75	6	946	49	47	1328	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	110	49	92	259	116	12	1736	539	74	1914	594
Arrive On Green	0.01	0.03	0.03	0.05	0.07	0.07	0.01	0.34	0.34	0.04	0.37	0.37
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	9	8	25	63	3	75	6	946	49	47	1328	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.2	0.1	0.6	1.3	0.0	1.7	0.1	5.6	0.8	1.0	8.2	0.0
Cycle Q Clear(g_c), s	0.2	0.1	0.6	1.3	0.0	1.7	0.1	5.6	0.8	1.0	8.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	110	49	92	259	116	12	1736	539	74	1914	594
V/C Ratio(X)	0.53	0.07	0.51	0.69	0.01	0.65	0.52	0.54	0.09	0.64	0.69	0.01
Avail Cap(c_a), veh/h	525	3049	1360	525	3049	1360	525	2190	680	525	2190	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	17.5	17.8	17.4	16.0	16.8	18.5	10.0	8.4	17.6	9.8	7.3
Incr Delay (d2), s/veh	23.2	0.3	7.9	8.8	0.0	6.0	32.0	0.3	0.1	8.8	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.7	0.0	0.7	0.1	1.3	0.2	0.5	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	17.8	25.7	26.2	16.1	22.8	50.5	10.2	8.5	26.4	10.7	7.3
LnGrp LOS	D	B	C	C	B	C	D	B	A	C	B	A
Approach Vol, veh/h		42			141			1001			1378	
Approach Delay, s/veh		27.6			24.2			10.4			11.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	17.7	6.9	6.2	5.2	19.0	5.4	7.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	11.0	32.0	11.0	16.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	3.0	7.6	3.3	2.6	2.1	10.2	2.2	3.7
Green Ext Time (p_c), s	0.0	3.8	0.1	0.1	0.0	3.8	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B



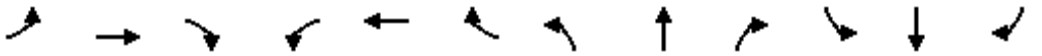
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	121	3	2	82	8	7	1	0	28	5	1
Future Volume (veh/h)	0	121	3	2	82	8	7	1	0	28	5	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	127	3	2	86	8	7	1	0	29	5	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	417	186	5	945	422	13	5	5	522	536	454
Arrive On Green	0.00	0.12	0.12	0.00	0.27	0.27	0.01	0.00	0.00	0.29	0.29	0.29
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	0	127	3	2	86	8	7	1	0	29	5	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	1.1	0.1	0.0	0.6	0.1	0.1	0.0	0.0	0.4	0.1	0.0
Cycle Q Clear(g_c), s	0.0	1.1	0.1	0.0	0.6	0.1	0.1	0.0	0.0	0.4	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	417	186	5	945	422	13	5	5	522	536	454
V/C Ratio(X)	0.00	0.30	0.02	0.38	0.09	0.02	0.52	0.18	0.00	0.06	0.01	0.00
Avail Cap(c_a), veh/h	366	1771	790	366	1823	813	366	1426	1208	574	1590	1347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.8	13.3	17.0	9.4	9.2	16.9	17.0	0.0	8.7	8.7	8.7
Incr Delay (d2), s/veh	0.0	0.4	0.0	40.4	0.0	0.0	28.0	15.2	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.1	0.2	0.0	0.2	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.2	13.4	57.4	9.5	9.3	44.9	32.2	0.0	8.7	8.7	8.7
LnGrp LOS	A	B	B	E	A	A	D	C	A	A	A	A
Approach Vol, veh/h		130			96			8			35	
Approach Delay, s/veh		14.2			10.4			43.3			8.7	
Approach LOS		B			B			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	5.0	5.1	9.0	5.3	14.8	0.0	14.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	11.0	26.0	7.0	17.0	7.0	29.0	7.0	* 18
Max Q Clear Time (g_c+I1), s	2.4	2.0	2.0	3.1	2.1	2.1	0.0	2.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

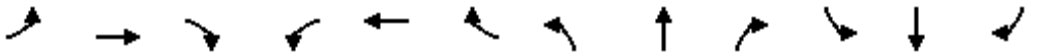
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	125	12	92	53	86	11	711	112	103	1011	9
Future Volume (veh/h)	38	125	12	92	53	86	11	711	112	103	1011	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	132	13	97	56	91	12	748	118	108	1064	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	265	118	124	392	175	22	1881	584	138	2215	687
Arrive On Green	0.03	0.07	0.07	0.07	0.11	0.11	0.01	0.37	0.37	0.08	0.43	0.43
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	40	132	13	97	56	91	12	748	118	108	1064	9
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.1	1.8	0.4	2.7	0.7	2.7	0.3	5.4	2.5	3.0	7.4	0.2
Cycle Q Clear(g_c), s	1.1	1.8	0.4	2.7	0.7	2.7	0.3	5.4	2.5	3.0	7.4	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	61	265	118	124	392	175	22	1881	584	138	2215	687
V/C Ratio(X)	0.66	0.50	0.11	0.78	0.14	0.52	0.55	0.40	0.20	0.78	0.48	0.01
Avail Cap(c_a), veh/h	252	2294	1023	359	2581	1151	252	2853	886	252	2956	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	22.0	21.4	22.7	19.9	20.8	24.3	11.6	10.7	22.4	10.0	8.0
Incr Delay (d2), s/veh	4.4	0.5	0.2	3.9	0.1	0.9	7.7	0.4	0.5	3.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	0.1	1.1	0.3	0.9	0.2	1.6	0.8	1.2	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	22.6	21.6	26.6	20.0	21.7	32.1	12.0	11.1	26.0	10.5	8.0
LnGrp LOS	C	C	C	C	B	C	C	B	B	C	B	A
Approach Vol, veh/h		185			244			878			1181	
Approach Delay, s/veh		23.7			23.3			12.1			11.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	23.6	8.5	8.7	5.6	26.8	6.7	10.5
Change Period (Y+Rc), s	5.0	5.3	5.0	5.0	5.0	5.3	5.0	5.0
Max Green Setting (Gmax), s	7.0	27.7	10.0	32.0	7.0	28.7	7.0	36.0
Max Q Clear Time (g_c+I1), s	5.0	7.4	4.7	3.8	2.3	9.4	3.1	4.7
Green Ext Time (p_c), s	0.0	9.9	0.0	0.5	0.0	12.1	0.0	0.3

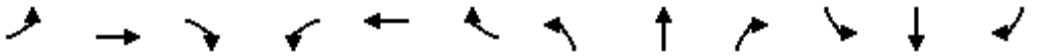
Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	371	0	3	201	0	39	0	4	0	0	1
Future Volume (veh/h)	2	371	0	3	201	0	39	0	4	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	391	0	3	212	0	41	0	4	0	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	796	355	6	799	357	68	587	497	5	229	194
Arrive On Green	0.00	0.22	0.00	0.00	0.22	0.00	0.04	0.00	0.31	0.00	0.00	0.12
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	2	391	0	3	212	0	41	0	4	0	0	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	3.1	0.0	0.1	1.6	0.0	0.7	0.0	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.1	0.0	0.1	1.6	0.0	0.7	0.0	0.1	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	796	355	6	799	357	68	587	497	5	229	194
V/C Ratio(X)	0.37	0.49	0.00	0.51	0.27	0.00	0.61	0.00	0.01	0.00	0.00	0.01
Avail Cap(c_a), veh/h	382	2829	1262	382	2829	1262	382	1775	1504	382	1661	1407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	11.1	0.0	16.3	10.4	0.0	15.5	0.0	7.7	0.0	0.0	12.6
Incr Delay (d2), s/veh	36.6	0.5	0.0	55.6	0.2	0.0	8.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.9	0.0	0.1	0.5	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	11.5	0.0	71.9	10.6	0.0	23.9	0.0	7.7	0.0	0.0	12.6
LnGrp LOS	D	B	A	E	B	A	C	A	A	A	A	B
Approach Vol, veh/h		393			215			45			1	
Approach Delay, s/veh		11.7			11.5			22.4			12.6	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	15.2	5.1	12.3	6.2	9.0	5.1	12.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	31.0	7.0	26.0	7.0	29.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	0.0	2.1	2.1	5.1	2.7	2.0	2.0	3.6
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	0.0	0.0	1.2

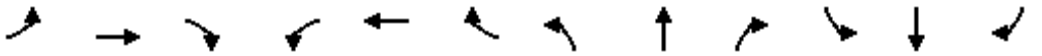
Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	377	69	17	130	4	85	26	32	5	143	22
Future Volume (veh/h)	38	377	69	17	130	4	85	26	32	5	143	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	397	73	18	137	4	89	27	34	5	151	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	773	345	33	747	333	120	411	348	10	295	250
Arrive On Green	0.03	0.22	0.22	0.02	0.21	0.21	0.07	0.22	0.22	0.01	0.16	0.16
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	40	397	73	18	137	4	89	27	34	5	151	23
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.7	3.3	1.3	0.3	1.1	0.1	1.6	0.4	0.6	0.1	2.5	0.4
Cycle Q Clear(g_c), s	0.7	3.3	1.3	0.3	1.1	0.1	1.6	0.4	0.6	0.1	2.5	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	773	345	33	747	333	120	411	348	10	295	250
V/C Ratio(X)	0.87	0.51	0.21	0.55	0.18	0.01	0.74	0.07	0.10	0.52	0.51	0.09
Avail Cap(c_a), veh/h	400	1756	783	400	1756	783	400	1485	1258	400	1485	1258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	11.5	10.7	16.2	10.8	10.4	15.3	10.3	10.4	16.6	12.9	12.0
Incr Delay (d2), s/veh	36.2	0.5	0.3	13.5	0.1	0.0	8.7	0.1	0.1	36.8	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.0	0.3	0.2	0.3	0.0	0.8	0.1	0.2	0.1	0.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	12.0	11.0	29.8	10.9	10.5	24.0	10.4	10.5	53.4	14.3	12.2
LnGrp LOS	D	B	B	C	B	B	C	B	B	D	B	B
Approach Vol, veh/h		510			159			150			179	
Approach Delay, s/veh		15.1			13.1			18.5			15.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	11.8	5.1	11.8	6.7	9.8	5.4	11.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	26.5	7.5	16.5	7.5	26.5	7.5	16.5
Max Q Clear Time (g_c+I1), s	2.1	2.6	2.3	5.3	3.6	4.5	2.7	3.1
Green Ext Time (p_c), s	0.0	0.2	0.0	2.1	0.1	0.8	0.0	0.6

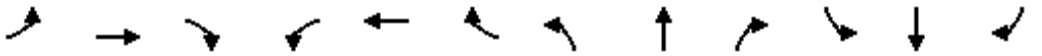
Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	520	8	13	149	0	19	3	106	0	2	17
Future Volume (veh/h)	14	520	8	13	149	0	19	3	106	0	2	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	547	8	14	157	0	20	3	112	0	2	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	1032	460	26	1028	459	36	511	433	5	210	178
Arrive On Green	0.02	0.29	0.29	0.01	0.29	0.00	0.02	0.27	0.27	0.00	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	15	547	8	14	157	0	20	3	112	0	2	18
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.3	4.6	0.1	0.3	1.2	0.0	0.4	0.0	2.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	0.3	4.6	0.1	0.3	1.2	0.0	0.4	0.0	2.0	0.0	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	28	1032	460	26	1028	459	36	511	433	5	210	178
V/C Ratio(X)	0.54	0.53	0.02	0.54	0.15	0.00	0.56	0.01	0.26	0.00	0.01	0.10
Avail Cap(c_a), veh/h	351	3298	1471	351	3298	1471	351	1526	1293	351	1473	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	10.6	9.0	17.4	9.4	0.0	17.3	9.4	10.1	0.0	14.0	14.2
Incr Delay (d2), s/veh	15.6	0.4	0.0	16.4	0.1	0.0	12.8	0.0	0.3	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.3	0.0	0.2	0.3	0.0	0.3	0.0	0.5	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	11.0	9.0	33.8	9.5	0.0	30.0	9.4	10.4	0.0	14.0	14.4
LnGrp LOS	C	B	A	C	A	A	C	A	B	A	B	B
Approach Vol, veh/h		570			171			135			20	
Approach Delay, s/veh		11.6			11.5			13.3			14.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	14.7	5.5	15.3	5.7	9.0	5.6	15.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	29.0	7.0	33.0	7.0	28.0	7.0	33.0
Max Q Clear Time (g_c+I1), s	0.0	4.0	2.3	6.6	2.4	2.4	2.3	3.2
Green Ext Time (p_c), s	0.0	0.3	0.0	3.8	0.0	0.0	0.0	0.9

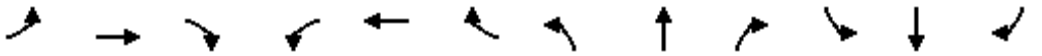
Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	484	102	95	137	3	18	62	27	17	54	7
Future Volume (veh/h)	40	484	102	95	137	3	18	62	27	17	54	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	509	107	100	144	3	19	65	28	18	57	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	1169	522	129	1293	577	34	193	163	32	191	162
Arrive On Green	0.04	0.33	0.33	0.07	0.36	0.36	0.02	0.10	0.10	0.02	0.10	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	42	509	107	100	144	3	19	65	28	18	57	7
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.9	4.4	1.9	2.2	1.1	0.0	0.4	1.3	0.6	0.4	1.1	0.2
Cycle Q Clear(g_c), s	0.9	4.4	1.9	2.2	1.1	0.0	0.4	1.3	0.6	0.4	1.1	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	1169	522	129	1293	577	34	193	163	32	191	162
V/C Ratio(X)	0.63	0.44	0.21	0.78	0.11	0.01	0.56	0.34	0.17	0.56	0.30	0.04
Avail Cap(c_a), veh/h	523	2431	1084	523	2431	1084	523	788	668	523	788	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	10.3	9.5	17.9	8.3	7.9	19.0	16.3	16.0	19.1	16.3	15.9
Incr Delay (d2), s/veh	9.4	0.5	0.4	9.5	0.1	0.0	13.6	1.0	0.5	14.1	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.3	0.5	1.1	0.3	0.0	0.3	0.5	0.2	0.3	0.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	10.8	9.9	27.4	8.3	7.9	32.6	17.3	16.5	33.2	17.1	16.0
LnGrp LOS	C	B	A	C	A	A	C	B	B	C	B	B
Approach Vol, veh/h		658			247			112			82	
Approach Delay, s/veh		11.8			16.0			19.7			20.6	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	8.5	7.3	18.1	5.2	8.5	6.0	19.5
Change Period (Y+Rc), s	4.5	4.5	4.5	5.2	4.5	4.5	4.5	5.2
Max Green Setting (Gmax), s	11.5	16.5	11.5	26.8	11.5	16.5	11.5	26.8
Max Q Clear Time (g_c+I1), s	2.4	3.3	4.2	6.4	2.4	3.1	2.9	3.1
Green Ext Time (p_c), s	0.0	0.2	0.1	6.5	0.0	0.2	0.0	1.5

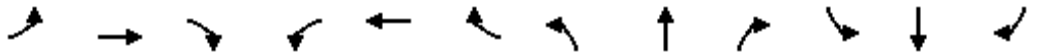
Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	539	0	44	0	0	147	25	1675	9	413	1291	195
Future Volume (veh/h)	539	0	44	0	0	147	25	1675	9	413	1291	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	567	0	46	0	0	155	26	1763	9	435	1359	205
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	691	0	0	2	0	0	37	1908	592	479	3175	986
Arrive On Green	0.20	0.00	0.00	0.00	0.00	0.00	0.02	0.37	0.37	0.27	0.62	0.62
Sat Flow, veh/h	3456	567		1781	0		1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	567	39.0		0	0.0		26	1763	9	435	1359	205
Grp Sat Flow(s),veh/h/ln	1728	D		1781			1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	15.0			0.0			1.4	31.5	0.3	22.5	13.1	5.4
Cycle Q Clear(g_c), s	15.0			0.0			1.4	31.5	0.3	22.5	13.1	5.4
Prop In Lane	1.00			1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	691			2			37	1908	592	479	3175	986
V/C Ratio(X)	0.82			0.00			0.70	0.92	0.02	0.91	0.43	0.21
Avail Cap(c_a), veh/h	1487			131			131	1930	599	711	3645	1132
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00			1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5			0.0			46.3	28.5	18.8	33.7	9.3	7.8
Incr Delay (d2), s/veh	2.5			0.0			21.0	8.0	0.0	11.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4			0.0			0.8	13.1	0.1	10.6	4.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0			0.0			67.3	36.6	18.8	45.1	9.4	7.9
LnGrp LOS	D			A			E	D	B	D	A	A
Approach Vol, veh/h								1798			1999	
Approach Delay, s/veh								36.9			17.0	
Approach LOS								D			B	

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	30.6	40.6	0.0		7.0	64.2	24.0					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	38.0	36.0	7.0		7.0	68.0	41.0					
Max Q Clear Time (g_c+I1), s	24.5	33.5	0.0		3.4	15.1	17.0					
Green Ext Time (p_c), s	1.1	2.1	0.0		0.0	13.9	2.1					

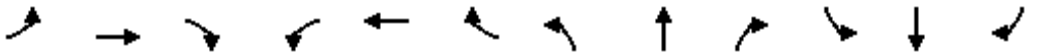
Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1333	27	28	1088	20	0	1	2	122	2	20
Future Volume (veh/h)	8	1333	27	28	1088	20	0	1	2	122	2	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	1403	28	29	1145	21	0	1	2	128	2	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	2030	630	47	2123	659	4	151	128	165	512	434
Arrive On Green	0.01	0.40	0.40	0.03	0.42	0.42	0.00	0.08	0.08	0.09	0.27	0.27
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	8	1403	28	29	1145	21	0	1	2	128	2	21
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.2	11.3	0.5	0.8	8.4	0.4	0.0	0.0	0.1	3.5	0.0	0.5
Cycle Q Clear(g_c), s	0.2	11.3	0.5	0.8	8.4	0.4	0.0	0.0	0.1	3.5	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	15	2030	630	47	2123	659	4	151	128	165	512	434
V/C Ratio(X)	0.53	0.69	0.04	0.61	0.54	0.03	0.00	0.01	0.02	0.77	0.00	0.05
Avail Cap(c_a), veh/h	143	2467	766	143	2467	766	143	1280	1085	287	1431	1212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	12.4	9.2	23.9	10.9	8.6	0.0	21.0	21.0	22.0	13.1	13.3
Incr Delay (d2), s/veh	26.4	0.6	0.0	12.2	0.2	0.0	0.0	0.0	0.0	7.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.2	0.1	0.5	2.3	0.1	0.0	0.0	0.0	1.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	13.1	9.2	36.1	11.1	8.6	0.0	21.0	21.1	29.6	13.1	13.3
LnGrp LOS	D	B	A	D	B	A	A	C	C	C	B	B
Approach Vol, veh/h		1439			1195			3			151	
Approach Delay, s/veh		13.2			11.7			21.1			27.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	9.0	6.3	24.8	0.0	18.6	5.4	25.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	34.0	4.0	24.0	4.0	38.0	4.0	24.0
Max Q Clear Time (g_c+I1), s	5.5	2.1	2.8	13.3	0.0	2.5	2.2	10.4
Green Ext Time (p_c), s	0.1	0.0	0.0	6.4	0.0	0.0	0.0	6.2

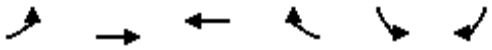
Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	281	1100	45	363	877	51	131	617	221	168	913	395
Future Volume (veh/h)	281	1100	45	363	877	51	131	617	221	168	913	395
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	296	1158	13	382	923	15	138	649	112	177	961	282
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	303	1617	502	303	1617	502	214	1382	429	256	1445	448
Arrive On Green	0.09	0.32	0.32	0.09	0.32	0.32	0.06	0.27	0.27	0.07	0.28	0.28
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	296	1158	13	382	923	15	138	649	112	177	961	282
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	6.8	16.0	0.5	7.0	12.0	0.5	3.1	8.5	4.4	4.0	13.3	12.4
Cycle Q Clear(g_c), s	6.8	16.0	0.5	7.0	12.0	0.5	3.1	8.5	4.4	4.0	13.3	12.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	303	1617	502	303	1617	502	214	1382	429	256	1445	448
V/C Ratio(X)	0.98	0.72	0.03	1.26	0.57	0.03	0.65	0.47	0.26	0.69	0.67	0.63
Avail Cap(c_a), veh/h	303	2304	715	303	2304	715	303	2304	715	303	2304	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	24.1	18.8	36.4	22.7	18.8	36.6	24.3	22.8	36.0	25.3	24.9
Incr Delay (d2), s/veh	45.0	0.6	0.0	140.8	0.3	0.0	3.2	0.2	0.3	5.2	0.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	5.9	0.2	8.7	4.4	0.2	1.3	3.2	1.6	1.8	4.9	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.3	24.7	18.8	177.2	23.0	18.8	39.8	24.6	23.2	41.3	25.8	26.4
LnGrp LOS	F	C	B	F	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1467			1320			899			1420	
Approach Delay, s/veh		36.1			67.6			26.7			27.8	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	26.6	12.0	30.3	9.9	27.6	12.0	30.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	36.0	7.0	36.0	7.0	36.0	7.0	36.0
Max Q Clear Time (g_c+I1), s	6.0	10.5	9.0	18.0	5.1	15.3	8.8	14.0
Green Ext Time (p_c), s	0.1	4.6	0.0	7.3	0.1	7.3	0.0	6.1

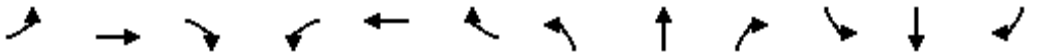
Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	245	1194	800	129	50	79
Future Volume (veh/h)	245	1194	800	129	50	79
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	1257	842	136	53	83
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	340	3256	1635	508	195	173
Arrive On Green	0.19	0.64	0.32	0.32	0.11	0.11
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	258	1257	842	136	53	83
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	5.4	4.7	5.3	2.5	1.1	1.9
Cycle Q Clear(g_c), s	5.4	4.7	5.3	2.5	1.1	1.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	340	3256	1635	508	195	173
V/C Ratio(X)	0.76	0.39	0.51	0.27	0.27	0.48
Avail Cap(c_a), veh/h	991	6588	3100	962	1307	1163
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	3.4	10.9	10.0	16.2	16.5
Incr Delay (d2), s/veh	3.5	0.1	0.3	0.3	0.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.3	1.3	0.6	0.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	3.5	11.2	10.3	16.9	18.6
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		1515	978		136	
Approach Delay, s/veh		6.1	11.1		17.9	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			30.2		9.3	12.5	17.7
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			51.0		29.0	22.0	24.0
Max Q Clear Time (g_c+I1), s			6.7		3.9	7.4	7.3
Green Ext Time (p_c), s			10.8		0.4	0.6	5.4

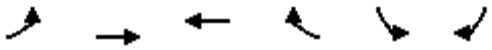
Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	971	12	192	616	148	30	509	598	278	660	282
Future Volume (veh/h)	261	971	12	192	616	148	30	509	598	278	660	282
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	275	1022	4	202	648	33	32	536	470	293	695	115
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	1418	440	277	1296	402	84	1721	534	301	2042	634
Arrive On Green	0.10	0.28	0.28	0.08	0.25	0.25	0.02	0.34	0.34	0.09	0.40	0.40
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	275	1022	4	202	648	33	32	536	470	293	695	115
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	7.1	16.6	0.2	5.2	10.0	1.5	0.8	7.1	25.6	7.8	8.7	4.3
Cycle Q Clear(g_c), s	7.1	16.6	0.2	5.2	10.0	1.5	0.8	7.1	25.6	7.8	8.7	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	360	1418	440	277	1296	402	84	1721	534	301	2042	634
V/C Ratio(X)	0.76	0.72	0.01	0.73	0.50	0.08	0.38	0.31	0.88	0.97	0.34	0.18
Avail Cap(c_a), veh/h	565	2281	708	377	2003	622	151	2003	622	301	2226	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	29.9	24.0	41.2	29.3	26.1	44.1	22.5	28.7	41.8	19.1	17.8
Incr Delay (d2), s/veh	3.4	0.7	0.0	4.6	0.3	0.1	2.8	0.1	12.4	44.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	6.4	0.1	2.3	3.9	0.5	0.4	2.7	10.7	5.0	3.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	30.6	24.0	45.8	29.6	26.2	46.9	22.6	41.1	86.0	19.2	18.0
LnGrp LOS	D	C	C	D	C	C	D	C	D	F	B	B
Approach Vol, veh/h		1301			883			1038			1103	
Approach Delay, s/veh		33.3			33.2			31.7			36.8	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	35.9	12.4	30.5	7.2	41.7	14.6	28.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	36.0	10.0	41.0	4.0	40.0	15.0	36.0
Max Q Clear Time (g_c+I1), s	9.8	27.6	7.2	18.6	2.8	10.7	9.1	12.0
Green Ext Time (p_c), s	0.0	3.3	0.2	6.9	0.0	5.1	0.5	4.3

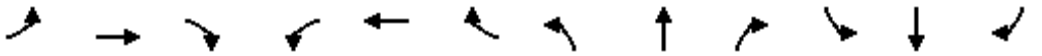
Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1847	924	143	0	33
Future Volume (veh/h)	0	1847	924	143	0	33
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1944	973	151	0	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	4	3514	3514	1091	159	141
Arrive On Green	0.00	0.69	0.69	0.69	0.00	0.09
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	0	1944	973	151	0	35
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	0.0	8.6	3.3	1.5	0.0	0.9
Cycle Q Clear(g_c), s	0.0	8.6	3.3	1.5	0.0	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	4	3514	3514	1091	159	141
V/C Ratio(X)	0.00	0.55	0.28	0.14	0.00	0.25
Avail Cap(c_a), veh/h	159	5686	4663	1447	1190	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	3.5	2.7	2.4	0.0	19.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.1	0.1	0.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	3.7	2.7	2.5	0.0	20.0
LnGrp LOS	A	A	A	A	A	B
Approach Vol, veh/h		1944	1124		35	
Approach Delay, s/veh		3.7	2.7		20.0	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			35.9		9.0	0.0	35.9
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			50.0		30.0	4.0	41.0
Max Q Clear Time (g_c+I1), s			10.6		2.9	0.0	5.3
Green Ext Time (p_c), s			20.3		0.1	0.0	8.0

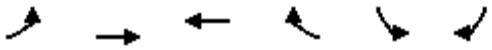
Intersection Summary	
HCM 6th Ctrl Delay	3.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1714	125	4	834	61	150	62	12	187	109	82
Future Volume (veh/h)	8	1714	125	4	834	61	150	62	12	187	109	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	1804	132	4	878	64	158	65	13	197	115	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	2192	681	8	2172	674	203	163	138	248	210	178
Arrive On Green	0.01	0.43	0.43	0.00	0.43	0.43	0.11	0.09	0.09	0.14	0.11	0.11
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	8	1804	132	4	878	64	158	65	13	197	115	86
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.2	16.5	2.7	0.1	6.3	1.3	4.6	1.7	0.4	5.7	3.1	2.7
Cycle Q Clear(g_c), s	0.2	16.5	2.7	0.1	6.3	1.3	4.6	1.7	0.4	5.7	3.1	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	15	2192	681	8	2172	674	203	163	138	248	210	178
V/C Ratio(X)	0.54	0.82	0.19	0.52	0.40	0.09	0.78	0.40	0.09	0.80	0.55	0.48
Avail Cap(c_a), veh/h	168	2218	689	168	2218	689	336	1201	1018	336	1201	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	13.3	9.4	26.3	10.6	9.1	22.8	22.8	22.2	22.1	22.2	22.1
Incr Delay (d2), s/veh	26.6	2.9	0.3	45.3	0.2	0.1	6.3	1.6	0.3	9.0	2.2	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.1	0.7	0.1	1.8	0.3	2.1	0.8	0.1	2.7	1.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	16.2	9.7	71.6	10.8	9.2	29.1	24.4	22.5	31.1	24.4	24.1
LnGrp LOS	D	B	A	E	B	A	C	C	C	C	C	C
Approach Vol, veh/h		1944			946			236			398	
Approach Delay, s/veh		15.9			10.9			27.5			27.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	8.6	4.2	28.7	10.0	9.9	4.4	28.5
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	10.0	34.0	5.0	23.0	10.0	34.0	5.0	23.0
Max Q Clear Time (g_c+I1), s	7.7	3.7	2.1	18.5	6.6	5.1	2.2	8.3
Green Ext Time (p_c), s	0.1	0.3	0.0	4.2	0.1	0.9	0.0	7.8

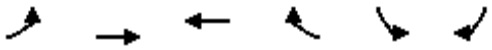
Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	180	1733	841	155	55	58
Future Volume (veh/h)	180	1733	841	155	55	58
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	1824	885	163	58	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	248	3244	1868	580	186	165
Arrive On Green	0.14	0.64	0.37	0.37	0.10	0.10
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	189	1824	885	163	58	61
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	3.9	7.8	5.1	2.8	1.2	1.4
Cycle Q Clear(g_c), s	3.9	7.8	5.1	2.8	1.2	1.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	248	3244	1868	580	186	165
V/C Ratio(X)	0.76	0.56	0.47	0.28	0.31	0.37
Avail Cap(c_a), veh/h	557	4656	2394	743	1392	1239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	4.0	9.3	8.6	15.9	16.0
Incr Delay (d2), s/veh	4.8	0.2	0.2	0.3	0.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.3	1.2	0.6	0.4	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	4.1	9.5	8.9	16.9	17.4
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		2013	1048		119	
Approach Delay, s/veh		5.7	9.4		17.1	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			29.4		9.0	10.3	19.0
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			35.0		30.0	12.0	18.0
Max Q Clear Time (g_c+I1), s			9.8		3.4	5.9	7.1
Green Ext Time (p_c), s			14.6		0.3	0.2	4.6

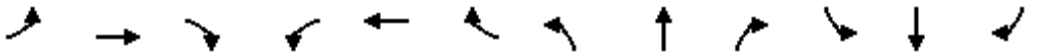
Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	81	1707	956	60	126	40
Future Volume (veh/h)	81	1707	956	60	126	40
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	1797	1006	63	133	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	110	3121	2219	689	237	211
Arrive On Green	0.06	0.61	0.43	0.43	0.13	0.13
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	85	1797	1006	63	133	42
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	1.8	8.3	5.4	0.9	2.7	0.9
Cycle Q Clear(g_c), s	1.8	8.3	5.4	0.9	2.7	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	110	3121	2219	689	237	211
V/C Ratio(X)	0.77	0.58	0.45	0.09	0.56	0.20
Avail Cap(c_a), veh/h	341	4371	2805	871	1434	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	4.6	7.8	6.5	15.9	15.1
Incr Delay (d2), s/veh	11.0	0.2	0.1	0.1	2.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.7	1.1	0.2	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.1	4.7	7.9	6.6	18.0	15.6
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		1882	1069		175	
Approach Delay, s/veh		5.8	7.9		17.4	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			29.4		9.7	6.9	22.5
Change Period (Y+Rc), s			5.5		4.5	4.5	5.5
Max Green Setting (Gmax), s			33.5		31.5	7.5	21.5
Max Q Clear Time (g_c+I1), s			10.3		4.7	3.8	7.4
Green Ext Time (p_c), s			13.7		0.5	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A



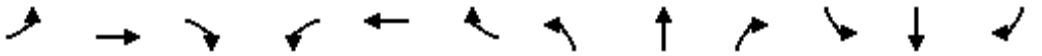
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	436	1274	71	319	746	196	218	987	291	271	785	649
Future Volume (veh/h)	436	1274	71	319	746	196	218	987	291	271	785	649
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	459	1341	21	336	785	88	229	1039	194	285	826	549
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	2	4	4	2	2	2	2	2	2
Cap, veh/h	244	1746	551	244	1746	542	244	1478	459	244	1478	459
Arrive On Green	0.07	0.35	0.35	0.07	0.35	0.35	0.07	0.29	0.29	0.07	0.29	0.29
Sat Flow, veh/h	3456	5025	1585	3456	5025	1560	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	459	1341	21	336	785	88	229	1039	194	285	826	549
Grp Sat Flow(s),veh/h/ln	1728	1675	1585	1728	1675	1560	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	7.0	23.6	0.9	7.0	12.0	3.9	6.5	18.0	9.8	7.0	13.6	28.7
Cycle Q Clear(g_c), s	7.0	23.6	0.9	7.0	12.0	3.9	6.5	18.0	9.8	7.0	13.6	28.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	1746	551	244	1746	542	244	1478	459	244	1478	459
V/C Ratio(X)	1.88	0.77	0.04	1.38	0.45	0.16	0.94	0.70	0.42	1.17	0.56	1.20
Avail Cap(c_a), veh/h	244	1774	559	244	1774	551	244	1802	559	244	1802	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	28.8	21.4	46.1	25.0	22.4	45.9	31.4	28.5	46.1	29.9	35.2
Incr Delay (d2), s/veh	411.9	2.4	0.1	193.4	0.2	0.1	41.1	1.5	1.2	110.7	0.6	107.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	8.9	0.3	9.4	4.5	1.4	4.2	7.5	3.7	6.6	5.2	24.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	457.9	31.2	21.5	239.5	25.2	22.5	86.9	32.9	29.7	156.8	30.5	142.7
LnGrp LOS	F	C	C	F	C	C	F	C	C	F	C	F
Approach Vol, veh/h		1821			1209			1462			1660	
Approach Delay, s/veh		138.6			84.6			40.9			89.3	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	34.7	12.0	40.4	12.0	34.7	12.0	40.4
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	* 6
Max Green Setting (Gmax), s	7.0	35.0	7.0	35.0	7.0	35.0	7.0	* 35
Max Q Clear Time (g_c+I1), s	9.0	20.0	9.0	25.6	8.5	15.6	9.0	14.0
Green Ext Time (p_c), s	0.0	8.7	0.0	8.9	0.0	5.1	0.0	11.9

Intersection Summary	
HCM 6th Ctrl Delay	91.5
HCM 6th LOS	F

Notes

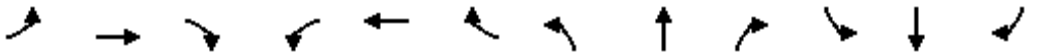
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	698	1144	0	0	656	60	5	0	0	106	0	658
Future Volume (veh/h)	698	1144	0	0	656	60	5	0	0	106	0	658
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	0	0	1870	0	1870
Adj Flow Rate, veh/h	735	1204	0	0	691	63	5	0	0	112	0	693
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	0	2	0	2
Cap, veh/h	778	2401	0	0	1333	595	83	0	0	244	0	0
Arrive On Green	0.23	0.68	0.00	0.00	0.38	0.38	0.05	0.00	0.00	0.14	0.00	0.00
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1781	5		1781	112	
Grp Volume(v), veh/h	735	1204	0	0	691	63	5	24.4		112	21.7	
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1781	C		1781	C	
Q Serve(g_s), s	11.1	8.9	0.0	0.0	8.0	1.4	0.1			3.1		
Cycle Q Clear(g_c), s	11.1	8.9	0.0	0.0	8.0	1.4	0.1			3.1		
Prop In Lane	1.00		0.00	0.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	778	2401	0	0	1333	595	83			244		
V/C Ratio(X)	0.94	0.50	0.00	0.00	0.52	0.11	0.06			0.46		
Avail Cap(c_a), veh/h	778	2869	0	0	1801	803	803			301		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00			1.00		
Uniform Delay (d), s/veh	20.3	4.2	0.0	0.0	12.9	10.8	24.3			21.2		
Incr Delay (d2), s/veh	19.7	0.2	0.0	0.0	0.5	0.1	0.1			0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	5.7	1.0	0.0	0.0	2.4	0.4	0.1			1.1		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	4.5	0.0	0.0	13.4	10.9	24.4			21.7		
LnGrp LOS	D	A	A	A	B	B	C			C		
Approach Vol, veh/h		1939			754							
Approach Delay, s/veh		17.9			13.2							
Approach LOS		B			B							

Timer - Assigned Phs	1			4	5		7	8				
Phs Duration (G+Y+Rc), s	11.3			42.0	6.5		16.0	26.0				
Change Period (Y+Rc), s	4.0			6.0	4.0		4.0	6.0				
Max Green Setting (Gmax), s	9.0			43.0	24.0		12.0	27.0				
Max Q Clear Time (g_c+I1), s	5.1			10.9	2.1		13.1	10.0				
Green Ext Time (p_c), s	0.1			24.7	0.0		0.0	10.0				

Intersection Summary												
HCM 6th Ctrl Delay			16.8									
HCM 6th LOS			B									



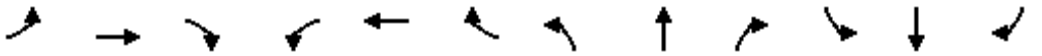
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	1170	73	44	721	0	191	425	104	227	172	57
Future Volume (veh/h)	47	1170	73	44	721	0	191	425	104	227	172	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	1232	22	46	759	0	201	447	43	239	181	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	1153	510	59	1145		174	387	483	214	162	
Arrive On Green	0.04	0.32	0.32	0.03	0.32	0.00	0.30	0.30	0.30	0.21	0.21	0.00
Sat Flow, veh/h	1781	3554	1573	1781	3554	1585	571	1270	1585	1035	784	1585
Grp Volume(v), veh/h	49	1232	22	46	759	0	648	0	43	420	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1573	1781	1777	1585	1842	0	1585	1819	0	1585
Q Serve(g_s), s	4.1	49.0	1.4	3.9	27.8	0.0	46.0	0.0	2.9	31.3	0.0	0.0
Cycle Q Clear(g_c), s	4.1	49.0	1.4	3.9	27.8	0.0	46.0	0.0	2.9	31.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.31		1.00	0.57		1.00
Lane Grp Cap(c), veh/h	63	1153	510	59	1145		561	0	483	377	0	
V/C Ratio(X)	0.78	1.07	0.04	0.78	0.66		1.16	0.00	0.09	1.11	0.00	
Avail Cap(c_a), veh/h	94	1153	510	94	1145		561	0	483	377	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	72.3	51.0	35.0	72.4	44.1	0.0	52.5	0.0	37.5	59.9	0.0	0.0
Incr Delay (d2), s/veh	10.5	46.9	0.1	7.8	1.9	0.0	88.6	0.0	0.0	81.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	28.6	0.6	1.9	12.3	0.0	34.6	0.0	1.1	22.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.7	97.9	35.0	80.3	46.0	0.0	141.1	0.0	37.6	140.9	0.0	0.0
LnGrp LOS	F	F	D	F	D		F	A	D	F	A	
Approach Vol, veh/h		1303			805	A		691			420	A
Approach Delay, s/veh		96.2			47.9			134.7			140.9	
Approach LOS		F			D			F			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		50.0	9.0	55.0		37.0	9.3	54.7				
Change Period (Y+Rc), s		4.0	4.0	6.0		5.7	4.0	6.0				
Max Green Setting (Gmax), s		46.0	8.0	49.0		31.3	8.0	46.0				
Max Q Clear Time (g_c+I1), s		48.0	5.9	51.0		33.3	6.1	29.8				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	5.8				

Intersection Summary		
HCM 6th Ctrl Delay		98.2
HCM 6th LOS		F

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	309	741	75	106	53	252	1585	61	57	1115	142
Future Volume (veh/h)	105	309	741	75	106	53	252	1585	61	57	1115	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	325	660	79	112	21	265	1668	21	60	1174	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	1469	655	95	1499	669	309	1823	566	76	1586	
Arrive On Green	0.04	0.41	0.41	0.05	0.42	0.42	0.09	0.36	0.36	0.04	0.31	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	111	325	660	79	112	21	265	1668	21	60	1174	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.8	8.9	62.0	6.6	2.8	1.2	11.3	46.8	1.3	5.0	30.9	0.0
Cycle Q Clear(g_c), s	4.8	8.9	62.0	6.6	2.8	1.2	11.3	46.8	1.3	5.0	30.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	1469	655	95	1499	669	309	1823	566	76	1586	
V/C Ratio(X)	0.72	0.22	1.01	0.83	0.07	0.03	0.86	0.91	0.04	0.79	0.74	
Avail Cap(c_a), veh/h	207	1469	655	95	1499	669	323	1823	566	95	1586	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	70.7	28.4	44.0	70.3	25.9	25.4	67.3	46.0	31.4	71.1	46.3	0.0
Incr Delay (d2), s/veh	4.1	0.1	37.0	41.7	0.0	0.0	19.4	8.6	0.1	22.5	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.7	29.9	4.0	1.2	0.4	5.7	20.4	0.5	2.7	12.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.8	28.5	81.0	112.0	25.9	25.5	86.7	54.7	31.5	93.6	48.4	0.0
LnGrp LOS	E	C	F	F	C	C	F	D	C	F	D	
Approach Vol, veh/h		1096			212			1954			1234	A
Approach Delay, s/veh		64.8			58.0			58.8			50.6	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	59.6	12.0	68.0	17.4	52.6	10.7	69.3
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	* 6
Max Green Setting (Gmax), s	8.0	52.0	8.0	62.0	14.0	46.0	9.0	* 62
Max Q Clear Time (g_c+I1), s	7.0	48.8	8.6	64.0	13.3	32.9	6.8	4.8
Green Ext Time (p_c), s	0.0	2.5	0.0	0.0	0.1	6.5	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	58.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	423	192	185	307	394	273	1150	195	308	625	120
Future Volume (veh/h)	24	423	192	185	307	394	273	1150	195	308	625	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	445	0	195	323	415	287	1211	205	324	658	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	541		282	706	500	376	1376	741	409	1454	
Arrive On Green	0.05	0.15	0.00	0.08	0.20	0.20	0.11	0.39	0.39	0.12	0.41	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1573	3456	3554	1579	3456	3554	1585
Grp Volume(v), veh/h	25	445	0	195	323	415	287	1211	205	324	658	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1573	1728	1777	1579	1728	1777	1585
Q Serve(g_s), s	0.6	9.8	0.0	4.4	6.5	16.0	6.5	25.5	6.4	7.4	10.8	0.0
Cycle Q Clear(g_c), s	0.6	9.8	0.0	4.4	6.5	16.0	6.5	25.5	6.4	7.4	10.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	165	541		282	706	500	376	1376	741	409	1454	
V/C Ratio(X)	0.15	0.82		0.69	0.46	0.83	0.76	0.88	0.28	0.79	0.45	
Avail Cap(c_a), veh/h	386	617		471	706	500	557	1498	795	471	1454	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.8	33.1	0.0	36.0	28.5	25.6	34.9	23.0	13.1	34.6	17.3	0.0
Incr Delay (d2), s/veh	0.2	6.9	0.0	3.0	0.5	11.2	1.6	6.3	0.3	7.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.7	0.0	1.9	2.7	8.6	2.6	10.1	2.2	3.3	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	40.0	0.0	39.0	28.9	36.8	36.5	29.2	13.3	42.5	17.6	0.0
LnGrp LOS	D	D		D	C	D	D	C	B	D	B	
Approach Vol, veh/h		470	A		933			1703			982	A
Approach Delay, s/veh		39.9			34.6			28.6			25.8	
Approach LOS		D			C			C			C	

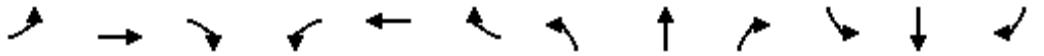
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	37.2	11.6	17.3	12.8	39.0	7.9	21.0
Change Period (Y+Rc), s	5.0	6.0	5.0	* 5	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	11.0	34.0	11.0	* 14	13.0	33.0	9.0	16.0
Max Q Clear Time (g_c+I1), s	9.4	27.5	6.4	11.8	8.5	12.8	2.6	8.5
Green Ext Time (p_c), s	0.2	3.7	0.2	0.5	0.3	4.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	583	87	53	740	401	52	537	23	486	901	61
Future Volume (veh/h)	27	583	87	53	740	401	52	537	23	486	901	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	614	18	56	779	0	55	565	0	512	948	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	725	321	325	847		258	1043		487	1278	568
Arrive On Green	0.06	0.20	0.20	0.09	0.24	0.00	0.07	0.29	0.00	0.14	0.36	0.36
Sat Flow, veh/h	3456	3554	1573	3456	3554	1585	3456	3554	1585	3456	3554	1578
Grp Volume(v), veh/h	28	614	18	56	779	0	55	565	0	512	948	24
Grp Sat Flow(s),veh/h/ln	1728	1777	1573	1728	1777	1585	1728	1777	1585	1728	1777	1578
Q Serve(g_s), s	0.5	11.8	0.7	1.1	15.2	0.0	1.1	9.5	0.0	10.0	16.5	0.7
Cycle Q Clear(g_c), s	0.5	11.8	0.7	1.1	15.2	0.0	1.1	9.5	0.0	10.0	16.5	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	725	321	325	847		258	1043		487	1278	568
V/C Ratio(X)	0.14	0.85	0.06	0.17	0.92		0.21	0.54		1.05	0.74	0.04
Avail Cap(c_a), veh/h	487	851	377	487	847		389	1501		487	1601	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	27.2	22.8	29.6	26.4	0.0	30.9	21.1	0.0	30.5	19.9	14.8
Incr Delay (d2), s/veh	0.1	6.1	0.0	0.1	15.0	0.0	0.2	0.9	0.0	55.2	2.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.4	0.2	0.4	7.8	0.0	0.4	3.8	0.0	7.7	6.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	33.3	22.8	29.7	41.3	0.0	31.0	21.9	0.0	85.7	22.0	14.8
LnGrp LOS	C	C	C	C	D		C	C		F	C	B
Approach Vol, veh/h		660			835	A		620	A		1484	
Approach Delay, s/veh		33.0			40.5			22.7			43.8	
Approach LOS		C			D			C			D	

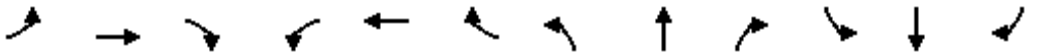
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	26.8	10.7	19.5	9.3	31.5	8.2	21.9
Change Period (Y+Rc), s	4.0	6.0	4.0	* 5	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	10.0	30.0	10.0	* 17	8.0	32.0	10.0	16.0
Max Q Clear Time (g_c+I1), s	12.0	11.5	3.1	13.8	3.1	18.5	2.5	17.2
Green Ext Time (p_c), s	0.0	4.7	0.0	0.7	0.0	7.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

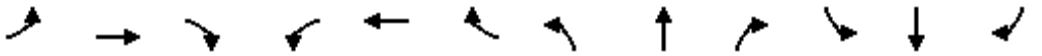
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	10	163	20	3	1	66	1089	7	3	1103	22
Future Volume (veh/h)	29	10	163	20	3	1	66	1089	7	3	1103	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	11	172	21	3	1	69	1146	7	3	1161	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	66	222	35	5	2	87	1731	772	4	1566	699
Arrive On Green	0.14	0.14	0.14	0.02	0.02	0.02	0.05	0.49	0.49	0.00	0.44	0.44
Sat Flow, veh/h	1331	472	1585	1497	214	71	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	42	0	172	25	0	0	69	1146	7	3	1161	23
Grp Sat Flow(s),veh/h/ln	1804	0	1585	1783	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.1	0.0	5.5	0.7	0.0	0.0	2.0	12.8	0.1	0.1	14.2	0.4
Cycle Q Clear(g_c), s	1.1	0.0	5.5	0.7	0.0	0.0	2.0	12.8	0.1	0.1	14.2	0.4
Prop In Lane	0.74		1.00	0.84		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	0	222	42	0	0	87	1731	772	4	1566	699
V/C Ratio(X)	0.17	0.00	0.77	0.60	0.00	0.00	0.79	0.66	0.01	0.69	0.74	0.03
Avail Cap(c_a), veh/h	543	0	478	272	0	0	272	1731	772	272	1626	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	0.0	21.7	25.4	0.0	0.0	24.7	10.2	6.9	26.1	12.2	8.3
Incr Delay (d2), s/veh	0.1	0.0	2.2	5.1	0.0	0.0	6.0	1.1	0.0	53.1	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.9	0.4	0.0	0.0	0.9	3.4	0.0	0.1	4.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	0.0	23.9	30.5	0.0	0.0	30.7	11.3	6.9	79.3	14.2	8.3
LnGrp LOS	B	A	C	C	A	A	C	B	A	E	B	A
Approach Vol, veh/h		214			25			1222			1187	
Approach Delay, s/veh		23.2			30.5			12.3			14.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	31.5		5.2	6.6	29.1		11.5				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.2				
Max Green Setting (Gmax), s	8.0	24.0		8.0	8.0	24.0		15.8				
Max Q Clear Time (g_c+I1), s	2.1	14.8		2.7	4.0	16.2		7.5				
Green Ext Time (p_c), s	0.0	8.0		0.0	0.0	6.9		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	826	2349	0	0	1671	38	0	0	0	14	0	442
Future Volume (veh/h)	826	2349	0	0	1671	38	0	0	0	14	0	442
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	869	2473	0	0	1759	0				15	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	701	3676	0	1	1498					380	0	
Arrive On Green	0.39	0.72	0.00	0.00	0.29	0.00				0.21	0.00	0.00
Sat Flow, veh/h	1781	5274	0	1781	5106	1585				1781	0	1585
Grp Volume(v), veh/h	869	2473	0	0	1759	0				15	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	0	1781	1702	1585				1781	0	1585
Q Serve(g_s), s	59.0	39.4	0.0	0.0	44.0	0.0				1.0	0.0	0.0
Cycle Q Clear(g_c), s	59.0	39.4	0.0	0.0	44.0	0.0				1.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	701	3676	0	1	1498					380	0	
V/C Ratio(X)	1.24	0.67	0.00	0.00	1.17					0.04	0.00	
Avail Cap(c_a), veh/h	701	3676	0	83	1498					380	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.92	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	45.5	11.4	0.0	0.0	53.0	0.0				46.8	0.0	0.0
Incr Delay (d2), s/veh	120.1	1.0	0.0	0.0	85.3	0.0				0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	48.5	13.3	0.0	0.0	30.1	0.0				0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	165.6	12.4	0.0	0.0	138.3	0.0				47.0	0.0	0.0
LnGrp LOS	F	B	A	A	F					D	A	
Approach Vol, veh/h		3342			1759	A					15	A
Approach Delay, s/veh		52.2			138.3						47.0	
Approach LOS		D			F						D	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	0.0	113.0		37.0	64.0	49.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	96.0		32.0	59.0	44.0
Max Q Clear Time (g_c+I1), s	0.0	41.4		3.0	61.0	46.0
Green Ext Time (p_c), s	0.0	35.2		0.0	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		81.8
HCM 6th LOS		F

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

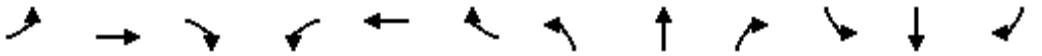
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2312	53	66	1665	44	137
Future Volume (veh/h)	2312	53	66	1665	44	137
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2434	0	69	1753	46	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3494		87	3881	101	
Arrive On Green	1.00	0.00	0.05	0.76	0.06	0.00
Sat Flow, veh/h	5274	1585	1781	5274	1781	1585
Grp Volume(v), veh/h	2434	0	69	1753	46	0
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1702	1781	1585
Q Serve(g_s), s	0.0	0.0	5.7	18.8	3.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	5.7	18.8	3.8	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3494		87	3881	101	
V/C Ratio(X)	0.70		0.79	0.45	0.45	
Avail Cap(c_a), veh/h	3494		166	3881	302	
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	70.6	6.6	68.5	0.0
Incr Delay (d2), s/veh	0.8	0.0	5.9	0.4	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.7	5.9	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.8	0.0	76.4	7.0	69.7	0.0
LnGrp LOS	A		E	A	E	
Approach Vol, veh/h	2434	A		1822	46	A
Approach Delay, s/veh	0.8			9.6	69.7	
Approach LOS	A			A	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.1	11.3	108.7		120.0
Change Period (Y+Rc), s		4.6	4.0	6.0		6.0
Max Green Setting (Gmax), s		25.4	14.0	96.0		114.0
Max Q Clear Time (g_c+I1), s		5.8	7.7	2.0		20.8
Green Ext Time (p_c), s		0.1	0.0	51.8		25.0

Intersection Summary	
HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	2205	0	35	1536	975	2	3	32	416	3	187
Future Volume (veh/h)	244	2205	0	35	1536	975	2	3	32	416	3	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	257	2321	0	37	1617	0	2	3	34	440	0	197
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	3329	1033	48	3344		54	4	42	807	0	239
Arrive On Green	0.16	0.65	0.00	0.03	0.52	0.00	0.03	0.03	0.03	0.15	0.00	0.15
Sat Flow, veh/h	1781	5106	1585	1781	6434	1585	1781	124	1406	5344	0	1585
Grp Volume(v), veh/h	257	2321	0	37	1617	0	2	0	37	440	0	197
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1585	1781	0	1530	1781	0	1585
Q Serve(g_s), s	21.3	43.5	0.0	3.1	24.2	0.0	0.2	0.0	3.6	11.4	0.0	18.1
Cycle Q Clear(g_c), s	21.3	43.5	0.0	3.1	24.2	0.0	0.2	0.0	3.6	11.4	0.0	18.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	1.00		1.00
Lane Grp Cap(c), veh/h	283	3329	1033	48	3344		54	0	46	807	0	239
V/C Ratio(X)	0.91	0.70	0.00	0.77	0.48		0.04	0.00	0.80	0.55	0.00	0.82
Avail Cap(c_a), veh/h	380	3329	1033	143	3344		143	0	122	1176	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.0	16.7	0.0	72.5	23.1	0.0	70.6	0.0	72.3	58.9	0.0	61.7
Incr Delay (d2), s/veh	20.4	1.2	0.0	22.7	0.1	0.0	0.3	0.0	26.1	0.6	0.0	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	15.9	0.0	1.7	8.9	0.0	0.1	0.0	1.8	5.2	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.4	17.9	0.0	95.2	23.2	0.0	70.9	0.0	98.4	59.5	0.0	72.1
LnGrp LOS	F	B	A	F	C		E	A	F	E	A	E
Approach Vol, veh/h		2578			1654	A		39			637	
Approach Delay, s/veh		24.3			24.8			97.0			63.4	
Approach LOS		C			C			F			E	

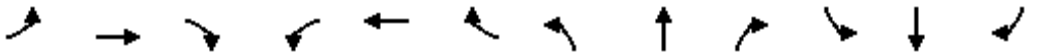
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		8.5	8.0	103.5		30.0	27.9	83.6				
Change Period (Y+Rc), s		4.0	4.0	5.7		7.3	4.0	5.7				
Max Green Setting (Gmax), s		12.0	12.0	72.0		33.0	32.0	52.0				
Max Q Clear Time (g_c+I1), s		5.6	5.1	45.5		20.1	23.3	26.2				
Green Ext Time (p_c), s		0.0	0.0	25.8		2.6	0.6	22.4				

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



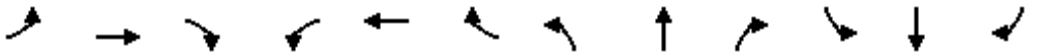
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	47	48	7	0	76	9	2492	33	152	2489	5
Future Volume (veh/h)	42	47	48	7	0	76	9	2492	33	152	2489	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	49	51	7	0	80	9	2623	35	160	2620	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	66	107	226	0	101	15	4414	1085	204	3761	1165
Arrive On Green	0.07	0.07	0.07	0.06	0.00	0.06	0.01	0.69	0.69	0.12	1.00	1.00
Sat Flow, veh/h	864	963	1551	3563	0	1585	1781	6434	1582	3456	5106	1582
Grp Volume(v), veh/h	93	0	51	7	0	80	9	2623	35	160	2620	5
Grp Sat Flow(s),veh/h/ln	1827	0	1551	1781	0	1585	1781	1609	1582	1728	1702	1582
Q Serve(g_s), s	7.5	0.0	4.8	0.3	0.0	7.5	0.8	32.4	1.1	6.8	0.0	0.0
Cycle Q Clear(g_c), s	7.5	0.0	4.8	0.3	0.0	7.5	0.8	32.4	1.1	6.8	0.0	0.0
Prop In Lane	0.47		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	0	107	226	0	101	15	4414	1085	204	3761	1165
V/C Ratio(X)	0.74	0.00	0.48	0.03	0.00	0.79	0.61	0.59	0.03	0.79	0.70	0.00
Avail Cap(c_a), veh/h	195	0	165	1021	0	454	143	4414	1085	276	3761	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.5	0.0	67.2	65.9	0.0	69.3	74.1	12.5	7.6	65.2	0.0	0.0
Incr Delay (d2), s/veh	7.5	0.0	3.0	0.0	0.0	12.0	13.9	0.2	0.0	6.8	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	1.9	0.1	0.0	3.3	0.4	10.6	0.3	3.0	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.0	0.0	70.2	66.0	0.0	81.2	88.0	12.7	7.6	72.0	1.1	0.0
LnGrp LOS	E	A	E	E	A	F	F	B	A	E	A	A
Approach Vol, veh/h		144			87			2667			2785	
Approach Delay, s/veh		73.9			80.0			12.9			5.2	
Approach LOS		E			F			B			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.3	5.3	116.9		13.5	12.8	109.3				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		16.0	12.0	60.6		43.0	12.0	60.6				
Max Q Clear Time (g_c+I1), s		9.5	2.8	2.0		9.5	8.8	34.4				
Green Ext Time (p_c), s		0.2	0.0	38.9		0.3	0.1	21.5				

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2124	310	237	2229	108	293	87	133	54	14	6
Future Volume (veh/h)	8	2124	310	237	2229	108	293	87	133	54	14	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	2236	326	249	2346	0	200	243	140	36	44	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	885	3028	741	721	2723		265	278	236	88	92	
Arrive On Green	0.26	0.47	0.47	0.42	0.85	0.00	0.15	0.15	0.15	0.05	0.05	0.00
Sat Flow, veh/h	3456	6434	1575	3456	6434	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	8	2236	326	249	2346	0	200	243	140	36	44	0
Grp Sat Flow(s),veh/h/ln	1728	1609	1575	1728	1609	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.3	42.3	20.7	7.4	31.0	0.0	16.2	19.1	12.4	2.9	3.4	0.0
Cycle Q Clear(g_c), s	0.3	42.3	20.7	7.4	31.0	0.0	16.2	19.1	12.4	2.9	3.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	885	3028	741	721	2723		265	278	236	88	92	
V/C Ratio(X)	0.01	0.74	0.44	0.35	0.86		0.76	0.87	0.59	0.41	0.48	
Avail Cap(c_a), veh/h	885	3028	741	721	3071		333	349	296	190	200	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.6	32.2	26.5	36.7	9.0	0.0	61.2	62.5	59.6	69.2	69.4	0.0
Incr Delay (d2), s/veh	0.0	1.7	1.9	0.1	2.6	0.0	6.6	16.9	1.8	3.0	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	16.2	8.0	2.9	4.0	0.0	7.9	10.5	5.0	1.4	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	33.9	28.4	36.8	11.6	0.0	67.8	79.4	61.4	72.2	73.2	0.0
LnGrp LOS	D	C	C	D	B		E	E	E	E	E	
Approach Vol, veh/h		2570			2595	A		583			80	A
Approach Delay, s/veh		33.2			14.1			71.1			72.7	
Approach LOS		C			B			E			E	

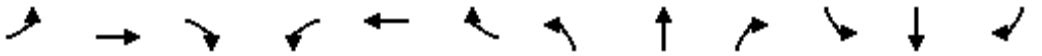
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.3	35.3	77.0		11.4	42.4	69.9				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		28.0	17.0	70.6		16.0	16.0	71.6				
Max Q Clear Time (g_c+I1), s		21.1	9.4	44.3		5.4	2.3	33.0				
Green Ext Time (p_c), s		1.2	0.3	22.6		0.1	0.0	30.4				

Intersection Summary												
HCM 6th Ctrl Delay			29.0									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	288	1392	611	75	1486	480	741	705	53	628	495	335
Future Volume (veh/h)	288	1392	611	75	1486	480	741	705	53	628	495	335
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	303	1465	0	79	1564	0	780	742	0	661	521	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	2318		119	1797		829	964		889	711	
Arrive On Green	0.20	0.72	0.00	0.07	0.56	0.00	0.24	0.19	0.00	0.06	0.05	0.00
Sat Flow, veh/h	3456	6434	1585	3456	6434	1585	3456	5106	1585	5023	5106	1585
Grp Volume(v), veh/h	303	1465	0	79	1564	0	780	742	0	661	521	0
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1728	1609	1585	1728	1702	1585	1674	1702	1585
Q Serve(g_s), s	12.8	17.5	0.0	3.3	31.3	0.0	33.2	20.7	0.0	19.4	15.1	0.0
Cycle Q Clear(g_c), s	12.8	17.5	0.0	3.3	31.3	0.0	33.2	20.7	0.0	19.4	15.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	343	2318		119	1797		829	964		889	711	
V/C Ratio(X)	0.88	0.63		0.66	0.87		0.94	0.77		0.74	0.73	
Avail Cap(c_a), veh/h	382	2318		161	1797		898	1294		904	987	
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	59.3	15.9	0.0	69.0	30.8	0.0	56.0	57.7	0.0	67.3	68.8	0.0
Incr Delay (d2), s/veh	18.2	0.6	0.0	2.4	6.1	0.0	16.3	2.6	0.0	3.3	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	4.2	0.0	1.5	9.3	0.0	16.0	9.0	0.0	9.1	7.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	16.5	0.0	71.4	36.8	0.0	72.2	60.3	0.0	70.6	71.6	0.0
LnGrp LOS	E	B		E	D		E	E		E	E	
Approach Vol, veh/h		1768	A		1643	A		1522	A		1182	A
Approach Delay, s/veh		26.9			38.5			66.4			71.0	
Approach LOS		C			D			E			E	

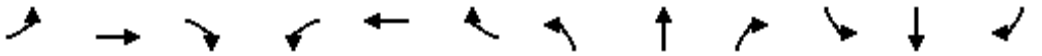
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.2	34.3	9.2	60.4	40.0	28.6	21.3	48.3
Change Period (Y+Rc), s	7.7	6.0	4.0	6.4	4.0	* 7.7	6.4	6.4
Max Green Setting (Gmax), s	27.0	38.0	7.0	53.9	39.0	* 29	16.6	41.9
Max Q Clear Time (g_c+I1), s	21.4	22.7	5.3	19.5	35.2	17.1	14.8	33.3
Green Ext Time (p_c), s	1.3	5.6	0.0	16.2	0.7	3.8	0.1	6.9

Intersection Summary	
HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



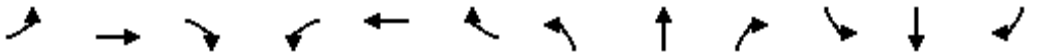
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1968	5	17	1770	604	6	3	3	61	0	35
Future Volume (veh/h)	78	1968	5	17	1770	604	6	3	3	61	0	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.94	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	2072	5	18	1863	635	4	5	3	64	0	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	4305	10	22	3860	947	19	20	16	133	0	59
Arrive On Green	0.06	0.64	0.64	0.01	0.60	0.60	0.01	0.01	0.01	0.04	0.00	0.04
Sat Flow, veh/h	1781	6677	16	1781	6434	1578	1781	1870	1496	3563	0	1585
Grp Volume(v), veh/h	82	1497	580	18	1863	635	4	5	3	64	0	37
Grp Sat Flow(s),veh/h/ln	1781	1609	1867	1781	1609	1578	1781	1870	1496	1781	0	1585
Q Serve(g_s), s	6.8	24.0	24.0	1.5	24.5	40.4	0.3	0.4	0.3	2.6	0.0	3.5
Cycle Q Clear(g_c), s	6.8	24.0	24.0	1.5	24.5	40.4	0.3	0.4	0.3	2.6	0.0	3.5
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	102	3112	1204	22	3860	947	19	20	16	133	0	59
V/C Ratio(X)	0.81	0.48	0.48	0.82	0.48	0.67	0.21	0.25	0.19	0.48	0.00	0.62
Avail Cap(c_a), veh/h	202	3185	1232	95	3860	947	95	100	80	390	0	173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.9	13.7	13.7	73.9	16.9	20.1	73.6	73.6	73.6	70.8	0.0	71.2
Incr Delay (d2), s/veh	5.5	0.2	0.4	23.0	0.4	3.8	2.1	2.5	2.2	3.3	0.0	12.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	8.2	9.6	0.8	8.7	14.9	0.2	0.2	0.1	1.3	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	13.9	14.2	96.9	17.3	23.8	75.7	76.1	75.7	74.1	0.0	83.8
LnGrp LOS	E	B	B	F	B	C	E	E	E	E	A	F
Approach Vol, veh/h		2159			2516			12			101	
Approach Delay, s/veh		16.3			19.5			75.9			77.7	
Approach LOS		B			B			E			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.6	5.9	102.7		10.2	12.6	96.0				
Change Period (Y+Rc), s		4.0	4.0	6.0		4.6	4.0	6.0				
Max Green Setting (Gmax), s		8.0	8.0	99.0		16.4	17.0	90.0				
Max Q Clear Time (g_c+I1), s		2.4	3.5	26.0		5.5	8.8	42.4				
Green Ext Time (p_c), s		0.0	0.0	41.0		0.2	0.0	36.8				

Intersection Summary												
HCM 6th Ctrl Delay			19.4									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.



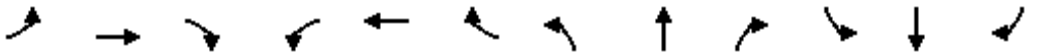
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	1894	95	302	1852	180	360	201	228	934	193	154
Future Volume (veh/h)	125	1894	95	302	1852	180	360	201	228	934	193	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1988	1988	1988	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	1994	67	318	1949	115	379	212	79	983	203	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	2099	1146	356	2320	718	1021	359	109	1014	348	106
Arrive On Green	0.05	0.39	0.39	0.10	0.45	0.45	0.30	0.07	0.07	0.29	0.07	0.07
Sat Flow, veh/h	3673	5427	1678	3456	5106	1580	3456	5106	1551	3456	5106	1550
Grp Volume(v), veh/h	132	1994	67	318	1949	115	379	212	79	983	203	43
Grp Sat Flow(s),veh/h/ln	1837	1809	1678	1728	1702	1580	1728	1702	1551	1728	1702	1550
Q Serve(g_s), s	5.3	53.4	0.0	13.6	50.5	2.2	13.0	6.0	7.5	42.1	5.8	3.5
Cycle Q Clear(g_c), s	5.3	53.4	0.0	13.6	50.5	2.2	13.0	6.0	7.5	42.1	5.8	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	2099	1146	356	2320	718	1021	359	109	1014	348	106
V/C Ratio(X)	0.74	0.95	0.06	0.89	0.84	0.16	0.37	0.59	0.72	0.97	0.58	0.41
Avail Cap(c_a), veh/h	196	2099	1146	356	2320	718	1021	477	145	1014	1157	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.4	44.6	7.9	66.4	36.1	2.8	41.8	67.6	68.3	52.3	67.8	51.4
Incr Delay (d2), s/veh	12.2	11.0	0.1	23.3	3.2	0.2	0.2	1.8	12.7	21.2	1.8	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	25.2	0.7	7.1	20.8	2.3	5.6	2.7	3.3	20.9	2.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.6	55.6	8.0	89.7	39.3	3.0	42.0	69.5	81.0	73.5	69.6	54.3
LnGrp LOS	F	E	A	F	D	A	D	E	F	E	E	D
Approach Vol, veh/h		2193			2382			670			1229	
Approach Delay, s/veh		55.8			44.3			55.3			72.2	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	48.0	16.5	21.5	64.0	48.3	16.2	11.3	74.2
Change Period (Y+Rc), s	4.0	6.0	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	44.0	14.0	14.0	* 58	24.0	34.0	8.0	64.0
Max Q Clear Time (g_c+I1), s	44.1	9.5	15.6	55.4	15.0	7.8	7.3	52.5
Green Ext Time (p_c), s	0.0	0.7	0.0	2.5	0.7	1.6	0.0	10.6

Intersection Summary	
HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	2005	514	238	1939	80	126	214	149	18	64	122
Future Volume (veh/h)	306	2005	514	238	1939	80	126	214	149	18	64	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	322	2111	0	251	2041	84	133	225	0	19	67	128
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	365	3193		295	3089	957	475	258		23	99	147
Arrive On Green	0.21	1.00	0.00	0.17	1.00	1.00	0.09	0.14	0.00	0.01	0.05	0.05
Sat Flow, veh/h	3456	5106	1585	3456	5106	1581	5023	1870	1585	1781	1870	2790
Grp Volume(v), veh/h	322	2111	0	251	2041	84	133	225	0	19	67	128
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1581	1674	1870	1585	1781	1870	1395
Q Serve(g_s), s	13.5	0.0	0.0	10.6	0.0	0.0	3.7	17.7	0.0	1.6	5.3	5.7
Cycle Q Clear(g_c), s	13.5	0.0	0.0	10.6	0.0	0.0	3.7	17.7	0.0	1.6	5.3	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	365	3193		295	3089	957	475	258		23	99	147
V/C Ratio(X)	0.88	0.66		0.85	0.66	0.09	0.28	0.87		0.81	0.68	0.87
Avail Cap(c_a), veh/h	484	3193		415	3089	957	546	303		95	180	268
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	0.0	0.0	61.3	0.0	0.0	63.2	63.3	0.0	73.8	69.8	48.4
Incr Delay (d2), s/veh	11.6	1.1	0.0	8.5	0.6	0.1	0.1	22.4	0.0	21.4	3.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.3	0.0	4.6	0.2	0.0	1.6	10.0	0.0	0.9	2.6	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.8	1.1	0.0	69.8	0.6	0.1	63.3	85.7	0.0	95.2	72.8	54.3
LnGrp LOS	E	A		E	A	A	E	F		F	E	D
Approach Vol, veh/h		2433	A		2376			358	A		214	
Approach Delay, s/veh		10.2			7.9			77.4			63.8	
Approach LOS		B			A			E			E	

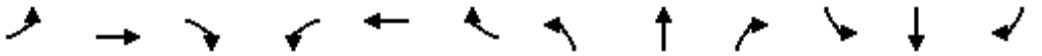
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	27.4	16.8	99.8	20.9	12.5	19.9	96.7
Change Period (Y+Rc), s	4.0	* 6.7	4.0	6.0	6.7	4.6	4.0	6.0
Max Green Setting (Gmax), s	8.0	* 24	18.0	80.0	16.3	14.4	21.0	77.0
Max Q Clear Time (g_c+I1), s	3.6	19.7	12.6	2.0	5.7	7.7	15.5	2.0
Green Ext Time (p_c), s	0.0	0.7	0.2	48.0	0.2	0.3	0.3	45.8

Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	1717	4	9	1634	100	1	0	0	123	0	696
Future Volume (veh/h)	370	1717	4	9	1634	100	1	0	0	123	0	696
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.97		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	389	1807	4	9	1720	64	1	0	-5	129	0	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	426	2860	6	11	2097	649	1	1	1	176	0	161
Arrive On Green	0.25	1.00	1.00	0.01	0.41	0.41	0.00	0.00	0.00	0.05	0.00	0.05
Sat Flow, veh/h	3456	5261	12	1781	5106	1579	1781	1870	1585	3457	0	3170
Grp Volume(v), veh/h	389	1169	642	9	1720	64	1	0	-5	129	0	7
Grp Sat Flow(s),veh/h/ln	1728	1702	1868	1781	1702	1579	1781	1870	1585	1729	0	1585
Q Serve(g_s), s	16.4	0.0	0.0	0.8	44.9	3.7	0.1	0.0	0.0	5.5	0.0	0.3
Cycle Q Clear(g_c), s	16.4	0.0	0.0	0.8	44.9	3.7	0.1	0.0	0.0	5.5	0.0	0.3
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	1850	1016	11	2097	649	1	1	1	176	0	161
V/C Ratio(X)	0.91	0.63	0.63	0.81	0.82	0.10	0.84	0.00	-4.73	0.73	0.00	0.04
Avail Cap(c_a), veh/h	438	1850	1016	95	2097	649	392	411	349	369	0	338
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.7	0.0	0.0	74.4	39.3	27.1	75.0	0.0	0.0	70.2	0.0	67.7
Incr Delay (d2), s/veh	22.5	0.8	1.4	37.9	3.7	0.3	182.0	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.2	0.4	0.5	18.9	1.5	0.1	0.0	0.0	2.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	0.8	1.4	112.3	43.0	27.5	257.0	0.0	0.0	72.4	0.0	67.8
LnGrp LOS	E	A	A	F	D	C	F	A	A	E	A	E
Approach Vol, veh/h		2200			1793			-4			136	
Approach Delay, s/veh		14.7			42.8			0.0			72.2	
Approach LOS		B			D			A			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		3.3	4.9	87.9		13.6	24.9	68.0				
Change Period (Y+Rc), s		4.0	4.0	6.4		6.0	6.4	* 6.4				
Max Green Setting (Gmax), s		33.0	8.0	72.6		16.0	19.0	* 62				
Max Q Clear Time (g_c+I1), s		2.1	2.8	2.0		7.5	18.4	46.9				
Green Ext Time (p_c), s		0.0	0.0	28.3		0.1	0.1	11.1				

Intersection Summary	
HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

Notes

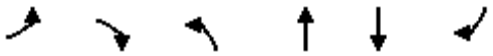
User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	194	97	1602	59	56	1710
Future Volume (veh/h)	194	97	1602	59	56	1710
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	102	1686	62	59	1800
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	258	229	3056	949	75	3544
Arrive On Green	0.14	0.14	0.80	0.80	0.04	0.69
Sat Flow, veh/h	1781	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	204	102	1686	62	59	1800
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1781	1702
Q Serve(g_s), s	8.3	4.4	9.0	0.6	2.5	12.5
Cycle Q Clear(g_c), s	8.3	4.4	9.0	0.6	2.5	12.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	258	229	3056	949	75	3544
V/C Ratio(X)	0.79	0.44	0.55	0.07	0.78	0.51
Avail Cap(c_a), veh/h	577	514	3056	949	190	3544
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	31.0	29.3	4.0	3.1	35.6	5.4
Incr Delay (d2), s/veh	4.1	1.0	0.7	0.1	6.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	4.0	1.8	0.2	1.1	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.1	30.3	4.7	3.3	42.1	5.9
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	306		1748			1859
Approach Delay, s/veh	33.5		4.6			7.1
Approach LOS	C		A			A

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				58.5		16.5	7.2	51.3
Change Period (Y+Rc), s				6.4		5.7	4.0	6.4
Max Green Setting (Gmax), s				38.6		24.3	8.0	26.6
Max Q Clear Time (g_c+I1), s				14.5		10.3	4.5	11.0
Green Ext Time (p_c), s				16.6		0.6	0.0	11.1

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A



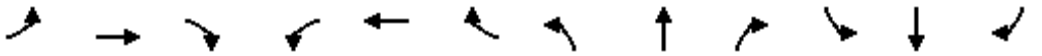
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	114	50	173	1559	1633	248
Future Volume (veh/h)	114	50	173	1559	1633	248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	53	182	1641	1719	261
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	170	78	229	3823	3349	1040
Arrive On Green	0.05	0.05	0.13	1.00	1.00	1.00
Sat Flow, veh/h	3456	1585	3456	5274	5274	1585
Grp Volume(v), veh/h	120	53	182	1641	1719	261
Grp Sat Flow(s),veh/h/ln	1728	1585	1728	1702	1702	1585
Q Serve(g_s), s	5.1	4.9	7.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.1	4.9	7.7	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	170	78	229	3823	3349	1040
V/C Ratio(X)	0.71	0.68	0.80	0.43	0.51	0.25
Avail Cap(c_a), veh/h	606	278	645	3823	3349	1040
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.88	0.88	0.81	0.81
Uniform Delay (d), s/veh	70.2	70.1	64.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.0	3.8	2.1	0.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.1	3.2	0.1	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	72.2	74.0	66.2	0.3	0.5	0.5
LnGrp LOS	E	E	E	A	A	A
Approach Vol, veh/h	173			1823	1980	
Approach Delay, s/veh	72.8			6.9	0.5	
Approach LOS	E			A	A	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.1	13.9	104.4		118.3
Change Period (Y+Rc), s		5.7	4.0	6.0		* 6
Max Green Setting (Gmax), s		26.3	28.0	80.0		* 1.1E2
Max Q Clear Time (g_c+I1), s		7.1	9.7	2.0		2.0
Green Ext Time (p_c), s		0.3	0.3	38.5		33.2

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	123	6	30	0	153	1695	6	7	1500	171
Future Volume (veh/h)	35	5	123	6	30	0	153	1695	6	7	1500	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	0	129	6	32	0	161	1784	6	7	1579	180
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	0	151	11	148	0	184	3074	954	12	2581	801
Arrive On Green	0.02	0.00	0.10	0.01	0.08	0.00	0.10	0.60	0.60	0.01	0.51	0.51
Sat Flow, veh/h	3563	0	1585	1781	1870	0	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	41	0	129	6	32	0	161	1784	6	7	1579	180
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.7	0.0	12.0	0.5	2.4	0.0	13.4	32.1	0.2	0.6	33.2	9.5
Cycle Q Clear(g_c), s	1.7	0.0	12.0	0.5	2.4	0.0	13.4	32.1	0.2	0.6	33.2	9.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	0	151	11	148	0	184	3074	954	12	2581	801
V/C Ratio(X)	0.53	0.00	0.85	0.57	0.22	0.00	0.87	0.58	0.01	0.58	0.61	0.22
Avail Cap(c_a), veh/h	190	0	254	95	324	0	333	3074	954	95	2581	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	72.6	0.0	66.8	74.4	64.7	0.0	66.3	18.3	11.9	74.3	26.6	20.7
Incr Delay (d2), s/veh	2.0	0.0	16.8	16.8	0.5	0.0	5.0	0.8	0.0	13.8	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	5.5	0.3	1.2	0.0	6.2	12.1	0.1	0.3	13.1	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.6	0.0	83.6	91.2	65.2	0.0	71.3	19.1	11.9	88.0	27.1	20.9
LnGrp LOS	E	A	F	F	E	A	E	B	B	F	C	C
Approach Vol, veh/h		170			38			1951			1766	
Approach Delay, s/veh		81.4			69.3			23.4			26.7	
Approach LOS		F			E			C			C	

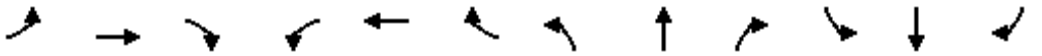
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	20.3	19.5	81.5	7.3	17.9	5.0	96.0
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	* 6	4.0	5.7
Max Green Setting (Gmax), s	8.0	24.0	28.0	70.3	8.0	* 26	8.0	90.3
Max Q Clear Time (g_c+I1), s	2.5	14.0	15.4	35.2	3.7	4.4	2.6	34.1
Green Ext Time (p_c), s	0.0	0.3	0.2	23.6	0.0	0.1	0.0	34.4

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	29	14	157	384	259	25	1566	125	107	1542	42
Future Volume (veh/h)	42	29	14	157	384	259	25	1566	125	107	1542	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	31	15	165	404	0	26	1648	0	113	1623	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	86	41	188	517		33	3155		134	3449	93
Arrive On Green	0.03	0.07	0.07	0.11	0.15	0.00	0.02	0.62	0.00	0.08	0.67	0.67
Sat Flow, veh/h	1781	1191	576	1781	3554	1585	1781	5106	1585	1781	5111	139
Grp Volume(v), veh/h	44	0	46	165	404	0	26	1648	0	113	1081	586
Grp Sat Flow(s),veh/h/ln	1781	0	1767	1781	1777	1585	1781	1702	1585	1781	1702	1845
Q Serve(g_s), s	3.7	0.0	3.7	13.7	16.4	0.0	2.2	27.3	0.0	9.4	22.7	22.7
Cycle Q Clear(g_c), s	3.7	0.0	3.7	13.7	16.4	0.0	2.2	27.3	0.0	9.4	22.7	22.7
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	57	0	127	188	517		33	3155		134	2297	1245
V/C Ratio(X)	0.77	0.00	0.36	0.88	0.78		0.79	0.52		0.84	0.47	0.47
Avail Cap(c_a), veh/h	143	0	249	333	860		143	3155		143	2297	1245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.1	0.0	66.3	66.1	61.8	0.0	73.3	16.2	0.0	68.5	11.6	11.6
Incr Delay (d2), s/veh	8.1	0.0	5.0	5.0	4.1	0.0	14.4	0.2	0.0	30.9	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.9	6.4	7.6	0.0	1.1	10.1	0.0	5.4	8.1	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.2	0.0	71.3	71.2	65.9	0.0	87.7	16.4	0.0	99.4	12.3	12.9
LnGrp LOS	F	A	E	E	E		F	B		F	B	B
Approach Vol, veh/h		90			569	A		1674	A		1780	
Approach Delay, s/veh		75.7			67.4			17.5			18.0	
Approach LOS		E			E			B			B	

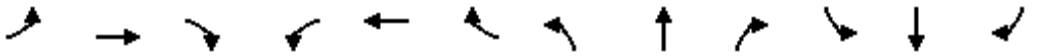
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	16.5	6.8	106.9	8.8	27.5	15.3	98.4
Change Period (Y+Rc), s	4.0	* 5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	28.0	* 21	12.0	70.3	12.0	36.3	12.0	70.3
Max Q Clear Time (g_c+I1), s	15.7	5.7	4.2	24.7	5.7	18.4	11.4	29.3
Green Ext Time (p_c), s	0.2	0.3	0.0	25.4	0.0	3.4	0.0	24.4

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1210	71	38	1599	629	228	1037	49	997	516	145
Future Volume (veh/h)	80	1210	71	38	1599	629	228	1037	49	997	516	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	1274	24	40	1683	0	240	1092	10	1049	543	70
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	1818	562	70	1735		286	1207	372	1229	2092	647
Arrive On Green	0.04	0.36	0.36	0.02	0.34	0.00	0.08	0.24	0.24	0.08	0.14	0.14
Sat Flow, veh/h	3456	5106	1578	3456	5106	1585	3456	5106	1575	5023	5106	1579
Grp Volume(v), veh/h	84	1274	24	40	1683	0	240	1092	10	1049	543	70
Grp Sat Flow(s),veh/h/ln	1728	1702	1578	1728	1702	1585	1728	1702	1575	1674	1702	1579
Q Serve(g_s), s	3.6	32.1	1.5	1.7	48.7	0.0	10.3	31.2	0.7	30.9	14.3	5.8
Cycle Q Clear(g_c), s	3.6	32.1	1.5	1.7	48.7	0.0	10.3	31.2	0.7	30.9	14.3	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	1818	562	70	1735		286	1207	372	1229	2092	647
V/C Ratio(X)	0.67	0.70	0.04	0.57	0.97		0.84	0.90	0.03	0.85	0.26	0.11
Avail Cap(c_a), veh/h	184	1818	562	184	1736		369	1236	381	1229	2092	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.4	41.4	31.6	72.8	48.8	0.0	67.8	55.6	34.8	66.3	44.5	40.8
Incr Delay (d2), s/veh	2.3	2.3	0.1	2.7	15.1	0.0	10.3	9.7	0.0	5.7	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	13.5	0.6	0.8	22.5	0.0	4.9	14.2	0.3	14.6	6.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	43.7	31.7	75.6	63.9	0.0	78.1	65.4	34.8	72.0	44.8	41.1
LnGrp LOS	E	D	C	E	E		E	E	C	E	D	D
Approach Vol, veh/h		1382			1723	A		1342			1662	
Approach Delay, s/veh		45.3			64.2			67.4			61.8	
Approach LOS		D			E			E			E	

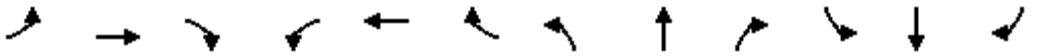
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	59.4	16.4	67.2	9.5	57.0	42.4	41.2
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	6.0	5.7	* 5.7
Max Green Setting (Gmax), s	8.0	51.0	16.0	55.3	8.0	51.0	35.0	* 36
Max Q Clear Time (g_c+I1), s	3.7	34.1	12.3	16.3	5.6	50.7	32.9	33.2
Green Ext Time (p_c), s	0.0	9.8	0.2	6.4	0.0	0.3	0.7	2.3

Intersection Summary	
HCM 6th Ctrl Delay	60.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

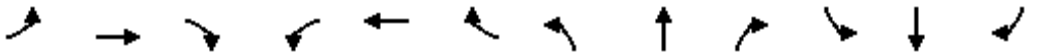
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	0	24	31	0	76	27	1168	21	13	572	9
Future Volume (veh/h)	38	0	24	31	0	76	27	1168	21	13	572	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	0	25	33	0	80	28	1229	22	14	602	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	0	170	266	0	237	76	1576	28	43	1514	23
Arrive On Green	0.11	0.00	0.11	0.15	0.00	0.15	0.04	0.44	0.44	0.02	0.42	0.42
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3572	64	1781	3584	54
Grp Volume(v), veh/h	40	0	25	33	0	80	28	611	640	14	298	313
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1859	1781	1777	1861
Q Serve(g_s), s	1.3	0.0	0.9	1.0	0.0	2.9	1.0	18.7	18.7	0.5	7.4	7.4
Cycle Q Clear(g_c), s	1.3	0.0	0.9	1.0	0.0	2.9	1.0	18.7	18.7	0.5	7.4	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	191	0	170	266	0	237	76	784	820	43	751	786
V/C Ratio(X)	0.21	0.00	0.15	0.12	0.00	0.34	0.37	0.78	0.78	0.33	0.40	0.40
Avail Cap(c_a), veh/h	280	0	249	1147	0	1021	224	929	972	224	929	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	0.0	25.8	23.5	0.0	24.3	29.6	15.2	15.2	30.6	12.8	12.8
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.1	0.0	0.3	1.1	4.4	4.2	1.6	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.3	0.4	0.0	1.0	0.4	7.1	7.3	0.2	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	0.0	25.9	23.6	0.0	24.6	30.7	19.6	19.4	32.2	13.3	13.3
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		65			113			1279			625	
Approach Delay, s/veh		26.1			24.3			19.7			13.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.8	6.7	32.6		13.5	5.5	33.8				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		10.0	8.0	33.3		41.0	8.0	33.3				
Max Q Clear Time (g_c+I1), s		3.3	3.0	9.4		4.9	2.5	20.7				
Green Ext Time (p_c), s		0.0	0.0	4.5		0.3	0.0	7.4				

Intersection Summary												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	243	494	57	691	452	442	796	153	102	459	18
Future Volume (veh/h)	23	243	494	57	691	452	442	796	153	102	459	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2001	1924	1924	2001	1924	1924	2001	1924	1924	1954	1879	1879
Adj Flow Rate, veh/h	24	256	520	60	727	476	465	838	161	107	483	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	95	966	680	164	1097	487	570	1215	540	372	1004	446
Arrive On Green	0.05	0.26	0.26	0.09	0.30	0.30	0.15	0.33	0.33	0.10	0.28	0.28
Sat Flow, veh/h	1906	3656	1622	1906	3656	1623	3698	3656	1623	3611	3571	1584
Grp Volume(v), veh/h	24	256	520	60	727	476	465	838	161	107	483	19
Grp Sat Flow(s),veh/h/ln	1906	1828	1622	1906	1828	1623	1849	1828	1623	1806	1785	1584
Q Serve(g_s), s	1.1	5.0	23.9	2.7	15.7	26.3	11.0	18.0	6.7	2.5	10.2	0.8
Cycle Q Clear(g_c), s	1.1	5.0	23.9	2.7	15.7	26.3	11.0	18.0	6.7	2.5	10.2	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	966	680	164	1097	487	570	1215	540	372	1004	446
V/C Ratio(X)	0.25	0.27	0.76	0.37	0.66	0.98	0.82	0.69	0.30	0.29	0.48	0.04
Avail Cap(c_a), veh/h	211	1466	902	211	1466	651	735	1386	615	399	1038	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	26.3	22.5	39.0	27.7	31.4	37.0	26.2	22.4	37.5	27.0	23.7
Incr Delay (d2), s/veh	0.5	0.2	3.9	0.5	1.2	28.1	4.3	1.6	0.5	0.2	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	9.0	1.2	6.4	13.1	5.0	7.3	2.4	1.0	4.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	26.6	26.4	39.5	28.8	59.5	41.3	27.8	22.9	37.7	27.6	23.7
LnGrp LOS	D	C	C	D	C	E	D	C	C	D	C	C
Approach Vol, veh/h		800			1263			1464			609	
Approach Delay, s/veh		26.9			40.9			31.6			29.3	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	29.6	18.0	31.2	8.5	32.9	13.3	35.8
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	10.0	36.3	18.0	26.3	10.0	36.3	10.0	34.3
Max Q Clear Time (g_c+I1), s	4.7	7.0	13.0	12.2	3.1	17.7	4.5	20.0
Green Ext Time (p_c), s	0.0	1.5	0.9	6.4	0.0	9.0	0.1	9.8

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

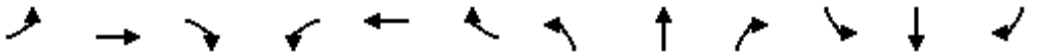
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	802	31	36	1023	90	123
Future Volume (veh/h)	802	31	36	1023	90	123
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	844	33	38	1077	95	129
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1342	599	121	1912	423	376
Arrive On Green	0.38	0.38	0.07	0.54	0.24	0.24
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	844	33	38	1077	95	129
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	8.4	0.6	0.9	8.7	1.9	2.9
Cycle Q Clear(g_c), s	8.4	0.6	0.9	8.7	1.9	2.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1342	599	121	1912	423	376
V/C Ratio(X)	0.63	0.06	0.31	0.56	0.22	0.34
Avail Cap(c_a), veh/h	2246	1002	330	3373	1072	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.0	8.5	19.2	6.6	13.3	13.7
Incr Delay (d2), s/veh	0.8	0.1	0.5	0.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.1	0.3	1.5	0.7	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.8	8.6	19.7	7.1	13.4	13.9
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h	877			1115	224	
Approach Delay, s/veh	11.7			7.5	13.7	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.3	6.9	22.0		28.9
Change Period (Y+Rc), s		4.0	4.0	5.7		* 5.7
Max Green Setting (Gmax), s		26.0	8.0	27.3		* 41
Max Q Clear Time (g_c+I1), s		4.9	2.9	10.4		10.7
Green Ext Time (p_c), s		0.5	0.0	5.9		10.5

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	145	650	59	334	289	403	1548	32	95	795	29
Future Volume (veh/h)	77	145	650	59	334	289	403	1548	32	95	795	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	81	153	0	62	352	0	424	1629	0	100	837	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	452		252	462		498	2510		441	2510	
Arrive On Green	0.07	0.13	0.00	0.07	0.13	0.00	0.14	0.49	0.00	0.13	0.49	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	81	153	0	62	352	0	424	1629	0	100	837	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	2.7	4.7	0.0	2.0	11.5	0.0	14.4	28.6	0.0	3.1	12.0	0.0
Cycle Q Clear(g_c), s	2.7	4.7	0.0	2.0	11.5	0.0	14.4	28.6	0.0	3.1	12.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	452		252	462		498	2510		441	2510	
V/C Ratio(X)	0.34	0.34		0.25	0.76		0.85	0.65		0.23	0.33	
Avail Cap(c_a), veh/h	288	690		288	702		1008	2510		441	2510	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.1	47.8	0.0	52.5	50.4	0.0	50.1	22.8	0.0	47.0	18.5	0.0
Incr Delay (d2), s/veh	0.3	0.8	0.0	0.2	4.5	0.0	1.6	1.3	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.1	0.0	0.9	5.3	0.0	6.0	10.6	0.0	1.3	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	48.5	0.0	52.7	54.9	0.0	51.7	24.1	0.0	47.1	18.7	0.0
LnGrp LOS	D	D		D	D		D	C		D	B	
Approach Vol, veh/h		234	A		414	A		2053	A		937	A
Approach Delay, s/veh		50.2			54.5			29.8			21.7	
Approach LOS		D			D			C			C	

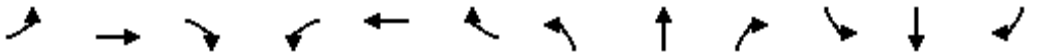
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.3	65.0	12.7	21.0	21.3	65.0	12.4	21.3
Change Period (Y+Rc), s	6.0	* 6	4.0	5.7	4.0	6.0	4.0	* 5.7
Max Green Setting (Gmax), s	8.0	* 59	10.0	23.3	35.0	32.0	10.0	* 24
Max Q Clear Time (g_c+I1), s	5.1	30.6	4.0	6.7	16.4	14.0	4.7	13.5
Green Ext Time (p_c), s	0.0	14.4	0.0	0.8	0.9	5.4	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

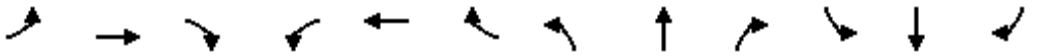
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	808	0	5	507	398	0	0	0	379	0	177
Future Volume (veh/h)	162	808	0	5	507	398	0	0	0	379	0	177
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1841	1841	0	1841	1841	1841				1841	0	1841
Adj Flow Rate, veh/h	171	851	0	5	534	419				399	0	186
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	4	4	0	4	4	4				4	0	4
Cap, veh/h	214	1869	0	0	1184	524				484	0	621
Arrive On Green	0.12	0.53	0.00	0.00	0.34	0.34				0.28	0.00	0.28
Sat Flow, veh/h	1753	3589	0	0	3497	1548				1753	0	1560
Grp Volume(v), veh/h	171	851	0	0	534	419				399	0	186
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1548				1753	0	1560
Q Serve(g_s), s	5.2	8.1	0.0	0.0	6.5	13.3				11.6	0.0	4.4
Cycle Q Clear(g_c), s	5.2	8.1	0.0	0.0	6.5	13.3				11.6	0.0	4.4
Prop In Lane	1.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	214	1869	0	0	1184	524				484	0	621
V/C Ratio(X)	0.80	0.46	0.00	0.00	0.45	0.80				0.82	0.00	0.30
Avail Cap(c_a), veh/h	258	1869	0	0	1526	675				903	0	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	23.2	7.8	0.0	0.0	14.0	16.3				18.4	0.0	11.2
Incr Delay (d2), s/veh	11.2	0.2	0.0	0.0	0.3	5.2				1.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.0	0.0	0.0	2.1	4.5				4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	8.0	0.0	0.0	14.3	21.5				19.8	0.0	11.3
LnGrp LOS	C	A	A	A	B	C				B	A	B
Approach Vol, veh/h		1022			953						585	
Approach Delay, s/veh		12.4			17.5						17.1	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	0.0	34.7		19.6	10.6	24.1
Change Period (Y+Rc), s	4.0	5.7		4.6	4.0	5.7
Max Green Setting (Gmax), s	28.0	24.7		28.0	8.0	23.7
Max Q Clear Time (g_c+I1), s	0.0	10.1		13.6	7.2	15.3
Green Ext Time (p_c), s	0.0	3.5		1.4	0.0	2.9

Intersection Summary		
HCM 6th Ctrl Delay		15.4
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	990	10	3	870	188	9	12	14	146	6	54
Future Volume (veh/h)	183	990	10	3	870	188	9	12	14	146	6	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1885	1826	1826	1885	1885	1885	1791	1791	1732
Adj Flow Rate, veh/h	193	1042	11	3	916	198	9	13	15	154	6	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	1	5	5	1	1	1	1	1	5
Cap, veh/h	240	1779	19	4	1285	566	57	25	29	207	8	180
Arrive On Green	0.14	0.51	0.51	0.00	0.37	0.37	0.03	0.03	0.03	0.13	0.13	0.13
Sat Flow, veh/h	1739	3517	37	1795	3469	1526	1795	798	921	1645	64	1433
Grp Volume(v), veh/h	193	514	539	3	916	198	9	0	28	160	0	57
Grp Sat Flow(s),veh/h/ln	1739	1735	1819	1795	1735	1526	1795	0	1719	1709	0	1433
Q Serve(g_s), s	5.7	11.0	11.0	0.1	12.0	5.0	0.3	0.0	0.8	4.8	0.0	1.9
Cycle Q Clear(g_c), s	5.7	11.0	11.0	0.1	12.0	5.0	0.3	0.0	0.8	4.8	0.0	1.9
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.54	0.96		1.00
Lane Grp Cap(c), veh/h	240	878	920	4	1285	566	57	0	55	215	0	180
V/C Ratio(X)	0.81	0.59	0.59	0.68	0.71	0.35	0.16	0.00	0.51	0.74	0.00	0.32
Avail Cap(c_a), veh/h	295	878	920	271	1460	642	271	0	260	258	0	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	9.2	9.2	26.4	14.3	12.1	25.0	0.0	25.3	22.3	0.0	21.1
Incr Delay (d2), s/veh	10.1	1.0	1.0	52.0	1.4	0.4	1.3	0.0	7.3	9.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.0	3.1	0.1	3.8	1.4	0.1	0.0	0.4	2.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	10.2	10.2	78.4	15.7	12.4	26.2	0.0	32.6	31.4	0.0	22.1
LnGrp LOS	C	B	B	E	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1246			1117			37			217	
Approach Delay, s/veh		13.6			15.3			31.0			29.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	32.5		5.7	11.3	25.3		10.7				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	25.3		8.0	9.0	22.3		8.0				
Max Q Clear Time (g_c+I1), s	2.1	13.0		2.8	7.7	14.0		6.8				
Green Ext Time (p_c), s	0.0	7.5		0.0	0.1	5.5		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		15.8	
HCM 6th LOS		B	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	896	282	317	990	136	288
Future Volume (veh/h)	896	282	317	990	136	288
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	943	297	334	1042	143	303
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1089	667	421	2234	208	560
Arrive On Green	0.31	0.31	0.24	0.63	0.12	0.12
Sat Flow, veh/h	3647	1572	1781	3647	1781	1585
Grp Volume(v), veh/h	943	297	334	1042	143	303
Grp Sat Flow(s),veh/h/ln	1777	1572	1781	1777	1781	1585
Q Serve(g_s), s	17.5	9.4	12.3	10.8	5.4	0.0
Cycle Q Clear(g_c), s	17.5	9.4	12.3	10.8	5.4	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1089	667	421	2234	208	560
V/C Ratio(X)	0.87	0.45	0.79	0.47	0.69	0.54
Avail Cap(c_a), veh/h	1168	702	433	2234	407	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	14.3	25.1	6.8	29.7	18.1
Incr Delay (d2), s/veh	6.7	0.5	8.7	0.7	1.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	3.7	5.6	2.8	2.3	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.6	14.8	33.8	7.5	31.2	18.4
LnGrp LOS	C	B	C	A	C	B
Approach Vol, veh/h	1240			1376	446	
Approach Delay, s/veh	26.1			13.9	22.5	
Approach LOS	C			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	22.5	27.5		12.2		50.0
Change Period (Y+Rc), s	6.0	* 6		4.0		6.0
Max Green Setting (Gmax), s	17.0	* 23		16.0		44.0
Max Q Clear Time (g_c+I1), s	14.3	19.5		7.4		12.8
Green Ext Time (p_c), s	0.2	1.9		0.8		4.5

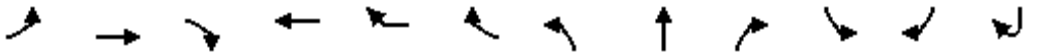
Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

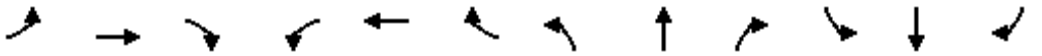
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	952	355	523	685	0	1361
Future Volume (vph)	952	355	523	685	0	1361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	4.0	4.0		4.0
Lane Util. Factor	0.91	1.00	0.97	0.95		1.00
Frpb, ped/bikes	1.00	0.98	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00		0.86
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	5085	1553	3433	3539		1611
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	5085	1553	3433	3539		1611
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1002	374	551	721	0	1433
RTOR Reduction (vph)	0	47	0	0	0	0
Lane Group Flow (vph)	1002	327	551	721	0	1433
Confl. Peds. (#/hr)		5				
Turn Type	NA	Perm	Prot	NA		Free
Protected Phases	2		1	1 2		
Permitted Phases		2				Free
Actuated Green, G (s)	42.5	42.5	17.8	70.0		70.0
Effective Green, g (s)	42.5	42.5	17.8	64.3		70.0
Actuated g/C Ratio	0.61	0.61	0.25	0.92		1.00
Clearance Time (s)	5.7	5.7	4.0			
Vehicle Extension (s)	3.4	3.4	2.0			
Lane Grp Cap (vph)	3087	942	872	3250		1611
v/s Ratio Prot	0.20		0.16	0.20		
v/s Ratio Perm		0.21				c0.89
v/c Ratio	0.32	0.35	0.63	0.22		0.89
Uniform Delay, d1	6.7	6.8	23.2	0.3		0.0
Progression Factor	0.35	0.17	1.23	1.00		1.00
Incremental Delay, d2	0.2	0.8	0.8	0.0		7.8
Delay (s)	2.6	2.0	29.3	0.3		7.8
Level of Service	A	A	C	A		A
Approach Delay (s)	2.4			12.9	7.8	
Approach LOS	A			B	A	

Intersection Summary			
HCM 2000 Control Delay	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBT	WBR	WBR2	NBL2	NBT	NBR	SBL	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	146	1810	357	707	692	894	201	539	705	144	300	53
Future Volume (vph)	146	1810	357	707	692	894	201	539	705	144	300	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	4.0	5.7	5.7	5.7	4.0	5.3	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.86	0.86	1.00	1.00	0.95	1.00	0.97	0.88	
Frpb, ped/bikes	1.00	1.00	0.98	0.99	1.00	1.00	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	0.95	0.85	0.85	1.00	1.00	0.85	1.00	0.85	
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1548	4542	1362	1583	1770	3539	1562	3433	2787	
Flt Permitted	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539	1548	4542	1362	1583	1770	3539	1562	3433	2787	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	154	1905	376	744	728	941	212	567	742	152	316	56
RTOR Reduction (vph)	0	0	0	0	0	129	0	0	0	0	86	0
Lane Group Flow (vph)	154	1905	376	1108	364	812	212	567	742	152	286	0
Confl. Peds. (#/hr)			5		5				5		5	
Turn Type	Prot	NA	Free	NA	Prot	Perm	Prot	NA	Free	Prot	pm+ov	
Protected Phases	5	2		6	6		3	8		7	5	
Permitted Phases			Free			6			Free		4	
Actuated Green, G (s)	12.0	85.8	140.0	69.8	69.8	69.8	44.5	29.2	140.0	10.0	12.0	
Effective Green, g (s)	12.0	85.8	140.0	69.8	69.8	69.8	44.5	29.2	140.0	10.0	12.0	
Actuated g/C Ratio	0.09	0.61	1.00	0.50	0.50	0.50	0.32	0.21	1.00	0.07	0.09	
Clearance Time (s)	4.0	5.7		5.7	5.7	5.7	4.0	5.3		4.0	4.0	
Vehicle Extension (s)	2.0	3.4		3.4	3.4	3.4	4.0	4.0		2.0	2.0	
Lane Grp Cap (vph)	294	2168	1548	2264	679	789	562	738	1562	245	238	
v/s Ratio Prot	0.04	0.54		0.24	0.27		0.12	c0.16		0.04	c0.10	
v/s Ratio Perm			0.24			c0.51			c0.48			
v/c Ratio	0.52	0.88	0.24	0.49	0.54	1.03	0.38	0.77	0.48	0.62	1.20	
Uniform Delay, d1	61.3	22.7	0.0	23.3	24.0	35.1	37.0	52.2	0.0	63.2	64.0	
Progression Factor	0.94	0.88	1.00	0.40	0.39	0.40	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	3.8	0.4	0.2	0.8	37.0	0.6	5.1	1.0	3.5	123.9	
Delay (s)	58.2	23.9	0.4	9.5	10.2	51.1	37.6	57.3	1.0	66.6	187.9	
Level of Service	E	C	A	A	B	D	D	E	A	E	F	
Approach Delay (s)		22.4		25.8				27.1				
Approach LOS		C		C				C				

Intersection Summary			
HCM 2000 Control Delay	34.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	89.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	2044	344	50	1937	59	153	154	187	84	229	239
Future Volume (veh/h)	240	2044	344	50	1937	59	153	154	187	84	229	239
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	2152	0	53	2039	0	161	162	0	88	241	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	2818		194	3277		358	923		239	850	261
Arrive On Green	0.17	1.00	0.00	0.06	0.51	0.00	0.07	0.18	0.00	0.07	0.17	0.17
Sat Flow, veh/h	3456	5106	1585	3456	6434	1585	5023	5106	1585	3456	5106	1571
Grp Volume(v), veh/h	253	2152	0	53	2039	0	161	162	0	88	241	251
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	1585	1674	1702	1585	1728	1702	1571
Q Serve(g_s), s	9.9	0.0	0.0	2.1	31.9	0.0	4.3	3.8	0.0	3.4	5.8	22.2
Cycle Q Clear(g_c), s	9.9	0.0	0.0	2.1	31.9	0.0	4.3	3.8	0.0	3.4	5.8	22.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	299	2818		194	3277		358	923		239	850	261
V/C Ratio(X)	0.85	0.76		0.27	0.62		0.45	0.18		0.37	0.28	0.96
Avail Cap(c_a), veh/h	395	2856		222	3277		359	923		247	850	261
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	0.0	0.0	63.3	24.7	0.0	62.4	48.5	0.0	62.2	51.0	57.9
Incr Delay (d2), s/veh	9.8	1.3	0.0	0.3	0.9	0.0	0.3	0.1	0.0	0.4	0.2	44.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.3	0.0	0.9	12.0	0.0	1.8	1.6	0.0	1.5	2.5	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	1.3	0.0	63.6	25.6	0.0	62.7	48.6	0.0	62.6	51.3	102.6
LnGrp LOS	E	A		E	C		E	D		E	D	F
Approach Vol, veh/h		2405	A		2092	A		323	A		580	
Approach Delay, s/veh		8.2			26.5			55.7			75.2	
Approach LOS		A			C			E			E	

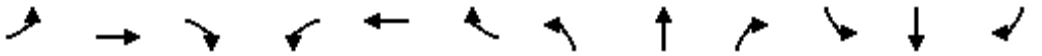
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	30.6	11.9	83.0	15.3	29.0	17.8	77.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.7	5.3	* 5.7	5.7	* 5.7
Max Green Setting (Gmax), s	10.0	23.7	9.0	78.3	10.0	* 23	16.0	* 71
Max Q Clear Time (g_c+I1), s	5.4	5.8	4.1	2.0	6.3	24.2	11.9	33.9
Green Ext Time (p_c), s	0.0	1.1	0.0	41.5	0.1	0.0	0.2	25.2

Intersection Summary	
HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	1230	193	34	570	33	146	1060	52	37	568	58
Future Volume (veh/h)	241	1230	193	34	570	33	146	1060	52	37	568	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	254	1295	0	36	600	0	154	1116	0	39	598	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	1460		46	1238		371	2014		50	1032	
Arrive On Green	0.09	0.41	0.00	0.03	0.35	0.00	0.21	0.39	0.00	0.03	0.20	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	254	1295	0	36	600	0	154	1116	0	39	598	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	10.1	47.3	0.0	2.8	18.5	0.0	10.5	23.7	0.0	3.0	14.8	0.0
Cycle Q Clear(g_c), s	10.1	47.3	0.0	2.8	18.5	0.0	10.5	23.7	0.0	3.0	14.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	1460		46	1238		371	2014		50	1032	
V/C Ratio(X)	0.83	0.89		0.78	0.48		0.42	0.55		0.78	0.58	
Avail Cap(c_a), veh/h	395	1607		102	1396		371	2014		102	1032	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	62.8	38.2	0.0	67.8	35.8	0.0	48.0	32.9	0.0	67.6	50.5	0.0
Incr Delay (d2), s/veh	9.0	6.4	0.0	10.0	0.4	0.0	0.3	0.5	0.0	9.2	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	21.0	0.0	1.4	7.9	0.0	4.6	9.6	0.0	1.5	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	44.7	0.0	77.8	36.2	0.0	48.3	33.3	0.0	76.8	52.8	0.0
LnGrp LOS	E	D		E	D		D	C		E	D	
Approach Vol, veh/h		1549	A		636	A		1270	A		637	A
Approach Delay, s/veh		49.1			38.5			35.1			54.3	
Approach LOS		D			D			D			D	

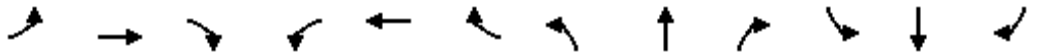
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	63.5	34.9	34.0	16.4	54.8	7.9	60.9
Change Period (Y+Rc), s	4.0	* 6	5.7	* 5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	8.0	* 63	21.0	* 28	16.0	55.0	8.0	41.3
Max Q Clear Time (g_c+I1), s	4.8	49.3	12.5	16.8	12.1	20.5	5.0	25.7
Green Ext Time (p_c), s	0.0	8.2	0.2	3.3	0.2	4.2	0.0	7.4

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	115	111	65	138	82	125	1451	44	120	1343	20
Future Volume (veh/h)	91	115	111	65	138	82	125	1451	44	120	1343	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	121	0	68	145	0	132	1527	0	126	1414	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	270		87	206		156	2272		150	2317	
Arrive On Green	0.07	0.08	0.00	0.05	0.06	0.00	0.09	0.44	0.00	0.08	0.45	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	96	121	0	68	145	0	132	1527	0	126	1414	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	7.4	4.6	0.0	5.3	5.6	0.0	10.2	33.2	0.0	9.8	29.3	0.0
Cycle Q Clear(g_c), s	7.4	4.6	0.0	5.3	5.6	0.0	10.2	33.2	0.0	9.8	29.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	270		87	206		156	2272		150	2317	
V/C Ratio(X)	0.81	0.45		0.79	0.70		0.85	0.67		0.84	0.61	
Avail Cap(c_a), veh/h	216	624		165	523		254	2272		254	2317	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.5	61.9	0.0	65.9	64.7	0.0	62.9	30.8	0.0	63.2	28.9	0.0
Incr Delay (d2), s/veh	5.0	1.4	0.0	5.8	5.9	0.0	6.6	1.6	0.0	4.7	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	2.1	0.0	2.5	2.7	0.0	4.8	13.5	0.0	4.6	11.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	63.3	0.0	71.7	70.6	0.0	69.5	32.4	0.0	67.9	29.5	0.0
LnGrp LOS	E	E		E	E		E	C		E	C	
Approach Vol, veh/h		217	A		213	A		1659	A		1540	A
Approach Delay, s/veh		66.0			70.9			35.3			32.6	
Approach LOS		E			E			D			C	

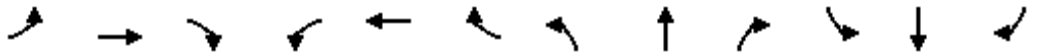
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	17.0	16.3	69.2	13.3	14.5	17.5	68.0
Change Period (Y+Rc), s	4.0	6.4	4.0	5.7	4.0	6.4	5.7	* 5.7
Max Green Setting (Gmax), s	13.0	24.6	20.0	62.3	17.0	20.6	20.0	* 62
Max Q Clear Time (g_c+I1), s	7.3	6.6	12.2	31.3	9.4	7.6	11.8	35.2
Green Ext Time (p_c), s	0.0	0.5	0.1	13.9	0.1	0.6	0.1	14.3

Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	1292	432	67	1132	658	459	628	24	511	617	87
Future Volume (veh/h)	210	1292	432	67	1132	658	459	628	24	511	617	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	221	1360	270	71	1192	0	483	661	22	538	649	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	2021	627	116	1702		546	1120	37	630	795	92
Arrive On Green	0.16	0.79	0.79	0.03	0.33	0.00	0.16	0.22	0.22	0.13	0.17	0.17
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5076	168	5023	4639	538
Grp Volume(v), veh/h	221	1360	270	71	1192	0	483	443	240	538	475	250
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1840	1674	1702	1774
Q Serve(g_s), s	7.4	14.3	3.1	2.4	24.4	0.0	16.4	14.0	14.1	12.6	16.1	16.4
Cycle Q Clear(g_c), s	7.4	14.3	3.1	2.4	24.4	0.0	16.4	14.0	14.1	12.6	16.1	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.30
Lane Grp Cap(c), veh/h	274	2021	627	116	1702		546	751	406	630	584	304
V/C Ratio(X)	0.81	0.67	0.43	0.61	0.70		0.88	0.59	0.59	0.85	0.81	0.82
Avail Cap(c_a), veh/h	374	2021	627	230	1702		691	823	445	753	652	340
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	9.0	1.9	57.2	34.8	0.0	49.5	41.9	41.9	51.4	47.9	48.0
Incr Delay (d2), s/veh	6.2	1.0	0.7	1.9	2.4	0.0	9.5	1.2	2.3	7.1	7.6	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.0	1.7	1.1	10.0	0.0	7.7	5.9	6.5	5.6	7.3	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	10.1	2.6	59.1	37.2	0.0	59.0	43.1	44.2	58.5	55.5	62.7
LnGrp LOS	E	B	A	E	D		E	D	D	E	E	E
Approach Vol, veh/h		1851			1263	A		1166			1263	
Approach Delay, s/veh		14.5			38.4			49.9			58.2	
Approach LOS		B			D			D			E	

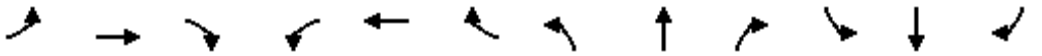
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	53.5	25.0	26.6	15.5	46.0	19.1	32.5
Change Period (Y+Rc), s	4.0	6.0	6.0	* 6	6.0	* 6	4.0	6.0
Max Green Setting (Gmax), s	8.0	45.0	24.0	* 23	13.0	* 40	18.0	29.0
Max Q Clear Time (g_c+I1), s	4.4	16.3	18.4	18.4	9.4	26.4	14.6	16.1
Green Ext Time (p_c), s	0.0	17.9	0.5	2.2	0.1	8.5	0.5	4.4

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

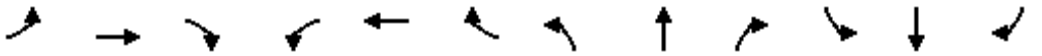
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	690	4	6	1115	14	7	0	2	26	5	77
Future Volume (veh/h)	30	690	4	6	1115	14	7	0	2	26	5	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	726	4	6	1174	13	7	0	2	27	5	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	1783	10	20	1633	18	42	0	37	221	41	232
Arrive On Green	0.05	0.49	0.49	0.01	0.45	0.45	0.02	0.00	0.02	0.15	0.15	0.15
Sat Flow, veh/h	1781	3624	20	1781	3600	40	1781	0	1585	1514	280	1585
Grp Volume(v), veh/h	32	356	374	6	579	608	7	0	2	32	0	72
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	1781	1777	1863	1781	0	1585	1795	0	1585
Q Serve(g_s), s	0.9	6.9	6.9	0.2	14.3	14.3	0.2	0.0	0.1	0.8	0.0	2.2
Cycle Q Clear(g_c), s	0.9	6.9	6.9	0.2	14.3	14.3	0.2	0.0	0.1	0.8	0.0	2.2
Prop In Lane	1.00		0.01	1.00		0.02	1.00		1.00	0.84		1.00
Lane Grp Cap(c), veh/h	88	874	918	20	806	845	42	0	37	262	0	232
V/C Ratio(X)	0.36	0.41	0.41	0.30	0.72	0.72	0.17	0.00	0.05	0.12	0.00	0.31
Avail Cap(c_a), veh/h	264	1061	1115	264	1061	1113	1285	0	1143	1792	0	1583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.9	8.7	8.7	26.5	12.0	12.0	25.9	0.0	25.8	20.1	0.0	20.6
Incr Delay (d2), s/veh	0.9	0.5	0.5	3.1	2.4	2.3	0.7	0.0	0.2	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.0	2.1	0.1	4.7	4.9	0.1	0.0	0.0	0.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	9.3	9.2	29.6	14.4	14.3	26.6	0.0	26.0	20.1	0.0	20.9
LnGrp LOS	C	A	A	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		762			1193			9			104	
Approach Delay, s/veh		9.9			14.4			26.5			20.7	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	32.3		5.3	6.7	30.2		11.9				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	32.3		39.0	8.0	32.3		54.0				
Max Q Clear Time (g_c+I1), s	2.2	8.9		2.2	2.9	16.3		4.2				
Green Ext Time (p_c), s	0.0	5.5		0.0	0.0	8.2		0.3				

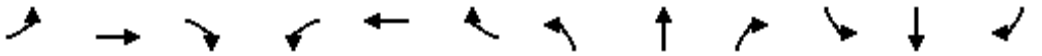
Intersection Summary												
HCM 6th Ctrl Delay			13.1									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	416	33	35	1142	72	48	4	22	30	21	16
Future Volume (veh/h)	55	416	33	35	1142	72	48	4	22	30	21	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	438	35	37	1202	76	51	4	23	32	22	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	1592	127	65	1621	723	204	16	195	116	79	170
Arrive On Green	0.06	0.48	0.48	0.04	0.46	0.46	0.12	0.12	0.12	0.11	0.11	0.11
Sat Flow, veh/h	1781	3334	265	1781	3554	1585	1657	130	1585	1076	740	1585
Grp Volume(v), veh/h	58	233	240	37	1202	76	55	0	23	54	0	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1823	1781	1777	1585	1787	0	1585	1817	0	1585
Q Serve(g_s), s	2.2	5.5	5.5	1.4	19.3	1.9	1.9	0.0	0.9	1.9	0.0	0.7
Cycle Q Clear(g_c), s	2.2	5.5	5.5	1.4	19.3	1.9	1.9	0.0	0.9	1.9	0.0	0.7
Prop In Lane	1.00		0.15	1.00		1.00	0.93		1.00	0.59		1.00
Lane Grp Cap(c), veh/h	104	849	870	65	1621	723	220	0	195	195	0	170
V/C Ratio(X)	0.56	0.27	0.28	0.57	0.74	0.11	0.25	0.00	0.12	0.28	0.00	0.10
Avail Cap(c_a), veh/h	205	878	901	205	1756	783	283	0	251	550	0	480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.8	10.9	10.9	32.9	15.5	10.8	27.5	0.0	27.1	28.5	0.0	28.0
Incr Delay (d2), s/veh	1.8	0.8	0.8	2.8	3.1	0.3	0.2	0.0	0.1	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.0	2.0	0.6	7.2	0.6	0.8	0.0	0.3	0.8	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	11.7	11.7	35.7	18.6	11.1	27.7	0.0	27.2	28.8	0.0	28.0
LnGrp LOS	C	B	B	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		531			1315			78			71	
Approach Delay, s/veh		14.1			18.6			27.6			28.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.6	6.6	38.9		11.5	8.0	37.4				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		11.0	8.0	34.3		21.0	8.0	34.3				
Max Q Clear Time (g_c+I1), s		3.9	3.4	7.5		3.9	4.2	21.3				
Green Ext Time (p_c), s		0.0	0.0	6.1		0.1	0.0	10.4				

Intersection Summary												
HCM 6th Ctrl Delay			18.1									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	332	74	32	627	283	464	1335	36	241	886	148
Future Volume (veh/h)	137	332	74	32	627	283	464	1335	36	241	886	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	144	349	0	34	660	0	488	1405	0	254	933	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	898		195	757		549	1886		310	1459	
Arrive On Green	0.10	0.25	0.00	0.06	0.21	0.00	0.16	0.37	0.00	0.09	0.29	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	144	349	0	34	660	0	488	1405	0	254	933	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	9.5	9.8	0.0	1.1	21.5	0.0	16.6	28.7	0.0	8.7	19.2	0.0
Cycle Q Clear(g_c), s	9.5	9.8	0.0	1.1	21.5	0.0	16.6	28.7	0.0	8.7	19.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	171	898		195	757		549	1886		310	1459	
V/C Ratio(X)	0.84	0.39		0.17	0.87		0.89	0.75		0.82	0.64	
Avail Cap(c_a), veh/h	238	1016		288	838		634	1886		346	1459	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.3	37.2	0.0	53.9	45.6	0.0	49.4	32.9	0.0	53.7	37.4	0.0
Incr Delay (d2), s/veh	13.0	0.5	0.0	0.2	10.1	0.0	12.1	1.9	0.0	11.9	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	4.2	0.0	0.5	10.3	0.0	7.8	11.3	0.0	4.1	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	37.6	0.0	54.1	55.7	0.0	61.6	34.8	0.0	65.5	39.6	0.0
LnGrp LOS	E	D		D	E		E	C		E	D	
Approach Vol, veh/h		493	A		694	A		1893	A		1187	A
Approach Delay, s/veh		46.0			55.7			41.7			45.2	
Approach LOS		D			E			D			D	

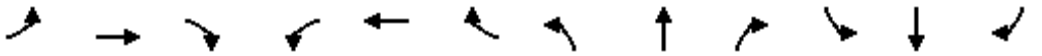
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	50.0	10.8	36.0	24.8	40.0	15.5	31.3
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	5.7	* 5.7	4.0	5.7
Max Green Setting (Gmax), s	12.0	44.3	10.0	34.3	22.0	* 34	16.0	28.3
Max Q Clear Time (g_c+I1), s	10.7	30.7	3.1	11.8	18.6	21.2	11.5	23.5
Green Ext Time (p_c), s	0.1	8.6	0.0	2.5	0.5	5.7	0.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

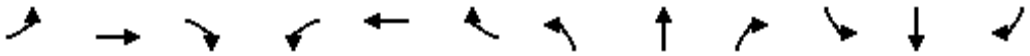
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	383	0	0	233	189	2	2	0	453	0	5
Future Volume (veh/h)	5	383	0	0	233	189	2	2	0	453	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	403	0	0	245	199	2	2	0	477	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	829	0	0	436	903	4	4	0	599	0	533
Arrive On Green	0.00	0.23	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.34	0.00	0.34
Sat Flow, veh/h	0	3647	0	0	1870	1585	912	912	0	1781	0	1585
Grp Volume(v), veh/h	0	403	0	0	245	199	4	0	0	477	0	5
Grp Sat Flow(s),veh/h/ln	0	1777	0	0	1870	1585	1825	0	0	1781	0	1585
Q Serve(g_s), s	0.0	3.0	0.0	0.0	3.5	1.9	0.1	0.0	0.0	7.4	0.0	0.1
Cycle Q Clear(g_c), s	0.0	3.0	0.0	0.0	3.5	1.9	0.1	0.0	0.0	7.4	0.0	0.1
Prop In Lane	0.00		0.00	0.00		1.00	0.50		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	829	0	0	436	903	8	0	0	599	0	533
V/C Ratio(X)	0.00	0.49	0.00	0.00	0.56	0.22	0.50	0.00	0.00	0.80	0.00	0.01
Avail Cap(c_a), veh/h	0	4469	0	0	500	957	1325	0	0	1294	0	1151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.0	0.0	0.0	10.2	3.2	15.0	0.0	0.0	9.1	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	1.2	0.1	16.9	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.0	0.0	1.0	0.8	0.1	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.5	0.0	0.0	11.4	3.3	32.0	0.0	0.0	10.0	0.0	6.7
LnGrp LOS	A	B	A	A	B	A	C	A	A	B	A	A
Approach Vol, veh/h		403			444			4			482	
Approach Delay, s/veh		10.5			7.8			32.0			10.0	
Approach LOS		B			A			C			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		12.0		4.1	0.0	12.0		14.2				
Change Period (Y+Rc), s		4.9		4.0	4.0	4.9		4.0				
Max Green Setting (Gmax), s		38.1		22.0	26.0	8.1		22.0				
Max Q Clear Time (g_c+I1), s		5.0		2.1	0.0	5.5		9.4				
Green Ext Time (p_c), s		2.1		0.0	0.0	0.7		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	836	10	3	372	0	14	0	14	114	3	11
Future Volume (veh/h)	0	836	10	3	372	0	14	0	14	114	3	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	880	0	3	392	0	15	0	15	120	3	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	1383		12	1741	0	47	0	47	267	49	196
Arrive On Green	0.00	0.39	0.00	0.01	0.49	0.00	0.06	0.00	0.06	0.15	0.15	0.15
Sat Flow, veh/h	0	3741	0	1781	3647	0	839	0	839	1781	327	1308
Grp Volume(v), veh/h	0	880	0	3	392	0	30	0	0	120	0	15
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	0	1677	0	0	1781	0	1635
Q Serve(g_s), s	0.0	8.5	0.0	0.1	2.7	0.0	0.7	0.0	0.0	2.6	0.0	0.3
Cycle Q Clear(g_c), s	0.0	8.5	0.0	0.1	2.7	0.0	0.7	0.0	0.0	2.6	0.0	0.3
Prop In Lane	0.00		0.00	1.00		0.00	0.50		0.50	1.00		0.80
Lane Grp Cap(c), veh/h	0	1383		12	1741	0	94	0	0	267	0	245
V/C Ratio(X)	0.00	0.64		0.26	0.23	0.00	0.32	0.00	0.00	0.45	0.00	0.06
Avail Cap(c_a), veh/h	0	1849		336	2853	0	790	0	0	839	0	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.5	0.0	21.0	6.2	0.0	19.3	0.0	0.0	16.4	0.0	15.5
Incr Delay (d2), s/veh	0.0	0.5	0.0	4.2	0.1	0.0	0.7	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.4	0.0	0.0	0.6	0.0	0.3	0.0	0.0	1.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.0	0.0	25.2	6.3	0.0	20.0	0.0	0.0	16.9	0.0	15.5
LnGrp LOS	A	B		C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		880	A		395			30			135	
Approach Delay, s/veh		11.0			6.4			20.0			16.7	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	4.3	21.4		6.4		25.7		10.4				
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9		4.0				
Max Green Setting (Gmax), s	8.0	22.1		20.0		34.1		20.0				
Max Q Clear Time (g_c+I1), s	2.1	10.5		2.7		4.7		4.6				
Green Ext Time (p_c), s	0.0	6.0		0.0		3.8		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			10.5									
HCM 6th LOS			B									

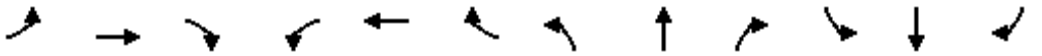
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	969	15	102	156	37	255
Future Volume (veh/h)	969	15	102	156	37	255
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1020	16	107	164	39	268
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1506	24	137	2092	372	331
Arrive On Green	0.42	0.42	0.08	0.59	0.21	0.21
Sat Flow, veh/h	3674	56	1781	3647	1781	1585
Grp Volume(v), veh/h	506	530	107	164	39	268
Grp Sat Flow(s),veh/h/ln	1777	1860	1781	1777	1781	1585
Q Serve(g_s), s	10.1	10.1	2.6	0.9	0.8	7.1
Cycle Q Clear(g_c), s	10.1	10.1	2.6	0.9	0.8	7.1
Prop In Lane		0.03	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	747	783	137	2092	372	331
V/C Ratio(X)	0.68	0.68	0.78	0.08	0.10	0.81
Avail Cap(c_a), veh/h	934	978	324	2514	608	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	10.3	19.9	3.9	14.1	16.6
Incr Delay (d2), s/veh	1.5	1.4	3.6	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.0	1.0	0.2	0.3	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.8	11.7	23.5	3.9	14.1	18.4
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	1036			271	307	
Approach Delay, s/veh	11.7			11.7	17.8	
Approach LOS	B			B	B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.4	23.4		13.2		30.8
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9
Max Green Setting (Gmax), s	8.0	23.1		15.0		31.1
Max Q Clear Time (g_c+I1), s	4.6	12.1		9.1		2.9
Green Ext Time (p_c), s	0.0	6.3		0.3		1.7

Intersection Summary						
HCM 6th Ctrl Delay			12.9			
HCM 6th LOS			B			



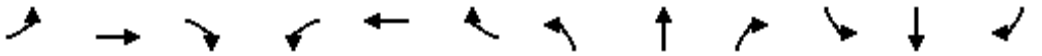
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1112	4	19	621	53	3	2	8	305	4	38
Future Volume (veh/h)	42	1112	4	19	621	53	3	2	8	305	4	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	1171	4	20	654	56	3	2	8	324	0	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	2579	9	24	2292	196	5	3	12	406	0	180
Arrive On Green	0.03	0.71	0.71	0.01	0.69	0.69	0.01	0.01	0.01	0.11	0.00	0.11
Sat Flow, veh/h	1781	3633	12	1781	3313	283	385	256	1026	3563	0	1585
Grp Volume(v), veh/h	44	573	602	20	350	360	13	0	0	324	0	40
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1819	1667	0	0	1781	0	1585
Q Serve(g_s), s	2.9	16.6	16.6	1.3	9.1	9.1	0.9	0.0	0.0	10.6	0.0	2.8
Cycle Q Clear(g_c), s	2.9	16.6	16.6	1.3	9.1	9.1	0.9	0.0	0.0	10.6	0.0	2.8
Prop In Lane	1.00		0.01	1.00		0.16	0.23		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	57	1262	1326	24	1229	1259	20	0	0	406	0	180
V/C Ratio(X)	0.78	0.45	0.45	0.83	0.29	0.29	0.67	0.00	0.00	0.80	0.00	0.22
Avail Cap(c_a), veh/h	134	1262	1326	119	1229	1259	269	0	0	754	0	336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.7	7.4	7.4	59.0	7.1	7.1	59.1	0.0	0.0	51.8	0.0	48.3
Incr Delay (d2), s/veh	8.2	1.2	1.1	21.1	0.1	0.1	25.2	0.0	0.0	2.7	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.9	6.2	0.7	3.2	3.3	0.5	0.0	0.0	4.9	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	8.6	8.6	80.2	7.2	7.2	84.2	0.0	0.0	54.6	0.0	48.8
LnGrp LOS	E	A	A	F	A	A	F	A	A	D	A	D
Approach Vol, veh/h		1219			730			13			364	
Approach Delay, s/veh		10.7			9.2			84.2			53.9	
Approach LOS		B			A			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	90.1		6.0	7.8	87.9		18.3				
Change Period (Y+Rc), s	4.0	4.9		4.6	4.0	4.9		4.6				
Max Green Setting (Gmax), s	8.0	49.1		19.4	9.0	48.1		25.4				
Max Q Clear Time (g_c+I1), s	3.3	18.6		2.9	4.9	11.1		12.6				
Green Ext Time (p_c), s	0.0	22.4		0.0	0.0	15.4		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		17.4	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	1314	15	56	634	1049	14	9	27	393	11	166
Future Volume (veh/h)	141	1314	15	56	634	1049	14	9	27	393	11	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	1383	16	59	667	685	15	9	0	423	0	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	1691	20	316	2124	947	33	34	29	496	0	221
Arrive On Green	0.19	1.00	1.00	0.18	0.60	0.60	0.02	0.02	0.00	0.14	0.00	0.14
Sat Flow, veh/h	1781	3321	38	1781	3554	1585	1781	1870	1585	3563	0	1585
Grp Volume(v), veh/h	148	623	776	59	667	685	15	9	0	423	0	29
Grp Sat Flow(s),veh/h/ln	1781	1496	1863	1781	1777	1585	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	9.7	0.0	0.0	3.4	11.2	36.7	1.0	0.6	0.0	13.9	0.0	1.9
Cycle Q Clear(g_c), s	9.7	0.0	0.0	3.4	11.2	36.7	1.0	0.6	0.0	13.9	0.0	1.9
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	762	949	316	2124	947	33	34	29	496	0	221
V/C Ratio(X)	0.86	0.82	0.82	0.19	0.31	0.72	0.46	0.26	0.00	0.85	0.00	0.13
Avail Cap(c_a), veh/h	178	762	949	316	2124	947	119	125	106	745	0	332
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	0.00	0.98	0.00	0.98
Uniform Delay (d), s/veh	47.7	0.0	0.0	42.0	12.0	17.1	58.3	58.1	0.0	50.4	0.0	45.3
Incr Delay (d2), s/veh	26.5	8.1	6.6	0.1	0.1	2.9	6.0	2.4	0.0	4.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	1.7	1.7	1.5	4.1	12.6	0.5	0.3	0.0	6.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.1	8.1	6.6	42.1	12.1	20.0	64.3	60.5	0.0	55.2	0.0	45.4
LnGrp LOS	E	A	A	D	B	B	E	E	A	E	A	D
Approach Vol, veh/h		1547			1411			24			452	
Approach Delay, s/veh		13.7			17.2			62.9			54.6	
Approach LOS		B			B			E			D	

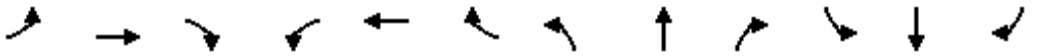
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.2	66.0		6.2	15.6	76.6		21.6				
Change Period (Y+Rc), s	4.9	* 4.9		4.0	4.0	4.9		4.9				
Max Green Setting (Gmax), s	8.0	* 61		8.0	12.0	57.1		25.1				
Max Q Clear Time (g_c+I1), s	5.4	2.0		3.0	11.7	38.7		15.9				
Green Ext Time (p_c), s	0.0	14.8		0.0	0.0	8.2		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		20.8
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1300	186	0	1628	693	0	0	0	317	521	143
Future Volume (veh/h)	0	1300	186	0	1628	693	0	0	0	317	521	143
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	1870	1870
Adj Flow Rate, veh/h	0	1368	196	0	1714	0				334	548	151
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	2	2
Cap, veh/h	0	1811	808	0	1907					571	599	508
Arrive On Green	0.00	0.51	0.51	0.00	1.00	0.00				0.32	0.32	0.32
Sat Flow, veh/h	0	3647	1585	0	3741	1585				1781	1870	1585
Grp Volume(v), veh/h	0	1368	196	0	1714	0				334	548	151
Grp Sat Flow(s),veh/h/ln	0	1777	1585	0	1870	1585				1781	1870	1585
Q Serve(g_s), s	0.0	18.4	4.2	0.0	0.0	0.0				9.4	16.9	4.3
Cycle Q Clear(g_c), s	0.0	18.4	4.2	0.0	0.0	0.0				9.4	16.9	4.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1811	808	0	1907					571	599	508
V/C Ratio(X)	0.00	0.76	0.24	0.00	0.90					0.59	0.91	0.30
Avail Cap(c_a), veh/h	0	1811	808	0	1907					585	614	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.55	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	11.7	8.2	0.0	0.0	0.0				17.1	19.6	15.3
Incr Delay (d2), s/veh	0.0	3.0	0.7	0.0	4.2	0.0				0.9	17.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.4	1.3	0.0	1.1	0.0				3.6	9.5	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.7	8.9	0.0	4.2	0.0				18.0	37.3	15.4
LnGrp LOS	A	B	A	A	A					B	D	B
Approach Vol, veh/h		1564			1714	A					1033	
Approach Delay, s/veh		14.0			4.2						27.9	
Approach LOS		B			A						C	

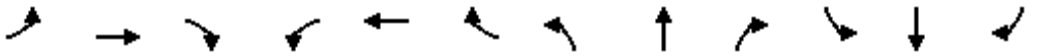
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		35.5		24.5		35.5						
Change Period (Y+Rc), s		4.9		5.3		4.9						
Max Green Setting (Gmax), s		30.1		19.7		30.1						
Max Q Clear Time (g_c+I1), s		20.4		18.9		2.0						
Green Ext Time (p_c), s		6.5		0.3		15.6						

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

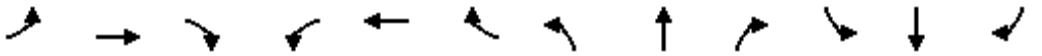
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	362	1255	0	0	1195	368	0	0	1429	0	0	1126
Future Volume (vph)	362	1255	0	0	1195	368	0	0	1429	0	0	1126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.9			4.9	4.0			4.0			4.0
Lane Util. Factor	1.00	0.91			0.91	1.00			1.00			0.88
Frt	1.00	1.00			1.00	0.85			0.86			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	5085			5085	1583			1611			2787
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	5085			5085	1583			1611			2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	381	1321	0	0	1258	387	0	0	1504	0	0	1185
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	18
Lane Group Flow (vph)	381	1321	0	0	1258	387	0	0	1504	0	0	1167
Turn Type	Prot	NA			NA	Free			Free			Over
Protected Phases	5	2			6							5
Permitted Phases						Free			Free			
Actuated Green, G (s)	28.6	60.0			22.5	60.0			60.0			28.6
Effective Green, g (s)	28.6	60.0			22.5	60.0			60.0			28.6
Actuated g/C Ratio	0.48	1.00			0.38	1.00			1.00			0.48
Clearance Time (s)	4.0	4.9			4.9							4.0
Vehicle Extension (s)	2.0	3.9			3.8							2.0
Lane Grp Cap (vph)	843	5085			1906	1583			1611			1328
v/s Ratio Prot	0.22	0.26			0.25							0.42
v/s Ratio Perm						0.24			c0.93			
v/c Ratio	0.45	0.26			0.66	0.24			0.93			0.88
Uniform Delay, d1	10.5	0.0			15.6	0.0			0.0			14.1
Progression Factor	1.71	1.00			0.59	1.00			1.00			1.00
Incremental Delay, d2	0.1	0.0			1.5	0.3			11.4			6.7
Delay (s)	18.0	0.0			10.8	0.3			11.4			20.8
Level of Service	B	A			B	A			B			C
Approach Delay (s)		4.0			8.3			11.4			20.8	
Approach LOS		A			A			B			C	

Intersection Summary			
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.9
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



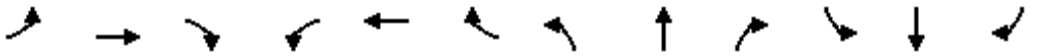
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	487	1800	215	106	1087	50	364	578	83	54	242	120
Future Volume (veh/h)	487	1800	215	106	1087	50	364	578	83	54	242	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	513	1895	226	112	1144	53	383	608	87	57	255	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1120	2809	1071	165	1690	78	439	791	350	97	631	707
Arrive On Green	0.32	0.55	0.55	0.05	0.27	0.27	0.13	0.22	0.22	0.03	0.12	0.12
Sat Flow, veh/h	3456	5106	1581	3456	6348	293	3456	3554	1574	3456	5106	1566
Grp Volume(v), veh/h	513	1895	226	112	869	328	383	608	87	57	255	126
Grp Sat Flow(s),veh/h/ln	1728	1702	1581	1728	1609	1816	1728	1777	1574	1728	1702	1566
Q Serve(g_s), s	14.1	31.9	6.5	3.8	19.3	19.4	13.1	19.3	5.5	2.0	5.5	1.7
Cycle Q Clear(g_c), s	14.1	31.9	6.5	3.8	19.3	19.4	13.1	19.3	5.5	2.0	5.5	1.7
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1120	2809	1071	165	1285	483	439	791	350	97	631	707
V/C Ratio(X)	0.46	0.67	0.21	0.68	0.68	0.68	0.87	0.77	0.25	0.59	0.40	0.18
Avail Cap(c_a), veh/h	1120	2809	1071	230	1532	576	490	1039	461	230	1094	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	19.3	7.3	56.2	39.4	39.4	51.4	43.8	38.4	57.6	48.5	7.8
Incr Delay (d2), s/veh	0.1	1.0	0.3	1.8	1.3	3.5	13.6	3.5	0.6	2.1	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	12.2	2.1	1.7	7.8	9.1	6.4	8.8	2.2	0.9	2.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	20.3	7.6	58.1	40.7	43.0	65.0	47.3	39.0	59.7	49.4	8.1
LnGrp LOS	C	C	A	E	D	D	E	D	D	E	D	A
Approach Vol, veh/h		2634			1309			1078			438	
Approach Delay, s/veh		21.6			42.8			52.9			38.9	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	70.9	19.2	20.1	43.8	36.8	7.4	32.0
Change Period (Y+Rc), s	4.0	4.9	4.0	5.3	4.9	* 4.9	4.0	* 5.3
Max Green Setting (Gmax), s	8.0	51.1	17.0	25.7	21.0	* 38	8.0	* 35
Max Q Clear Time (g_c+I1), s	5.8	33.9	15.1	7.5	16.1	21.4	4.0	21.3
Green Ext Time (p_c), s	0.0	15.4	0.2	3.6	0.5	10.5	0.0	5.4

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1832	41	29	1108	25	54	14	43	35	21	37
Future Volume (veh/h)	90	1832	41	29	1108	25	54	14	43	35	21	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	1928	43	31	1166	26	57	15	45	30	32	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	2359	53	510	3503	1083	85	89	75	105	110	91
Arrive On Green	0.04	0.31	0.31	0.57	1.00	1.00	0.05	0.05	0.05	0.06	0.06	0.06
Sat Flow, veh/h	1781	5139	114	1781	5106	1579	1781	1870	1585	1781	1870	1545
Grp Volume(v), veh/h	95	1277	694	31	1166	26	57	15	45	30	32	39
Grp Sat Flow(s),veh/h/ln	1781	1702	1849	1781	1702	1579	1781	1870	1585	1781	1870	1545
Q Serve(g_s), s	6.3	41.6	41.7	0.9	0.0	0.0	3.8	0.9	3.3	1.9	2.0	2.9
Cycle Q Clear(g_c), s	6.3	41.6	41.7	0.9	0.0	0.0	3.8	0.9	3.3	1.9	2.0	2.9
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	119	1563	849	510	3503	1083	85	89	75	105	110	91
V/C Ratio(X)	0.80	0.82	0.82	0.06	0.33	0.02	0.67	0.17	0.60	0.29	0.29	0.43
Avail Cap(c_a), veh/h	178	1563	849	510	3503	1083	134	140	119	460	483	399
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	36.9	36.9	18.5	0.0	0.0	56.2	54.9	56.0	54.1	54.1	54.5
Incr Delay (d2), s/veh	7.8	4.8	8.6	0.0	0.2	0.0	3.4	0.3	2.8	0.6	0.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	18.9	21.5	0.4	0.1	0.0	1.8	0.4	1.4	0.9	0.9	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	41.7	45.5	18.5	0.2	0.0	59.7	55.2	58.8	54.6	54.6	55.7
LnGrp LOS	E	D	D	B	A	A	E	E	E	D	D	E
Approach Vol, veh/h		2066			1223			117			101	
Approach Delay, s/veh		44.0			0.6			58.8			55.0	
Approach LOS		D			A			E			E	

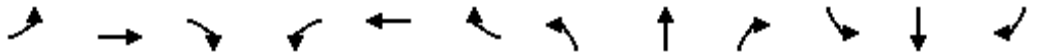
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	39.2	60.0		9.7	12.0	87.2		11.1				
Change Period (Y+Rc), s	4.9	* 4.9		4.0	4.0	4.9		4.0				
Max Green Setting (Gmax), s	8.0	* 55		9.0	12.0	51.1		31.0				
Max Q Clear Time (g_c+I1), s	2.9	43.7		5.8	8.3	2.0		4.9				
Green Ext Time (p_c), s	0.0	10.5		0.0	0.0	25.3		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		29.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



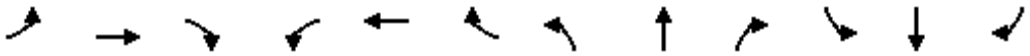
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1807	34	5	1085	24	106	33	20	35	7	6
Future Volume (veh/h)	13	1807	34	5	1085	24	106	33	20	35	7	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	1902	36	5	1142	25	84	74	21	25	24	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	2142	649	43	2217	672	124	98	28	166	132	33
Arrive On Green	0.02	0.84	0.84	0.02	0.43	0.43	0.07	0.07	0.07	0.09	0.09	0.09
Sat Flow, veh/h	1781	5106	1547	1781	5106	1549	1781	1401	398	1781	1422	355
Grp Volume(v), veh/h	14	1902	36	5	1142	25	84	0	95	25	0	30
Grp Sat Flow(s),veh/h/ln	1781	1702	1547	1781	1702	1549	1781	0	1799	1781	0	1777
Q Serve(g_s), s	0.9	28.3	0.5	0.3	19.6	1.1	5.5	0.0	6.2	1.5	0.0	1.9
Cycle Q Clear(g_c), s	0.9	28.3	0.5	0.3	19.6	1.1	5.5	0.0	6.2	1.5	0.0	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.20
Lane Grp Cap(c), veh/h	17	2142	649	43	2217	672	124	0	126	166	0	165
V/C Ratio(X)	0.84	0.89	0.06	0.12	0.52	0.04	0.67	0.00	0.76	0.15	0.00	0.18
Avail Cap(c_a), veh/h	119	2217	672	119	2217	672	178	0	180	451	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.8	7.9	5.7	57.3	24.7	19.5	54.5	0.0	54.8	50.1	0.0	50.2
Incr Delay (d2), s/veh	32.1	5.4	0.1	0.4	0.9	0.1	4.7	0.0	8.5	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.3	0.2	0.2	7.9	0.4	2.6	0.0	3.1	0.7	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.9	13.3	5.8	57.7	25.6	19.6	59.1	0.0	63.3	50.2	0.0	50.4
LnGrp LOS	F	B	A	E	C	B	E	A	E	D	A	D
Approach Vol, veh/h		1952			1172			179			55	
Approach Delay, s/veh		13.7			25.6			61.4			50.3	
Approach LOS		B			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	55.2		15.8	5.1	57.0		12.4				
Change Period (Y+Rc), s	4.0	4.9		4.6	4.0	4.9		4.0				
Max Green Setting (Gmax), s	8.0	52.1		30.4	8.0	52.1		12.0				
Max Q Clear Time (g_c+I1), s	2.3	30.3		3.9	2.9	21.6		8.2				
Green Ext Time (p_c), s	0.0	20.1		0.1	0.0	18.7		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		21.0
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



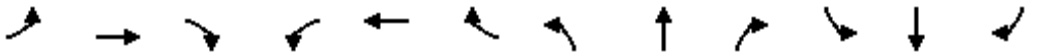
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	1725	58	13	1095	8	14	4	10	16	2	21
Future Volume (veh/h)	48	1725	58	13	1095	8	14	4	10	16	2	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	1816	61	14	1153	8	15	4	11	17	2	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	756	4121	138	17	2039	14	18	11	31	20	4	39
Arrive On Green	0.42	0.81	0.81	0.01	0.39	0.39	0.01	0.03	0.03	0.01	0.03	0.03
Sat Flow, veh/h	1781	5073	170	1781	5231	36	1781	425	1170	1781	128	1410
Grp Volume(v), veh/h	51	1218	659	14	750	411	15	0	15	17	0	24
Grp Sat Flow(s),veh/h/ln	1781	1702	1839	1781	1702	1864	1781	0	1595	1781	0	1538
Q Serve(g_s), s	2.0	12.6	12.6	0.9	20.7	20.7	1.0	0.0	1.1	1.1	0.0	1.8
Cycle Q Clear(g_c), s	2.0	12.6	12.6	0.9	20.7	20.7	1.0	0.0	1.1	1.1	0.0	1.8
Prop In Lane	1.00		0.09	1.00		0.02	1.00		0.73	1.00		0.92
Lane Grp Cap(c), veh/h	756	2765	1494	17	1327	726	18	0	42	20	0	43
V/C Ratio(X)	0.07	0.44	0.44	0.84	0.57	0.57	0.85	0.00	0.36	0.84	0.00	0.56
Avail Cap(c_a), veh/h	756	2765	1494	119	1932	1058	119	0	213	119	0	205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	3.3	3.3	59.4	28.7	28.7	59.3	0.0	57.4	59.2	0.0	57.6
Incr Delay (d2), s/veh	0.0	0.5	0.9	32.1	1.2	2.2	64.7	0.0	5.1	56.8	0.0	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.2	3.6	0.6	8.5	9.5	0.8	0.0	0.5	0.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	3.8	4.2	91.5	29.9	30.9	124.0	0.0	62.5	116.0	0.0	68.7
LnGrp LOS	C	A	A	F	C	C	F	A	E	F	A	E
Approach Vol, veh/h		1928			1175			30			41	
Approach Delay, s/veh		4.4			31.0			93.3			88.3	
Approach LOS		A			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	102.4	5.2	7.3	55.8	51.7	5.4	7.2
Change Period (Y+Rc), s	4.0	4.9	4.0	4.0	4.9	* 4.9	4.0	4.0
Max Green Setting (Gmax), s	8.0	71.1	8.0	16.0	11.0	* 68	8.0	16.0
Max Q Clear Time (g_c+I1), s	2.9	14.6	3.0	3.8	4.0	22.7	3.1	3.1
Green Ext Time (p_c), s	0.0	46.5	0.0	0.0	0.0	24.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	1546	89	99	976	106	174	708	392	79	318	26
Future Volume (veh/h)	181	1546	89	99	976	106	174	708	392	79	318	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	1627	0	104	1027	0	183	745	288	83	335	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	2004		521	2444		239	1168	360	131	1081	333
Arrive On Green	0.02	0.13	0.00	0.30	0.96	0.00	0.07	0.23	0.23	0.04	0.21	0.21
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1575	3456	5106	1574
Grp Volume(v), veh/h	191	1627	0	104	1027	0	183	745	288	83	335	5
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1575	1728	1702	1574
Q Serve(g_s), s	6.6	37.2	0.0	2.7	1.7	0.0	6.2	15.8	20.7	2.8	6.6	0.3
Cycle Q Clear(g_c), s	6.6	37.2	0.0	2.7	1.7	0.0	6.2	15.8	20.7	2.8	6.6	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	2004		521	2444		239	1168	360	131	1081	333
V/C Ratio(X)	0.77	0.81		0.20	0.42		0.77	0.64	0.80	0.63	0.31	0.02
Avail Cap(c_a), veh/h	317	2004		521	2444		288	1587	489	202	1477	455
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.6	47.9	0.0	36.5	1.4	0.0	54.9	41.8	43.7	56.9	39.9	37.4
Incr Delay (d2), s/veh	6.0	3.7	0.0	0.1	0.3	0.0	7.6	0.5	6.1	1.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	17.6	0.0	1.1	0.5	0.0	2.9	6.6	8.5	1.3	2.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	51.6	0.0	36.6	1.7	0.0	62.5	42.3	49.8	58.8	40.1	37.4
LnGrp LOS	E	D		D	A		E	D	D	E	D	D
Approach Vol, veh/h		1818	A		1131	A		1216			423	
Approach Delay, s/veh		52.9			4.9			47.1			43.7	
Approach LOS		D			A			D			D	

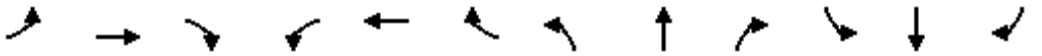
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	52.0	13.3	31.7	12.7	62.3	10.9	34.1
Change Period (Y+Rc), s	4.9	* 4.9	5.0	6.3	4.0	4.9	6.3	* 6.7
Max Green Setting (Gmax), s	8.0	* 47	10.0	34.7	11.0	44.1	7.0	* 37
Max Q Clear Time (g_c+I1), s	4.7	39.2	8.2	8.6	8.6	3.7	4.8	22.7
Green Ext Time (p_c), s	0.0	7.3	0.1	2.2	0.1	18.4	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



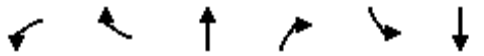
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	1525	184	245	1800	151	399	1022	150	185	958	147
Future Volume (veh/h)	158	1525	184	245	1800	151	399	1022	150	185	958	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	1605	70	258	1895	0	420	1076	0	195	1008	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	1915	590	346	2129		461	1332		288	1077	329
Arrive On Green	0.07	0.38	0.38	0.10	0.42	0.00	0.13	0.26	0.00	0.08	0.21	0.21
Sat Flow, veh/h	3456	5106	1572	3456	5106	1585	3456	5106	1585	3456	5106	1562
Grp Volume(v), veh/h	166	1605	70	258	1895	0	420	1076	0	195	1008	27
Grp Sat Flow(s),veh/h/ln	1728	1702	1572	1728	1702	1585	1728	1702	1585	1728	1702	1562
Q Serve(g_s), s	5.6	34.4	2.3	8.7	41.3	0.0	14.4	23.7	0.0	6.6	23.3	1.7
Cycle Q Clear(g_c), s	5.6	34.4	2.3	8.7	41.3	0.0	14.4	23.7	0.0	6.6	23.3	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	1915	590	346	2129		461	1332		288	1077	329
V/C Ratio(X)	0.64	0.84	0.12	0.75	0.89		0.91	0.81		0.68	0.94	0.08
Avail Cap(c_a), veh/h	259	1915	590	346	2129		461	1332		288	1077	329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	34.2	10.5	52.5	32.4	0.0	51.3	41.5	0.0	53.4	46.6	38.0
Incr Delay (d2), s/veh	4.1	4.6	0.4	7.7	5.2	0.0	21.8	4.0	0.0	5.2	14.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	14.3	1.3	4.1	17.0	0.0	7.3	9.9	0.0	3.0	10.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	38.8	10.9	60.2	37.6	0.0	73.1	45.5	0.0	58.6	61.4	38.2
LnGrp LOS	E	D	B	E	D		E	D		E	E	D
Approach Vol, veh/h		1841			2153	A		1496	A		1230	
Approach Delay, s/veh		39.4			40.3			53.3			60.5	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	51.0	20.0	31.0	13.0	56.0	14.0	37.0
Change Period (Y+Rc), s	6.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	12.0	45.0	16.0	25.3	9.0	50.0	10.0	31.3
Max Q Clear Time (g_c+I1), s	10.7	36.4	16.4	25.3	7.6	43.3	8.6	25.7
Green Ext Time (p_c), s	0.1	8.3	0.0	0.0	0.1	6.5	0.1	4.8

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



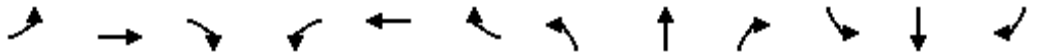
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	364	1329	494	479	1523	815
Future Volume (veh/h)	364	1329	494	479	1523	815
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	383	0	520	318	1603	858
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	426		995	444	1680	1499
Arrive On Green	0.12	0.00	0.28	0.28	0.49	0.80
Sat Flow, veh/h	3456	2790	3647	1585	3456	1870
Grp Volume(v), veh/h	383	0	520	318	1603	858
Grp Sat Flow(s),veh/h/ln	1728	1395	1777	1585	1728	1870
Q Serve(g_s), s	16.4	0.0	18.5	27.1	66.7	25.3
Cycle Q Clear(g_c), s	16.4	0.0	18.5	27.1	66.7	25.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	426		995	444	1680	1499
V/C Ratio(X)	0.90		0.52	0.72	0.95	0.57
Avail Cap(c_a), veh/h	440		995	444	1756	1499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.8	0.0	45.6	48.6	37.0	5.5
Incr Delay (d2), s/veh	20.5	0.0	0.5	5.5	12.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	0.0	8.2	11.3	29.9	8.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	85.4	0.0	46.1	54.1	49.1	6.0
LnGrp LOS	F		D	D	D	A
Approach Vol, veh/h	383	A	838			2461
Approach Delay, s/veh	85.4		49.1			34.1
Approach LOS	F		D			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	78.9	47.3				126.2	23.8
Change Period (Y+Rc), s	6.0	5.3				6.0	5.3
Max Green Setting (Gmax), s	76.2	38.1				119.6	19.1
Max Q Clear Time (g_c+I1), s	68.7	29.1				27.3	18.4
Green Ext Time (p_c), s	4.2	3.0				7.6	0.1

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	447	1613	31	135	1539	85	64	166	123	52	110	211
Future Volume (veh/h)	447	1613	31	135	1539	85	64	166	123	52	110	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	471	1698	32	142	1620	47	67	175	13	55	116	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	461	1736	33	808	2117	944	108	209	178	71	149	126
Arrive On Green	0.13	0.49	0.49	0.23	0.60	0.60	0.06	0.11	0.11	0.04	0.08	0.08
Sat Flow, veh/h	3456	3568	67	3456	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	471	844	886	142	1620	47	67	175	13	55	116	63
Grp Sat Flow(s),veh/h/ln	1728	1777	1858	1728	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	20.0	69.7	70.2	4.9	50.8	1.9	5.5	13.7	0.7	4.6	9.1	4.5
Cycle Q Clear(g_c), s	20.0	69.7	70.2	4.9	50.8	1.9	5.5	13.7	0.7	4.6	9.1	4.5
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	461	865	904	808	2117	944	108	209	178	71	149	126
V/C Ratio(X)	1.02	0.98	0.98	0.18	0.77	0.05	0.62	0.84	0.07	0.78	0.78	0.50
Avail Cap(c_a), veh/h	461	865	904	808	2117	944	190	338	286	190	324	275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	37.6	37.8	45.9	22.5	12.6	68.7	65.2	26.2	71.4	67.7	40.8
Incr Delay (d2), s/veh	47.7	25.3	25.4	0.0	1.8	0.0	2.1	13.9	0.3	6.7	10.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	35.1	36.9	2.1	20.6	0.7	2.6	7.4	0.5	2.2	4.8	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.7	62.9	63.2	46.0	24.4	12.7	70.9	79.2	26.5	78.1	78.2	44.5
LnGrp LOS	F	E	E	D	C	B	E	E	C	E	E	D
Approach Vol, veh/h		2201			1809			255			234	
Approach Delay, s/veh		73.7			25.8			74.3			69.1	
Approach LOS		E			C			E			E	

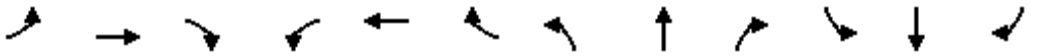
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	21.4	40.4	78.3	13.7	17.6	24.0	94.7
Change Period (Y+Rc), s	4.0	4.6	5.3	* 5.3	4.6	* 5.7	4.0	5.3
Max Green Setting (Gmax), s	16.0	27.1	16.0	* 73	16.0	* 26	20.0	69.0
Max Q Clear Time (g_c+I1), s	6.6	15.7	6.9	72.2	7.5	11.1	22.0	52.8
Green Ext Time (p_c), s	0.0	1.1	0.1	0.8	0.0	0.8	0.0	12.4

Intersection Summary	
HCM 6th Ctrl Delay	54.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1823	0	3	1748	7	11	0	28	47	2	23
Future Volume (veh/h)	3	1823	0	3	1748	7	11	0	28	47	2	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1919	0	3	1840	7	12	0	29	49	2	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	364	2950	0	4	2249	9	36	10	36	108	3	93
Arrive On Green	0.41	1.00	0.00	0.00	0.62	0.62	0.06	0.00	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1781	3647	0	1781	3631	14	83	168	607	1044	48	1585
Grp Volume(v), veh/h	3	1919	0	3	900	947	41	0	0	51	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1868	858	0	0	1092	0	1585
Q Serve(g_s), s	0.1	0.0	0.0	0.3	58.6	58.7	0.7	0.0	0.0	0.0	0.0	2.2
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.3	58.6	58.7	7.9	0.0	0.0	7.2	0.0	2.2
Prop In Lane	1.00		0.00	1.00		0.01	0.29		0.71	0.96		1.00
Lane Grp Cap(c), veh/h	364	2950	0	4	1101	1157	81	0	0	111	0	93
V/C Ratio(X)	0.01	0.65	0.00	0.72	0.82	0.82	0.50	0.00	0.00	0.46	0.00	0.26
Avail Cap(c_a), veh/h	364	2950	0	95	1335	1403	124	0	0	150	0	137
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	0.0	74.8	22.0	22.0	68.8	0.0	0.0	69.8	0.0	67.5
Incr Delay (d2), s/veh	0.0	1.1	0.0	59.5	3.8	3.7	1.8	0.0	0.0	1.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.0	0.2	24.0	25.2	1.6	0.0	0.0	2.0	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	1.1	0.0	134.3	25.8	25.7	70.6	0.0	0.0	70.9	0.0	68.0
LnGrp LOS	D	A	A	F	C	C	E	A	A	E	A	E
Approach Vol, veh/h		1922			1850			41			75	
Approach Delay, s/veh		1.2			25.9			70.6			70.0	
Approach LOS		A			C			E			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.8	4.4	129.8		15.8	36.0	98.2				
Change Period (Y+Rc), s		7.0	4.0	5.3		7.0	5.3	* 5.3				
Max Green Setting (Gmax), s		13.0	8.0	112.7		13.0	8.0	* 1.1E2				
Max Q Clear Time (g_c+I1), s		9.9	2.3	2.0		9.2	2.1	60.7				
Green Ext Time (p_c), s		0.0	0.0	32.3		0.0	0.0	32.2				

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

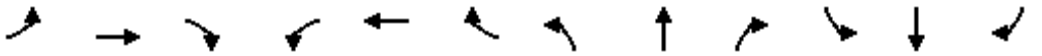
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1899	8	262	1768	0	374
Future Volume (vph)	1899	8	262	1768	0	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3		6.0	5.3		6.0
Lane Util. Factor	0.91		0.97	0.95		1.00
Frt	1.00		1.00	1.00		0.86
Flt Protected	1.00		0.95	1.00		1.00
Satd. Flow (prot)	5082		3433	3539		1611
Flt Permitted	1.00		0.95	1.00		1.00
Satd. Flow (perm)	5082		3433	3539		1611
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1999	8	276	1861	0	394
RTOR Reduction (vph)	0	0	0	0	0	6
Lane Group Flow (vph)	2007	0	276	1861	0	388
Turn Type	NA		Prot	NA		Over
Protected Phases	4		3	8		3
Permitted Phases						
Actuated Green, G (s)	41.7		20.0	75.0		20.0
Effective Green, g (s)	41.7		20.0	75.0		20.0
Actuated g/C Ratio	0.56		0.27	1.00		0.27
Clearance Time (s)	7.3		6.0	5.3		6.0
Vehicle Extension (s)	3.5		2.0	3.5		2.0
Lane Grp Cap (vph)	2825		915	3539		429
v/s Ratio Prot	c0.39		0.08	0.53		c0.24
v/s Ratio Perm						
v/c Ratio	0.71		0.30	0.53		0.90
Uniform Delay, d1	12.2		21.9	0.0		26.6
Progression Factor	1.06		1.23	1.00		1.00
Incremental Delay, d2	1.2		0.0	0.3		21.7
Delay (s)	14.2		27.0	0.3		48.3
Level of Service	B		C	A		D
Approach Delay (s)	14.2			3.7	48.3	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	1074	1067	430	975	277	1022	823	162	185	346	71
Future Volume (veh/h)	231	1074	1067	430	975	277	1022	823	162	185	346	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	243	1131	0	453	1026	170	1076	866	50	195	364	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	1216		438	1334	595	1060	1189	530	241	454	141
Arrive On Green	0.14	0.57	0.00	0.13	0.38	0.38	0.31	0.33	0.33	0.07	0.09	0.09
Sat Flow, veh/h	3456	3554	2790	3456	3554	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	243	1131	0	453	1026	170	1076	866	50	195	364	4
Grp Sat Flow(s),veh/h/ln	1728	1777	1395	1728	1777	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	10.3	43.6	0.0	19.0	38.0	8.8	46.0	32.2	3.3	8.3	10.5	0.3
Cycle Q Clear(g_c), s	10.3	43.6	0.0	19.0	38.0	8.8	46.0	32.2	3.3	8.3	10.5	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	1216		438	1334	595	1060	1189	530	241	454	141
V/C Ratio(X)	0.85	0.93		1.03	0.77	0.29	1.02	0.73	0.09	0.81	0.80	0.03
Avail Cap(c_a), veh/h	299	1216		438	1334	595	1060	1189	530	323	534	166
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.8	30.5	0.0	65.5	41.1	20.0	52.0	43.9	34.3	68.8	67.0	62.4
Incr Delay (d2), s/veh	18.8	12.6	0.0	52.3	4.3	1.2	31.5	2.5	0.1	7.9	8.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	16.9	0.0	11.5	17.1	3.4	24.2	14.4	1.3	3.9	4.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.7	43.1	0.0	117.8	45.5	21.2	83.5	46.4	34.4	76.7	75.1	62.5
LnGrp LOS	F	D		F	D	C	F	D	C	E	E	E
Approach Vol, veh/h		1374	A		1649			1992			563	
Approach Delay, s/veh		50.1			62.8			66.1			75.6	
Approach LOS		D			E			E			E	

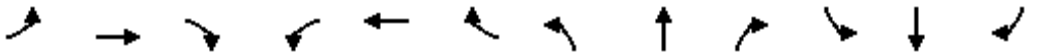
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	55.5	23.0	56.6	51.3	18.6	17.6	62.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	5.3	* 5.3	5.3	* 5.7
Max Green Setting (Gmax), s	14.0	47.7	19.0	50.7	46.0	* 16	13.0	* 56
Max Q Clear Time (g_c+I1), s	10.3	34.2	21.0	45.6	48.0	12.5	12.3	40.0
Green Ext Time (p_c), s	0.1	6.2	0.0	3.5	0.0	0.9	0.0	8.0

Intersection Summary	
HCM 6th Ctrl Delay	62.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



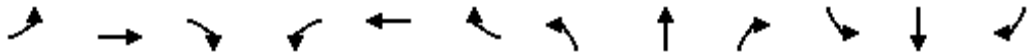
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1204	110	88	1486	4	15	0	519	9	2	7
Future Volume (veh/h)	5	1204	110	88	1486	4	15	0	519	9	2	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2106	2106	2106	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	1267	112	93	1564	4	16	0	477	9	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	2267	200	120	2448	6	179	0	267	14	3	16
Arrive On Green	0.00	0.61	0.61	0.14	1.00	1.00	0.10	0.00	0.10	0.01	0.01	0.00
Sat Flow, veh/h	2006	3720	328	1781	3636	9	1781	0	1585	1470	327	1585
Grp Volume(v), veh/h	5	680	699	93	764	804	16	0	477	11	0	0
Grp Sat Flow(s),veh/h/ln	2006	2001	2047	1781	1777	1869	1781	0	1585	1797	0	1585
Q Serve(g_s), s	0.4	30.2	30.4	7.6	0.0	0.0	1.2	0.0	15.1	0.9	0.0	0.0
Cycle Q Clear(g_c), s	0.4	30.2	30.4	7.6	0.0	0.0	1.2	0.0	15.1	0.9	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.00	1.00		1.00	0.82		1.00
Lane Grp Cap(c), veh/h	8	1219	1248	120	1196	1258	179	0	267	18	0	16
V/C Ratio(X)	0.66	0.56	0.56	0.77	0.64	0.64	0.09	0.00	1.79	0.62	0.00	0.00
Avail Cap(c_a), veh/h	107	1219	1248	511	1196	1258	179	0	267	78	0	69
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	74.6	17.3	17.4	63.7	0.0	0.0	61.2	0.0	62.4	74.0	0.0	0.0
Incr Delay (d2), s/veh	31.2	0.7	0.7	2.9	1.9	1.8	0.1	0.0	369.5	12.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	13.5	14.0	3.3	0.6	0.6	0.6	0.0	37.4	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.8	18.0	18.0	66.6	1.9	1.8	61.3	0.0	431.8	86.7	0.0	0.0
LnGrp LOS	F	B	B	E	A	A	E	A	F	F	A	A
Approach Vol, veh/h		1384			1661			493			11	
Approach Delay, s/veh		18.3			5.5			419.8			86.7	
Approach LOS		B			A			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.1	97.1		7.2	4.6	106.7		20.8				
Change Period (Y+Rc), s	4.0	5.7		5.7	4.0	* 5.7		5.7				
Max Green Setting (Gmax), s	43.0	64.3		6.5	8.0	* 1E2		15.1				
Max Q Clear Time (g_c+I1), s	9.6	32.4		2.9	2.4	2.0		17.1				
Green Ext Time (p_c), s	0.8	29.7		0.0	0.0	98.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		68.3
HCM 6th LOS		E

Notes

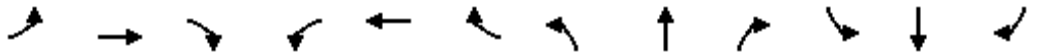
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1727	20	16	1373	0	133	0	214	0	5	0
Future Volume (veh/h)	0	1727	20	16	1373	0	133	0	214	0	5	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	0	1870	0	1870	0
Adj Flow Rate, veh/h	0	1818	21	17	1445	0	140	0	225	0	5	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0	2	0	2	0	2	0
Cap, veh/h	0	2052	24	21	2163	0	163	0	0	0	9	0
Arrive On Green	0.00	0.57	0.57	0.01	0.61	0.00	0.09	0.00	0.00	0.00	0.01	0.00
Sat Flow, veh/h	0	3692	41	1781	3647	0	1781	140		0	1870	0
Grp Volume(v), veh/h	0	896	943	17	1445	0	140	73.4		0	5	0
Grp Sat Flow(s),veh/h/ln	0	1777	1863	1781	1777	0	1781	E		0	1870	0
Q Serve(g_s), s	0.0	65.6	66.0	1.4	40.2	0.0	11.6			0.0	0.4	0.0
Cycle Q Clear(g_c), s	0.0	65.6	66.0	1.4	40.2	0.0	11.6			0.0	0.4	0.0
Prop In Lane	0.00		0.02	1.00		0.00	1.00			0.00		0.00
Lane Grp Cap(c), veh/h	0	1013	1063	21	2163	0	163			0	9	0
V/C Ratio(X)	0.00	0.88	0.89	0.82	0.67	0.00	0.86			0.00	0.53	0.00
Avail Cap(c_a), veh/h	0	1013	1063	95	2163	0	273			0	287	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	0.57	0.57	1.00	1.00	0.00	1.00			0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	27.9	28.0	74.0	19.4	0.0	67.2			0.0	74.4	0.0
Incr Delay (d2), s/veh	0.0	5.9	5.8	24.7	1.7	0.0	6.2			0.0	30.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	28.0	29.5	0.8	16.3	0.0	5.6			0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.8	33.8	98.6	21.0	0.0	73.4			0.0	105.1	0.0
LnGrp LOS	A	C	C	F	C	A	E			A	F	A
Approach Vol, veh/h		1839			1462						5	
Approach Delay, s/veh		33.8			21.9						105.1	
Approach LOS		C			C						F	

Timer - Assigned Phs	1	2	3	4		6
Phs Duration (G+Y+Rc), s	5.7	91.3	17.8	3.8		97.0
Change Period (Y+Rc), s	4.0	5.7	4.0	3.0		5.7
Max Green Setting (Gmax), s	8.0	79.3	23.0	23.0		91.3
Max Q Clear Time (g_c+I1), s	3.4	68.0	13.6	2.4		42.2
Green Ext Time (p_c), s	0.0	9.2	0.2	0.0		18.4

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	1040	631	164	870	73	698	1503	225	187	830	134
Future Volume (veh/h)	224	1040	631	164	870	73	698	1503	225	187	830	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	236	1095	0	173	916	72	735	1582	143	197	874	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	986		227	969	76	749	1549	679	202	1489	453
Arrive On Green	0.07	0.28	0.00	0.07	0.29	0.29	0.43	0.87	0.87	0.06	0.29	0.29
Sat Flow, veh/h	3456	3554	1585	3456	3332	262	3456	3554	1558	3456	5106	1554
Grp Volume(v), veh/h	236	1095	0	173	488	500	735	1582	143	197	874	35
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1817	1728	1777	1558	1728	1702	1554
Q Serve(g_s), s	8.0	33.3	0.0	5.9	32.3	32.3	25.2	52.3	1.7	6.8	17.6	2.0
Cycle Q Clear(g_c), s	8.0	33.3	0.0	5.9	32.3	32.3	25.2	52.3	1.7	6.8	17.6	2.0
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	986		227	517	528	749	1549	679	202	1489	453
V/C Ratio(X)	1.02	1.11		0.76	0.95	0.95	0.98	1.02	0.21	0.98	0.59	0.08
Avail Cap(c_a), veh/h	230	986		230	517	528	749	1549	679	202	1489	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.54	0.54	0.54	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	43.4	0.0	55.1	41.6	41.6	33.8	7.7	4.5	56.4	36.3	30.8
Incr Delay (d2), s/veh	65.8	63.9	0.0	12.3	26.7	26.3	19.8	22.5	0.4	56.4	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	22.9	0.0	2.9	17.5	17.9	9.8	7.9	0.6	4.5	7.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.8	107.3	0.0	67.4	68.4	68.0	53.5	30.2	4.8	112.9	37.1	30.9
LnGrp LOS	F	F		E	E	E	D	F	A	F	D	C
Approach Vol, veh/h		1331	A		1161			2460			1106	
Approach Delay, s/veh		109.9			68.1			35.7			50.4	
Approach LOS		F			E			D			D	

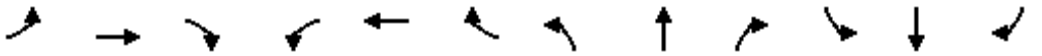
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	39.0	30.0	40.3	12.0	40.2	12.3	58.0
Change Period (Y+Rc), s	5.3	* 5.7	4.0	5.3	4.0	5.3	5.3	* 5.7
Max Green Setting (Gmax), s	8.0	* 33	26.0	33.7	8.0	33.7	7.0	* 52
Max Q Clear Time (g_c+I1), s	7.9	35.3	27.2	19.6	10.0	34.3	8.8	54.3
Green Ext Time (p_c), s	0.0	0.0	0.0	8.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



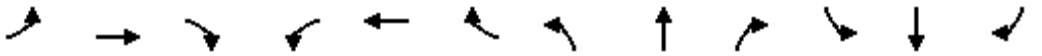
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	1377	10	12	1068	53	37	98	107	22	11	35
Future Volume (veh/h)	213	1377	10	12	1068	53	37	98	107	22	11	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	1449	11	13	1124	56	39	103	113	23	12	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	2255	17	15	1669	83	48	128	149	41	22	55
Arrive On Green	0.14	0.62	0.62	0.01	0.48	0.48	0.10	0.10	0.10	0.03	0.03	0.03
Sat Flow, veh/h	1781	3615	27	1781	3444	172	507	1338	1560	1190	621	1585
Grp Volume(v), veh/h	224	712	748	13	580	600	142	0	113	35	0	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1865	1781	1777	1838	1845	0	1560	1811	0	1585
Q Serve(g_s), s	18.6	37.7	37.8	1.1	37.4	37.5	11.3	0.0	10.6	2.9	0.0	3.5
Cycle Q Clear(g_c), s	18.6	37.7	37.8	1.1	37.4	37.5	11.3	0.0	10.6	2.9	0.0	3.5
Prop In Lane	1.00		0.01	1.00		0.09	0.27		1.00	0.66		1.00
Lane Grp Cap(c), veh/h	248	1109	1164	15	861	891	177	0	149	63	0	55
V/C Ratio(X)	0.90	0.64	0.64	0.85	0.67	0.67	0.80	0.00	0.76	0.56	0.00	0.67
Avail Cap(c_a), veh/h	356	1122	1178	95	861	891	271	0	229	97	0	85
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.6	17.7	17.7	74.3	29.6	29.6	66.4	0.0	66.1	71.3	0.0	71.5
Incr Delay (d2), s/veh	15.8	1.7	1.6	34.4	4.2	4.1	5.0	0.0	2.9	2.8	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	15.2	15.9	0.6	16.6	17.1	5.6	0.0	4.4	1.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.4	19.4	19.3	108.7	33.7	33.6	71.4	0.0	69.1	74.1	0.0	76.7
LnGrp LOS	E	B	B	F	C	C	E	A	E	E	A	E
Approach Vol, veh/h		1684			1193			255			72	
Approach Delay, s/veh		27.3			34.5			70.4			75.5	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	98.9		9.2	26.2	78.0		18.4				
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.0				
Max Green Setting (Gmax), s	8.0	94.7		8.0	30.0	* 73		22.0				
Max Q Clear Time (g_c+I1), s	3.1	39.8		5.5	20.6	39.5		13.3				
Green Ext Time (p_c), s	0.0	22.1		0.0	0.3	13.5		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		34.5	
HCM 6th LOS		C	

Notes

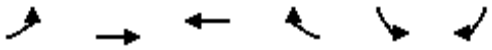
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1411	0	26	855	13	81	2	32	64	0	77
Future Volume (veh/h)	37	1411	0	26	855	13	81	2	32	64	0	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1485	0	27	900	14	85	2	34	67	0	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	1888	0	34	1879	29	237	10	39	381	0	202
Arrive On Green	0.03	0.53	0.00	0.02	0.52	0.52	0.13	0.13	0.13	0.13	0.00	0.13
Sat Flow, veh/h	1781	3647	0	1781	3581	56	693	80	302	1619	0	1585
Grp Volume(v), veh/h	39	1485	0	27	447	467	121	0	0	67	0	81
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1860	1075	0	0	1619	0	1585
Q Serve(g_s), s	0.9	13.9	0.0	0.6	6.6	6.6	3.2	0.0	0.0	0.0	0.0	1.9
Cycle Q Clear(g_c), s	0.9	13.9	0.0	0.6	6.6	6.6	4.7	0.0	0.0	1.5	0.0	1.9
Prop In Lane	1.00		0.00	1.00		0.03	0.70		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	47	1888	0	34	932	976	285	0	0	381	0	202
V/C Ratio(X)	0.84	0.79	0.00	0.78	0.48	0.48	0.42	0.00	0.00	0.18	0.00	0.40
Avail Cap(c_a), veh/h	345	1951	0	345	976	1022	814	0	0	903	0	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.0	7.8	0.0	20.2	6.2	6.2	18.3	0.0	0.0	16.4	0.0	16.6
Incr Delay (d2), s/veh	13.3	2.2	0.0	13.3	0.4	0.4	0.7	0.0	0.0	0.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.2	0.0	0.3	1.4	1.4	1.1	0.0	0.0	0.5	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	10.0	0.0	33.5	6.7	6.7	19.0	0.0	0.0	16.6	0.0	17.5
LnGrp LOS	C	B	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		1524			941			121			148	
Approach Delay, s/veh		10.6			7.4			19.0			17.1	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	27.0		9.3	4.8	27.3		9.3				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	22.7		21.0	8.0	22.7		21.0				
Max Q Clear Time (g_c+I1), s	2.9	8.6		6.7	2.6	15.9		3.9				
Green Ext Time (p_c), s	0.0	8.0		0.3	0.0	6.1		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			10.2									
HCM 6th LOS			B									



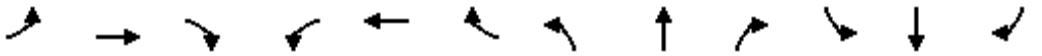
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	699	591	732	372	145	341
Future Volume (veh/h)	699	591	732	372	145	341
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	756	594	771	319	153	341
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1207	634	809	334	598	811
Arrive On Green	0.34	0.34	0.33	0.33	0.17	0.17
Sat Flow, veh/h	3563	1870	2545	1013	3456	1585
Grp Volume(v), veh/h	756	594	559	531	153	341
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1688	1728	1585
Q Serve(g_s), s	13.5	23.3	23.3	23.3	2.9	10.1
Cycle Q Clear(g_c), s	13.5	23.3	23.3	23.3	2.9	10.1
Prop In Lane	1.00			0.60	1.00	1.00
Lane Grp Cap(c), veh/h	1207	634	586	557	598	811
V/C Ratio(X)	0.63	0.94	0.95	0.95	0.26	0.42
Avail Cap(c_a), veh/h	1222	642	586	557	1003	997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	24.3	24.8	24.8	27.1	11.5
Incr Delay (d2), s/veh	0.7	21.0	25.7	26.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	12.9	13.0	12.5	1.1	6.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.8	45.3	50.6	51.7	27.2	11.6
LnGrp LOS	C	D	D	D	C	B
Approach Vol, veh/h		1350	1090		494	
Approach Delay, s/veh		32.1	51.1		16.5	
Approach LOS		C	D		B	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	29.0				29.7	17.1
Change Period (Y+Rc), s	4.0				4.0	4.0
Max Green Setting (Gmax), s	25.0				26.0	22.0
Max Q Clear Time (g_c+I1), s	25.3				25.3	12.1
Green Ext Time (p_c), s	0.0				0.4	1.0

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	429	33	17	921	15	95	15	14	11	8	147
Future Volume (veh/h)	227	429	33	17	921	15	95	15	14	11	8	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	452	35	18	969	16	100	16	15	12	8	155
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	1678	130	48	1299	21	296	47	25	266	144	258
Arrive On Green	0.17	0.50	0.50	0.03	0.36	0.36	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	3343	258	1781	3577	59	914	289	156	814	883	1585
Grp Volume(v), veh/h	239	240	247	18	481	504	131	0	0	20	0	155
Grp Sat Flow(s),veh/h/ln	1781	1777	1824	1781	1777	1860	1358	0	0	1697	0	1585
Q Serve(g_s), s	5.6	3.3	3.4	0.4	10.2	10.2	3.1	0.0	0.0	0.0	0.0	3.9
Cycle Q Clear(g_c), s	5.6	3.3	3.4	0.4	10.2	10.2	3.7	0.0	0.0	0.4	0.0	3.9
Prop In Lane	1.00		0.14	1.00		0.03	0.76		0.11	0.60		1.00
Lane Grp Cap(c), veh/h	296	892	916	48	645	675	368	0	0	410	0	258
V/C Ratio(X)	0.81	0.27	0.27	0.37	0.75	0.75	0.36	0.00	0.00	0.05	0.00	0.60
Avail Cap(c_a), veh/h	330	892	916	330	770	806	763	0	0	873	0	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	6.2	6.2	20.6	12.0	12.0	16.6	0.0	0.0	15.3	0.0	16.8
Incr Delay (d2), s/veh	11.1	0.3	0.2	1.8	4.0	3.8	0.2	0.0	0.0	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.8	0.8	0.2	3.5	3.7	1.1	0.0	0.0	0.2	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	6.4	6.4	22.4	16.0	15.9	16.8	0.0	0.0	15.3	0.0	17.6
LnGrp LOS	C	A	A	C	B	B	B	A	A	B	A	B
Approach Vol, veh/h		726			1003			131			175	
Approach Delay, s/veh		13.7			16.1			16.8			17.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	27.0		11.0	11.2	21.0		11.0				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	18.7		20.0	8.0	18.7		20.0				
Max Q Clear Time (g_c+I1), s	2.4	5.4		5.7	7.6	12.2		5.9				
Green Ext Time (p_c), s	0.0	2.6		0.2	0.0	3.5		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			B									

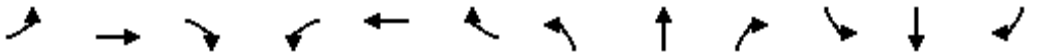
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	235	376	610	502	313	180
Future Volume (veh/h)	235	376	610	502	313	180
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	298	0	642	475	329	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	500	226	817	915	381	1335
Arrive On Green	0.14	0.00	0.44	0.44	0.21	0.71
Sat Flow, veh/h	3563	1610	1870	1585	1781	1870
Grp Volume(v), veh/h	298	0	642	475	329	189
Grp Sat Flow(s),veh/h/ln	1781	1610	1870	1585	1781	1870
Q Serve(g_s), s	5.0	0.0	18.8	11.5	11.4	2.1
Cycle Q Clear(g_c), s	5.0	0.0	18.8	11.5	11.4	2.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	500	226	817	915	381	1335
V/C Ratio(X)	0.60	0.00	0.79	0.52	0.86	0.14
Avail Cap(c_a), veh/h	1341	606	1018	1085	503	1663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	15.4	8.1	24.2	2.9
Incr Delay (d2), s/veh	0.4	0.0	4.0	0.7	9.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	7.6	4.8	5.3	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	0.0	19.4	8.9	33.6	3.0
LnGrp LOS	C	A	B	A	C	A
Approach Vol, veh/h	298		1117			518
Approach Delay, s/veh	26.1		14.9			22.4
Approach LOS	C		B			C

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		50.8			17.6	33.2	13.0
Change Period (Y+Rc), s		5.3			4.0	5.3	4.0
Max Green Setting (Gmax), s		56.7			18.0	34.7	24.0
Max Q Clear Time (g_c+I1), s		4.1			13.4	20.8	7.0
Green Ext Time (p_c), s		1.3			0.3	7.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

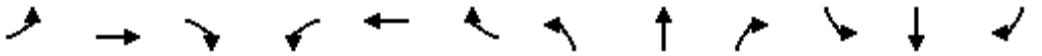
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	11	100	146	7	85	28	605	64	46	670	12
Future Volume (veh/h)	58	11	100	146	7	85	28	605	64	46	670	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	12	105	154	7	89	29	637	67	48	705	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	168	143	205	291	247	49	1254	389	74	1325	411
Arrive On Green	0.05	0.09	0.09	0.11	0.16	0.16	0.03	0.25	0.25	0.04	0.26	0.26
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	61	12	105	154	7	89	29	637	67	48	705	13
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.3	0.2	2.5	3.3	0.1	2.0	0.6	4.2	1.3	1.0	4.7	0.2
Cycle Q Clear(g_c), s	1.3	0.2	2.5	3.3	0.1	2.0	0.6	4.2	1.3	1.0	4.7	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	88	168	143	205	291	247	49	1254	389	74	1325	411
V/C Ratio(X)	0.69	0.07	0.74	0.75	0.02	0.36	0.59	0.51	0.17	0.65	0.53	0.03
Avail Cap(c_a), veh/h	362	1520	1288	679	1853	1570	317	2464	765	317	2464	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	16.4	17.5	16.9	14.1	14.9	18.9	12.8	11.7	18.6	12.5	10.9
Incr Delay (d2), s/veh	9.3	0.2	7.2	5.5	0.0	0.9	10.7	0.3	0.2	9.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	1.1	1.5	0.0	0.7	0.4	1.2	0.4	0.5	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	16.6	24.6	22.4	14.1	15.8	29.7	13.1	11.9	27.8	12.9	10.9
LnGrp LOS	C	B	C	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		178			250			733			766	
Approach Delay, s/veh		25.1			19.8			13.7			13.8	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	14.7	9.5	8.5	6.1	15.2	6.9	11.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	19.0	15.0	32.0	7.0	19.0	8.0	39.0
Max Q Clear Time (g_c+I1), s	3.0	6.2	5.3	4.5	2.6	6.7	3.3	4.0
Green Ext Time (p_c), s	0.0	3.4	0.3	0.4	0.0	3.5	0.0	0.3

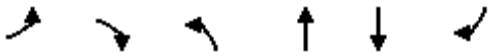
Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	3	119	0	1	26	30	703	0	36	1125	13
Future Volume (veh/h)	44	3	119	0	1	26	30	703	0	36	1125	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	3	125	0	1	27	32	740	0	38	1184	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	357	302	4	50	42	53	2056	638	61	2079	645
Arrive On Green	0.04	0.19	0.19	0.00	0.03	0.03	0.03	0.40	0.00	0.03	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	46	3	125	0	1	27	32	740	0	38	1184	14
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.0	0.1	2.8	0.0	0.0	0.7	0.7	4.1	0.0	0.8	7.2	0.2
Cycle Q Clear(g_c), s	1.0	0.1	2.8	0.0	0.0	0.7	0.7	4.1	0.0	0.8	7.2	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	357	302	4	50	42	53	2056	638	61	2079	645
V/C Ratio(X)	0.65	0.01	0.41	0.00	0.02	0.64	0.60	0.36	0.00	0.62	0.57	0.02
Avail Cap(c_a), veh/h	486	1485	1259	486	1485	1259	486	3294	1023	486	3294	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	13.2	14.3	0.0	19.1	19.4	19.3	8.4	0.0	19.2	9.2	7.1
Incr Delay (d2), s/veh	9.4	0.0	0.9	0.0	0.2	14.8	10.4	0.1	0.0	9.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.9	0.0	0.0	0.4	0.4	0.9	0.0	0.4	1.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	13.2	15.2	0.0	19.3	34.2	29.7	8.5	0.0	29.0	9.5	7.2
LnGrp LOS	C	B	B	A	B	C	C	A	A	C	A	A
Approach Vol, veh/h		174			28			772			1236	
Approach Delay, s/veh		18.7			33.7			9.4			10.0	
Approach LOS		B			C			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	21.2	0.0	12.7	6.2	21.4	6.6	6.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	26.0	11.0	32.0	11.0	26.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	2.8	6.1	0.0	4.8	2.7	9.2	3.0	2.7
Green Ext Time (p_c), s	0.0	4.6	0.0	0.4	0.0	7.2	0.0	0.1

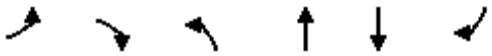
Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	214	105	52	946	889	93
Future Volume (veh/h)	214	105	52	946	889	93
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	225	111	55	996	936	98
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	350	311	86	2805	1908	591
Arrive On Green	0.20	0.20	0.05	0.55	0.37	0.37
Sat Flow, veh/h	1781	1585	1781	5274	5274	1581
Grp Volume(v), veh/h	225	111	55	996	936	98
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1702	1702	1581
Q Serve(g_s), s	3.7	1.9	1.0	3.4	4.4	1.3
Cycle Q Clear(g_c), s	3.7	1.9	1.0	3.4	4.4	1.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	350	311	86	2805	1908	591
V/C Ratio(X)	0.64	0.36	0.64	0.36	0.49	0.17
Avail Cap(c_a), veh/h	1133	1008	453	5194	3246	1005
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	10.9	14.7	4.0	7.6	6.6
Incr Delay (d2), s/veh	2.0	0.7	7.5	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.8	0.4	0.2	0.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.6	11.6	22.2	4.0	7.8	6.7
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	336			1051	1034	
Approach Delay, s/veh	13.0			5.0	7.7	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.3		10.2	5.5	15.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		32.0		20.0	8.0	20.0
Max Q Clear Time (g_c+I1), s		5.4		5.7	3.0	6.4
Green Ext Time (p_c), s		7.1		0.9	0.0	5.3

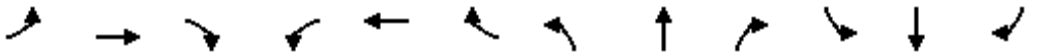
Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	54	46	17	944	982	13
Future Volume (veh/h)	54	46	17	944	982	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	48	18	994	1034	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	144	128	33	3177	2323	720
Arrive On Green	0.08	0.08	0.02	0.62	0.45	0.45
Sat Flow, veh/h	1781	1585	1781	5274	5274	1582
Grp Volume(v), veh/h	57	48	18	994	1034	14
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1702	1702	1582
Q Serve(g_s), s	0.8	0.8	0.3	2.5	3.7	0.1
Cycle Q Clear(g_c), s	0.8	0.8	0.3	2.5	3.7	0.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	144	128	33	3177	2323	720
V/C Ratio(X)	0.40	0.37	0.54	0.31	0.45	0.02
Avail Cap(c_a), veh/h	1323	1177	529	6066	4549	1409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	11.7	13.1	2.4	5.0	4.0
Incr Delay (d2), s/veh	1.8	1.8	12.9	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.2	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.5	13.5	26.0	2.4	5.2	4.0
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	105			1012	1048	
Approach Delay, s/veh	13.5			2.9	5.1	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.8		6.2	4.5	16.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		32.0		20.0	8.0	24.0
Max Q Clear Time (g_c+I1), s		4.5		2.8	2.3	5.7
Green Ext Time (p_c), s		7.1		0.2	0.0	6.5

Intersection Summary	
HCM 6th Ctrl Delay	4.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	0	99	32	0	9	28	1115	11	3	923	14
Future Volume (veh/h)	77	0	99	32	0	9	28	1115	11	3	923	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	81	0	104	34	0	9	29	1174	12	3	972	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	0	158	65	0	17	49	2067	640	6	1944	602
Arrive On Green	0.17	0.00	0.17	0.05	0.00	0.05	0.03	0.40	0.40	0.00	0.38	0.38
Sat Flow, veh/h	728	0	934	1371	0	363	1781	5106	1581	1781	5106	1581
Grp Volume(v), veh/h	185	0	0	43	0	0	29	1174	12	3	972	15
Grp Sat Flow(s),veh/h/ln	1662	0	0	1734	0	0	1781	1702	1581	1781	1702	1581
Q Serve(g_s), s	4.4	0.0	0.0	1.0	0.0	0.0	0.7	7.6	0.2	0.1	6.2	0.3
Cycle Q Clear(g_c), s	4.4	0.0	0.0	1.0	0.0	0.0	0.7	7.6	0.2	0.1	6.2	0.3
Prop In Lane	0.44		0.56	0.79		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	0	0	83	0	0	49	2067	640	6	1944	602
V/C Ratio(X)	0.66	0.00	0.00	0.52	0.00	0.00	0.60	0.57	0.02	0.51	0.50	0.02
Avail Cap(c_a), veh/h	1481	0	0	1546	0	0	334	3474	1076	334	3474	1075
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	0.0	19.8	0.0	0.0	20.5	9.8	7.6	21.2	10.1	8.3
Incr Delay (d2), s/veh	2.6	0.0	0.0	5.0	0.0	0.0	11.2	0.2	0.0	56.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.5	0.0	0.0	0.4	1.8	0.0	0.1	1.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	0.0	0.0	24.8	0.0	0.0	31.7	10.1	7.6	77.4	10.3	8.3
LnGrp LOS	B	A	A	C	A	A	C	B	A	E	B	A
Approach Vol, veh/h		185			43			1215			990	
Approach Delay, s/veh		19.2			24.8			10.5			10.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	21.3		11.2	5.2	20.2		6.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	29.0		38.0	8.0	29.0		38.0				
Max Q Clear Time (g_c+I1), s	2.1	9.6		6.4	2.7	8.2		3.0				
Green Ext Time (p_c), s	0.0	7.7		1.2	0.0	6.4		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		11.4	
HCM 6th LOS		B	

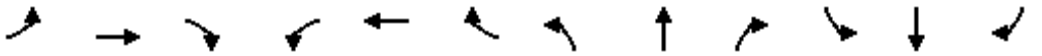
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	690	10	4	451	6	0
Future Volume (veh/h)	690	10	4	451	6	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	726	11	4	475	6	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1880	839	10	2316	26	23
Arrive On Green	0.53	0.53	0.01	0.65	0.01	0.00
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	726	11	4	475	6	0
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	4.1	0.1	0.1	1.8	0.1	0.0
Cycle Q Clear(g_c), s	4.1	0.1	0.1	1.8	0.1	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1880	839	10	2316	26	23
V/C Ratio(X)	0.39	0.01	0.41	0.21	0.23	0.00
Avail Cap(c_a), veh/h	2559	1141	417	3672	1043	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.8	3.8	16.9	2.4	16.6	0.0
Incr Delay (d2), s/veh	0.2	0.0	10.0	0.1	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	3.8	27.0	2.5	18.3	0.0
LnGrp LOS	A	A	C	A	B	A
Approach Vol, veh/h	737			479	6	
Approach Delay, s/veh	5.0			2.7	18.3	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	4.2	23.8				28.0	6.2
Change Period (Y+Rc), s	4.0	5.7				* 5.7	5.7
Max Green Setting (Gmax), s	8.0	24.6				* 35	20.0
Max Q Clear Time (g_c+I1), s	2.1	6.1				3.8	2.1
Green Ext Time (p_c), s	0.0	11.9				11.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	4.1
HCM 6th LOS	A

Notes

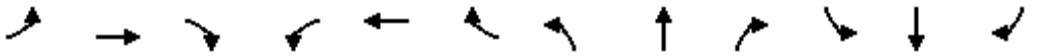
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	10	36	54	18	83	35	704	17	23	629	24
Future Volume (veh/h)	133	10	36	54	18	83	35	704	17	23	629	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	11	38	57	19	87	37	741	18	24	662	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	247	209	85	145	123	61	1381	429	42	1328	412
Arrive On Green	0.10	0.13	0.13	0.05	0.08	0.08	0.03	0.27	0.27	0.02	0.26	0.26
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	140	11	38	57	19	87	37	741	18	24	662	25
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.9	0.2	0.8	1.2	0.4	2.0	0.8	4.7	0.3	0.5	4.2	0.5
Cycle Q Clear(g_c), s	2.9	0.2	0.8	1.2	0.4	2.0	0.8	4.7	0.3	0.5	4.2	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	247	209	85	145	123	61	1381	429	42	1328	412
V/C Ratio(X)	0.77	0.04	0.18	0.67	0.13	0.71	0.61	0.54	0.04	0.57	0.50	0.06
Avail Cap(c_a), veh/h	422	1575	1335	328	1428	1210	328	2419	751	328	2151	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	14.4	14.7	17.8	16.3	17.1	18.1	11.8	10.2	18.4	12.0	10.6
Incr Delay (d2), s/veh	6.7	0.1	0.4	8.9	0.4	7.3	9.5	0.3	0.0	11.7	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.1	0.3	0.6	0.1	0.9	0.4	1.2	0.1	0.3	1.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	14.5	15.1	26.7	16.7	24.5	27.6	12.2	10.3	30.0	12.2	10.6
LnGrp LOS	C	B	B	C	B	C	C	B	B	C	B	B
Approach Vol, veh/h		189			163			796			711	
Approach Delay, s/veh		21.1			24.3			12.8			12.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	15.3	6.8	10.0	6.3	14.9	8.9	7.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	18.0	7.0	32.0	7.0	16.0	9.0	29.0
Max Q Clear Time (g_c+I1), s	2.5	6.7	3.2	2.8	2.8	6.2	4.9	4.0
Green Ext Time (p_c), s	0.0	3.6	0.0	0.1	0.0	2.9	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	79	124	183	30	0	39	676	104	2	705	12
Future Volume (veh/h)	80	79	124	183	30	0	39	676	104	2	705	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	83	131	193	32	0	41	712	109	2	742	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	249	211	256	405	343	64	1670	518	4	1497	465
Arrive On Green	0.06	0.13	0.13	0.14	0.22	0.00	0.04	0.33	0.33	0.00	0.29	0.29
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	84	83	131	193	32	0	41	712	109	2	742	13
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.0	1.7	3.4	4.5	0.6	0.0	1.0	4.7	2.1	0.0	5.2	0.3
Cycle Q Clear(g_c), s	2.0	1.7	3.4	4.5	0.6	0.0	1.0	4.7	2.1	0.0	5.2	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	249	211	256	405	343	64	1670	518	4	1497	465
V/C Ratio(X)	0.78	0.33	0.62	0.75	0.08	0.00	0.64	0.43	0.21	0.48	0.50	0.03
Avail Cap(c_a), veh/h	454	1432	1213	744	1735	1471	331	2013	625	331	2013	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	17.0	17.7	17.7	13.5	0.0	20.5	11.3	10.5	21.5	12.6	10.9
Incr Delay (d2), s/veh	11.7	0.8	3.0	4.5	0.1	0.0	10.1	0.5	0.6	68.3	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.7	1.2	1.9	0.2	0.0	0.5	1.3	0.7	0.1	1.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	17.7	20.7	22.2	13.6	0.0	30.6	11.8	11.0	89.7	13.3	10.9
LnGrp LOS	C	B	C	C	B	A	C	B	B	F	B	B
Approach Vol, veh/h		298			225			862			757	
Approach Delay, s/veh		23.0			21.0			12.6			13.5	
Approach LOS		C			C			B			B	

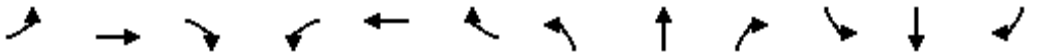
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.1	19.1	10.2	9.7	5.6	17.6	6.6	13.3
Change Period (Y+Rc), s	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	17.0	18.0	33.0	8.0	17.0	11.0	40.0
Max Q Clear Time (g_c+I1), s	2.0	6.7	6.5	5.4	3.0	7.2	4.0	2.6
Green Ext Time (p_c), s	0.0	5.9	0.4	0.8	0.0	5.5	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	63	0	824	20	0	1012
Future Volume (veh/h)	63	0	824	20	0	1012
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	0	867	21	0	1065
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	105	94	2716	843	7	2716
Arrive On Green	0.06	0.00	0.53	0.53	0.00	0.53
Sat Flow, veh/h	1781	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	66	0	867	21	0	1065
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1781	1702
Q Serve(g_s), s	0.9	0.0	2.3	0.2	0.0	3.0
Cycle Q Clear(g_c), s	0.9	0.0	2.3	0.2	0.0	3.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	105	94	2716	843	7	2716
V/C Ratio(X)	0.63	0.00	0.32	0.02	0.00	0.39
Avail Cap(c_a), veh/h	2113	1880	4177	1297	801	7518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.2	0.0	3.2	2.7	0.0	3.4
Incr Delay (d2), s/veh	6.0	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.2	0.0	3.3	2.7	0.0	3.5
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h	66		888			1065
Approach Delay, s/veh	17.2		3.3			3.5
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	0.0	18.0			18.0	6.4
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	20.0			36.0	29.0
Max Q Clear Time (g_c+I1), s	0.0	4.3			5.0	2.9
Green Ext Time (p_c), s	0.0	5.0			8.0	0.1

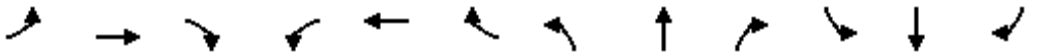
Intersection Summary	
HCM 6th Ctrl Delay	3.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	6	57	146	17	18	15	765	56	5	1018	93
Future Volume (veh/h)	50	6	57	146	17	18	15	765	56	5	1018	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	6	60	154	18	19	16	805	59	5	1072	98
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	97	82	205	229	194	29	1698	527	10	1642	510
Arrive On Green	0.04	0.05	0.05	0.12	0.12	0.12	0.02	0.33	0.33	0.01	0.32	0.32
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	53	6	60	154	18	19	16	805	59	5	1072	98
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.2	0.1	1.5	3.4	0.3	0.4	0.4	5.0	1.0	0.1	7.3	1.8
Cycle Q Clear(g_c), s	1.2	0.1	1.5	3.4	0.3	0.4	0.4	5.0	1.0	0.1	7.3	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	97	82	205	229	194	29	1698	527	10	1642	510
V/C Ratio(X)	0.67	0.06	0.73	0.75	0.08	0.10	0.55	0.47	0.11	0.52	0.65	0.19
Avail Cap(c_a), veh/h	485	1482	1256	706	1713	1452	485	2023	628	485	2023	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	18.2	18.9	17.3	15.7	15.7	19.7	10.7	9.3	20.0	11.8	9.9
Incr Delay (d2), s/veh	9.4	0.3	11.7	5.4	0.1	0.2	15.4	0.2	0.1	37.3	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.7	1.5	0.1	0.1	0.2	1.3	0.3	0.1	1.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	18.5	30.6	22.7	15.8	16.0	35.1	10.9	9.4	57.3	12.3	10.1
LnGrp LOS	C	B	C	C	B	B	D	B	A	E	B	B
Approach Vol, veh/h		119			191			880			1175	
Approach Delay, s/veh		29.0			21.4			11.2			12.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	18.4	9.7	7.1	5.7	18.0	6.8	10.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	16.0	32.0	11.0	16.0	11.0	37.0
Max Q Clear Time (g_c+I1), s	2.1	7.0	5.4	3.5	2.4	9.3	3.2	2.4
Green Ext Time (p_c), s	0.0	3.5	0.3	0.1	0.0	3.7	0.0	0.1

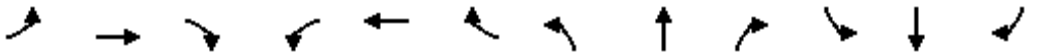
Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	7	5	43	27	124	5	1253	16	28	342	27
Future Volume (veh/h)	74	7	5	43	27	124	5	1253	16	28	342	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	7	5	45	28	131	5	1319	17	29	360	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	274	231	80	241	203	21	1766	786	57	1838	818
Arrive On Green	0.06	0.15	0.15	0.04	0.13	0.13	0.01	0.50	0.50	0.03	0.52	0.52
Sat Flow, veh/h	1781	1870	1579	1781	1870	1578	1781	3554	1582	1781	3554	1582
Grp Volume(v), veh/h	78	7	5	45	28	131	5	1319	17	29	360	28
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	1870	1578	1781	1777	1582	1781	1777	1582
Q Serve(g_s), s	2.5	0.2	0.2	1.4	0.8	4.5	0.2	17.0	0.3	0.9	3.1	0.5
Cycle Q Clear(g_c), s	2.5	0.2	0.2	1.4	0.8	4.5	0.2	17.0	0.3	0.9	3.1	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	274	231	80	241	203	21	1766	786	57	1838	818
V/C Ratio(X)	0.70	0.03	0.02	0.57	0.12	0.64	0.23	0.75	0.02	0.50	0.20	0.03
Avail Cap(c_a), veh/h	249	851	718	249	851	718	280	2487	1107	249	2363	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	20.9	20.9	26.8	22.0	23.7	28.0	11.5	7.3	27.2	7.4	6.8
Incr Delay (d2), s/veh	7.9	0.0	0.0	6.2	0.2	3.4	5.5	0.8	0.0	6.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.1	0.1	0.7	0.3	1.7	0.1	4.8	0.1	0.5	0.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	20.9	20.9	32.9	22.2	27.0	33.4	12.3	7.3	33.9	7.5	6.8
LnGrp LOS	C	C	C	C	C	C	C	B	A	C	A	A
Approach Vol, veh/h		90			204			1341			417	
Approach Delay, s/veh		32.4			27.7			12.3			9.3	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	32.4	6.6	12.4	4.7	33.6	7.6	11.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	40.0	8.0	26.0	9.0	38.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	2.9	19.0	3.4	2.2	2.2	5.1	4.5	6.5
Green Ext Time (p_c), s	0.0	9.4	0.0	0.0	0.0	2.3	0.0	0.5

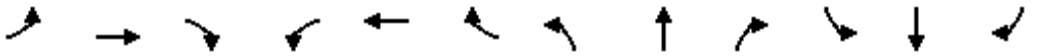
Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	1336	5	5	616	19	5	5	5	231	5	50
Future Volume (veh/h)	47	1336	5	5	616	19	5	5	5	231	5	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	49	1406	5	5	648	20	5	5	5	243	5	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1688	753	161	1355	604	228	168	142	263	544	461
Arrive On Green	0.04	0.53	0.53	0.42	0.42	0.42	0.10	0.10	0.10	0.16	0.32	0.32
Sat Flow, veh/h	1603	3198	1427	343	3198	1427	1211	1683	1427	1603	1683	1427
Grp Volume(v), veh/h	49	1406	5	5	648	20	5	5	5	243	5	53
Grp Sat Flow(s),veh/h/ln	1603	1599	1427	343	1599	1427	1211	1683	1427	1603	1683	1427
Q Serve(g_s), s	2.0	24.9	0.1	0.8	9.8	0.6	0.3	0.2	0.2	10.0	0.1	1.8
Cycle Q Clear(g_c), s	2.0	24.9	0.1	18.7	9.8	0.6	0.3	0.2	0.2	10.0	0.1	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	1688	753	161	1355	604	228	168	142	263	544	461
V/C Ratio(X)	0.69	0.83	0.01	0.03	0.48	0.03	0.02	0.03	0.04	0.92	0.01	0.11
Avail Cap(c_a), veh/h	143	1858	829	164	1382	616	1658	2157	1828	263	2533	2147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	13.4	7.5	24.2	14.0	11.3	27.3	27.3	27.3	27.7	15.4	16.0
Incr Delay (d2), s/veh	4.3	3.6	0.0	0.1	0.5	0.0	0.0	0.0	0.0	35.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	7.4	0.0	0.1	3.0	0.2	0.1	0.1	0.1	6.2	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	16.9	7.5	24.3	14.5	11.3	27.3	27.3	27.3	63.1	15.4	16.0
LnGrp LOS	D	B	A	C	B	B	C	C	C	E	B	B
Approach Vol, veh/h		1460			673			15			301	
Approach Delay, s/veh		17.6			14.5			27.3			54.0	
Approach LOS		B			B			C			D	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		41.4		25.7	7.0	34.4	15.0	10.7				
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0	4.0	4.0				
Max Green Setting (Gmax), s		39.0		101.0	6.0	29.0	11.0	86.0				
Max Q Clear Time (g_c+I1), s		26.9		3.8	4.0	20.7	12.0	2.3				
Green Ext Time (p_c), s		8.6		0.2	0.0	3.3	0.0	0.0				

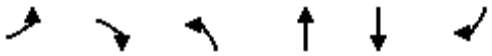
Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	2	327	42	2	12	52	1328	12	2	754	15
Future Volume (veh/h)	123	2	327	42	2	12	52	1328	12	2	754	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	2	344	44	2	13	55	1398	13	2	794	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	439	7	397	69	3	64	70	1691	754	164	1276	569
Arrive On Green	0.25	0.25	0.25	0.04	0.04	0.04	0.04	0.48	0.48	0.36	0.36	0.36
Sat Flow, veh/h	1755	27	1585	1707	78	1585	1781	3554	1585	381	3554	1585
Grp Volume(v), veh/h	131	0	344	46	0	13	55	1398	13	2	794	16
Grp Sat Flow(s),veh/h/ln	1783	0	1585	1785	0	1585	1781	1777	1585	381	1777	1585
Q Serve(g_s), s	3.8	0.0	13.4	1.6	0.0	0.5	2.0	21.8	0.3	0.3	11.9	0.4
Cycle Q Clear(g_c), s	3.8	0.0	13.4	1.6	0.0	0.5	2.0	21.8	0.3	14.6	11.9	0.4
Prop In Lane	0.98		1.00	0.96		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	446	0	397	72	0	64	70	1691	754	164	1276	569
V/C Ratio(X)	0.29	0.00	0.87	0.64	0.00	0.20	0.79	0.83	0.02	0.01	0.62	0.03
Avail Cap(c_a), veh/h	527	0	468	444	0	394	305	1935	863	164	1276	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	23.1	30.4	0.0	29.8	30.6	14.6	8.9	24.1	17.0	13.3
Incr Delay (d2), s/veh	0.4	0.0	14.0	8.9	0.0	1.5	17.8	2.8	0.0	0.0	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	6.3	0.9	0.0	0.2	1.1	7.3	0.1	0.0	4.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	37.1	39.3	0.0	31.4	48.5	17.3	8.9	24.1	17.9	13.4
LnGrp LOS	B	A	D	D	A	C	D	B	A	C	B	B
Approach Vol, veh/h		475			59			1466			812	
Approach Delay, s/veh		32.4			37.5			18.4			17.9	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		35.6		21.1	7.5	28.1		7.6				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		35.0		19.0	11.0	19.0		16.0				
Max Q Clear Time (g_c+I1), s		23.8		15.4	4.0	16.6		3.6				
Green Ext Time (p_c), s		6.8		0.7	0.0	1.2		0.1				

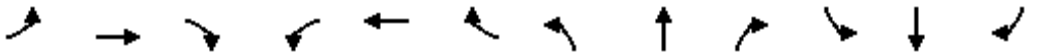
Intersection Summary												
HCM 6th Ctrl Delay			21.0									
HCM 6th LOS			C									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	173	140	107	1315	938	72
Future Volume (veh/h)	173	140	107	1315	938	72
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	147	113	1384	987	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	322	286	147	2191	1610	718
Arrive On Green	0.18	0.18	0.08	0.62	0.45	0.45
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	182	147	113	1384	987	76
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	4.6	4.1	3.1	12.1	10.4	1.4
Cycle Q Clear(g_c), s	4.6	4.1	3.1	12.1	10.4	1.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	322	286	147	2191	1610	718
V/C Ratio(X)	0.57	0.51	0.77	0.63	0.61	0.11
Avail Cap(c_a), veh/h	723	643	434	3244	2091	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	18.2	22.2	5.9	10.2	7.7
Incr Delay (d2), s/veh	0.6	0.5	3.2	0.6	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.7	1.2	2.1	2.9	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.0	18.8	25.4	6.5	11.0	7.9
LnGrp LOS	B	B	C	A	B	A
Approach Vol, veh/h	329			1497	1063	
Approach Delay, s/veh	18.9			7.9	10.7	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.4		12.9	8.1	28.3
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		45.0		20.0	12.0	29.0
Max Q Clear Time (g_c+I1), s		14.1		6.6	5.1	12.4
Green Ext Time (p_c), s		16.3		0.6	0.1	8.3

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	60	111	53	12	31	74	1018	44	48	917	80
Future Volume (veh/h)	132	60	111	53	12	31	74	1018	44	48	917	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	63	117	56	13	33	78	1072	46	51	965	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	244	207	200	210	178	160	1412	630	129	1349	602
Arrive On Green	0.13	0.13	0.13	0.11	0.11	0.11	0.09	0.40	0.40	0.07	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	139	63	117	56	13	33	78	1072	46	51	965	84
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.1	2.1	4.8	2.0	0.4	1.3	2.9	17.9	1.2	1.9	15.9	2.4
Cycle Q Clear(g_c), s	5.1	2.1	4.8	2.0	0.4	1.3	2.9	17.9	1.2	1.9	15.9	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	244	207	200	210	178	160	1412	630	129	1349	602
V/C Ratio(X)	0.60	0.26	0.57	0.28	0.06	0.19	0.49	0.76	0.07	0.40	0.72	0.14
Avail Cap(c_a), veh/h	518	543	461	518	543	461	311	1714	765	311	1714	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	26.9	28.1	28.0	27.3	27.7	29.8	17.9	12.9	30.5	18.2	14.0
Incr Delay (d2), s/veh	2.6	0.6	2.5	0.8	0.1	0.5	0.8	2.2	0.1	0.7	1.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.9	1.9	0.8	0.2	0.5	1.1	6.2	0.4	0.7	5.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	27.5	30.6	28.8	27.4	28.2	30.6	20.1	13.0	31.2	19.8	14.2
LnGrp LOS	C	C	C	C	C	C	C	C	B	C	B	B
Approach Vol, veh/h		319			102			1196			1100	
Approach Delay, s/veh		30.1			28.4			20.5			19.9	
Approach LOS		C			C			C			B	

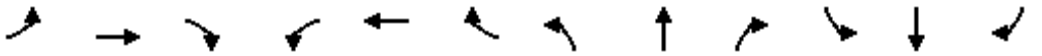
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	33.3		12.6	10.2	32.1		13.9				
Change Period (Y+Rc), s	4.0	6.0		4.9	4.0	6.0		4.9				
Max Green Setting (Gmax), s	12.0	33.2		20.0	12.0	33.2		20.0				
Max Q Clear Time (g_c+I1), s	3.9	19.9		4.0	4.9	17.9		7.1				
Green Ext Time (p_c), s	0.0	7.4		0.3	0.0	7.6		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			21.7									
HCM 6th LOS			C									

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	74	19	1690	39	63	1272
Future Volume (veh/h)	74	19	1690	39	63	1272
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	20	1779	41	66	1339
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	102	26	2451	761	94	3389
Arrive On Green	0.07	0.07	0.48	0.48	0.05	0.66
Sat Flow, veh/h	1370	351	5274	1585	1781	5274
Grp Volume(v), veh/h	99	0	1779	41	66	1339
Grp Sat Flow(s),veh/h/ln	1739	0	1702	1585	1781	1702
Q Serve(g_s), s	2.1	0.0	10.6	0.5	1.4	4.6
Cycle Q Clear(g_c), s	2.1	0.0	10.6	0.5	1.4	4.6
Prop In Lane	0.79	0.20		1.00	1.00	
Lane Grp Cap(c), veh/h	130	0	2451	761	94	3389
V/C Ratio(X)	0.76	0.00	0.73	0.05	0.70	0.40
Avail Cap(c_a), veh/h	1320	0	2673	830	513	4812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	7.9	5.3	17.8	2.9
Incr Delay (d2), s/veh	9.0	0.0	0.9	0.0	9.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	2.0	0.1	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.3	0.0	8.8	5.3	27.0	3.0
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	99		1820			1405
Approach Delay, s/veh	26.3		8.8			4.1
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.0	23.3			30.4	7.8
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	20.0			36.0	29.0
Max Q Clear Time (g_c+I1), s	3.4	12.6			6.6	4.1
Green Ext Time (p_c), s	0.1	5.7			10.6	0.2

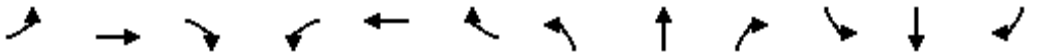
Intersection Summary		
HCM 6th Ctrl Delay	7.3	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1	95	51	2	34	11	1635	16	9	1210	126
Future Volume (veh/h)	61	1	95	51	2	34	11	1635	16	9	1210	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	1	100	54	2	36	12	1721	17	9	1274	133
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	2	186	76	10	172	22	2545	788	17	2530	784
Arrive On Green	0.05	0.12	0.12	0.04	0.11	0.11	0.01	0.50	0.50	0.01	0.50	0.50
Sat Flow, veh/h	1781	16	1564	1781	84	1506	1781	5106	1582	1781	5106	1582
Grp Volume(v), veh/h	64	0	101	54	0	38	12	1721	17	9	1274	133
Grp Sat Flow(s),veh/h/ln	1781	0	1580	1781	0	1590	1781	1702	1582	1781	1702	1582
Q Serve(g_s), s	1.7	0.0	2.9	1.4	0.0	1.1	0.3	12.4	0.3	0.2	8.1	2.2
Cycle Q Clear(g_c), s	1.7	0.0	2.9	1.4	0.0	1.1	0.3	12.4	0.3	0.2	8.1	2.2
Prop In Lane	1.00		0.99	1.00		0.95	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	0	188	76	0	181	22	2545	788	17	2530	784
V/C Ratio(X)	0.75	0.00	0.54	0.71	0.00	0.21	0.55	0.68	0.02	0.54	0.50	0.17
Avail Cap(c_a), veh/h	294	0	1011	294	0	1018	294	2545	788	294	2530	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	20.1	22.9	0.0	19.5	23.8	9.2	6.2	23.9	8.2	6.7
Incr Delay (d2), s/veh	12.6	0.0	2.4	11.6	0.0	0.6	19.5	1.5	0.1	24.1	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.0	0.8	0.0	0.4	0.2	3.1	0.1	0.2	2.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	0.0	22.4	34.4	0.0	20.0	43.3	10.7	6.2	47.9	8.9	7.2
LnGrp LOS	D	A	C	C	A	C	D	B	A	D	A	A
Approach Vol, veh/h		165			92			1750			1416	
Approach Delay, s/veh		27.5			28.5			10.8			9.0	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	28.1	6.1	9.8	4.6	28.0	6.3	9.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	24.0	8.0	31.0	8.0	24.0	8.0	31.0
Max Q Clear Time (g_c+I1), s	2.2	14.4	3.4	4.9	2.3	10.1	3.7	3.1
Green Ext Time (p_c), s	0.0	7.0	0.0	0.5	0.0	7.3	0.0	0.1

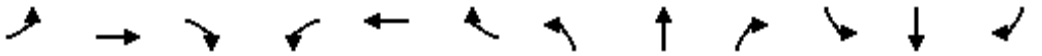
Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	8	158	128	10	48	62	601	40	9	106	21
Future Volume (veh/h)	131	8	158	128	10	48	62	601	40	9	106	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	8	166	135	11	51	65	633	42	9	112	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	16	263	213	17	204	88	920	410	17	779	347
Arrive On Green	0.17	0.17	0.17	0.13	0.13	0.13	0.05	0.26	0.26	0.01	0.22	0.22
Sat Flow, veh/h	1688	98	1585	1653	135	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	146	0	166	146	0	51	65	633	42	9	112	22
Grp Sat Flow(s),veh/h/ln	1786	0	1585	1788	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.4	0.0	4.5	3.5	0.0	1.3	1.6	7.3	0.9	0.2	1.2	0.5
Cycle Q Clear(g_c), s	3.4	0.0	4.5	3.5	0.0	1.3	1.6	7.3	0.9	0.2	1.2	0.5
Prop In Lane	0.95		1.00	0.92		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	0	263	230	0	204	88	920	410	17	779	347
V/C Ratio(X)	0.49	0.00	0.63	0.63	0.00	0.25	0.74	0.69	0.10	0.53	0.14	0.06
Avail Cap(c_a), veh/h	1016	0	901	1017	0	901	429	1321	589	429	1321	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	17.8	18.9	0.0	17.9	21.5	15.3	12.9	22.5	14.4	14.1
Incr Delay (d2), s/veh	1.3	0.0	2.5	2.9	0.0	0.6	11.6	0.9	0.1	23.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.6	1.4	0.0	0.5	0.9	2.4	0.3	0.2	0.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	0.0	20.3	21.8	0.0	18.6	33.1	16.2	13.0	46.4	14.5	14.2
LnGrp LOS	B	A	C	C	A	B	C	B	B	D	B	B
Approach Vol, veh/h		312			197			740			143	
Approach Delay, s/veh		19.5			21.0			17.5			16.4	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	16.8		12.6	7.2	15.0		10.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	11.0	17.0		26.0	11.0	17.0		26.0				
Max Q Clear Time (g_c+I1), s	2.2	9.3		6.5	3.6	3.2		5.5				
Green Ext Time (p_c), s	0.0	2.5		1.3	0.1	0.5		0.9				

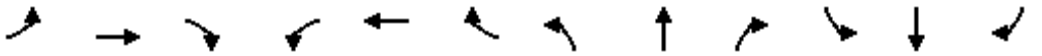
Intersection Summary			
HCM 6th Ctrl Delay		18.3	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	26	89	49	8	38	53	604	13	13	354	25
Future Volume (veh/h)	60	26	89	49	8	38	53	604	13	13	354	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	27	94	52	8	40	56	636	14	14	373	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	59	173	107	16	109	84	986	440	26	870	388
Arrive On Green	0.11	0.11	0.11	0.07	0.07	0.07	0.05	0.28	0.28	0.01	0.24	0.24
Sat Flow, veh/h	1265	542	1585	1554	239	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	90	0	94	60	0	40	56	636	14	14	373	26
Grp Sat Flow(s),veh/h/ln	1807	0	1585	1793	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.8	0.0	2.1	1.2	0.0	0.9	1.2	5.9	0.2	0.3	3.3	0.5
Cycle Q Clear(g_c), s	1.8	0.0	2.1	1.2	0.0	0.9	1.2	5.9	0.2	0.3	3.3	0.5
Prop In Lane	0.70		1.00	0.87		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	0	173	123	0	109	84	986	440	26	870	388
V/C Ratio(X)	0.46	0.00	0.54	0.49	0.00	0.37	0.67	0.65	0.03	0.54	0.43	0.07
Avail Cap(c_a), veh/h	1245	0	1092	1235	0	1092	425	1507	672	802	2260	1008
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	15.9	16.9	0.0	16.8	17.7	12.0	9.9	18.5	12.0	10.9
Incr Delay (d2), s/veh	1.6	0.0	2.6	2.9	0.0	2.0	8.8	0.7	0.0	16.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.7	0.5	0.0	0.3	0.6	1.7	0.1	0.2	1.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	18.5	19.9	0.0	18.8	26.5	12.7	10.0	35.1	12.4	11.0
LnGrp LOS	B	A	B	B	A	B	C	B	A	D	B	B
Approach Vol, veh/h		184			100			706			413	
Approach Delay, s/veh		18.0			19.5			13.8			13.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	15.5		9.1	6.8	14.2		7.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	17.0	16.0		26.0	9.0	24.0		26.0				
Max Q Clear Time (g_c+I1), s	2.3	7.9		4.1	3.2	5.3		3.2				
Green Ext Time (p_c), s	0.0	2.5		0.7	0.0	2.2		0.4				

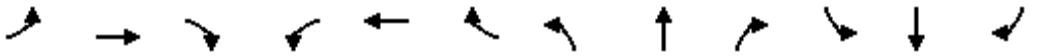
Intersection Summary			
HCM 6th Ctrl Delay		14.5	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	5	35	5	5	5	37	821	5	5	225	4
Future Volume (veh/h)	38	5	35	5	5	5	37	821	5	5	225	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	5	37	5	5	5	39	864	5	5	237	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	16	117	10	94	79	66	1375	613	10	1264	564
Arrive On Green	0.04	0.08	0.08	0.01	0.05	0.05	0.04	0.39	0.39	0.01	0.36	0.36
Sat Flow, veh/h	1781	192	1422	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	40	0	42	5	5	5	39	864	5	5	237	4
Grp Sat Flow(s),veh/h/ln	1781	0	1614	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.7	0.0	0.8	0.1	0.1	0.1	0.7	6.1	0.1	0.1	1.4	0.1
Cycle Q Clear(g_c), s	0.7	0.0	0.8	0.1	0.1	0.1	0.7	6.1	0.1	0.1	1.4	0.1
Prop In Lane	1.00		0.88	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	0	133	10	94	79	66	1375	613	10	1264	564
V/C Ratio(X)	0.60	0.00	0.32	0.52	0.05	0.06	0.59	0.63	0.01	0.52	0.19	0.01
Avail Cap(c_a), veh/h	463	0	1206	463	1397	1184	463	2078	927	463	2078	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	13.3	15.3	13.9	13.9	14.6	7.6	5.8	15.3	6.8	6.4
Incr Delay (d2), s/veh	8.2	0.0	1.3	36.7	0.2	0.3	8.3	0.5	0.0	36.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.1	0.0	0.0	0.3	1.0	0.0	0.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	0.0	14.7	51.9	14.2	14.3	22.9	8.1	5.8	51.9	6.9	6.4
LnGrp LOS	C	A	B	D	B	B	C	A	A	D	A	A
Approach Vol, veh/h		82			15			908			246	
Approach Delay, s/veh		18.6			26.8			8.7			7.8	
Approach LOS		B			C			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.2	15.9	4.2	6.5	5.1	14.9	5.2	5.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	18.0	8.0	23.0	8.0	18.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	2.1	8.1	2.1	2.8	2.7	3.4	2.7	2.1
Green Ext Time (p_c), s	0.0	3.9	0.0	0.1	0.0	1.1	0.0	0.0

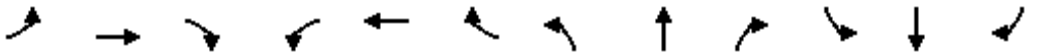
Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	41	14	66	6	44	10	780	219	18	235	7
Future Volume (veh/h)	35	41	14	66	6	44	10	780	219	18	235	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	43	15	69	6	46	11	821	231	19	247	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	74	119	151	159	134	21	1372	610	34	1399	622
Arrive On Green	0.08	0.08	0.08	0.09	0.09	0.09	0.01	0.39	0.39	0.02	0.39	0.39
Sat Flow, veh/h	845	983	1576	1781	1870	1576	1781	3554	1581	1781	3554	1581
Grp Volume(v), veh/h	80	0	15	69	6	46	11	821	231	19	247	7
Grp Sat Flow(s),veh/h/ln	1828	0	1576	1781	1870	1576	1781	1777	1581	1781	1777	1581
Q Serve(g_s), s	1.6	0.0	0.3	1.4	0.1	1.0	0.2	6.8	3.9	0.4	1.7	0.1
Cycle Q Clear(g_c), s	1.6	0.0	0.3	1.4	0.1	1.0	0.2	6.8	3.9	0.4	1.7	0.1
Prop In Lane	0.46		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	0	119	151	159	134	21	1372	610	34	1399	622
V/C Ratio(X)	0.58	0.00	0.13	0.46	0.04	0.34	0.53	0.60	0.38	0.56	0.18	0.01
Avail Cap(c_a), veh/h	1538	0	1326	1498	1573	1326	387	2218	987	387	2218	987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	15.9	16.0	15.5	15.9	18.1	9.0	8.1	17.9	7.3	6.8
Incr Delay (d2), s/veh	3.8	0.0	0.5	2.1	0.1	1.5	19.8	0.4	0.4	13.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.1	0.6	0.0	0.4	0.2	1.7	0.9	0.3	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	16.4	18.2	15.6	17.4	37.9	9.5	8.5	31.3	7.3	6.8
LnGrp LOS	C	A	B	B	B	B	D	A	A	C	A	A
Approach Vol, veh/h		95			121			1063			273	
Approach Delay, s/veh		19.7			17.8			9.5			9.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	18.2		6.8	4.4	18.5		7.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	23.0		31.0	8.0	23.0		31.0				
Max Q Clear Time (g_c+I1), s	2.4	8.8		3.6	2.2	3.7		3.4				
Green Ext Time (p_c), s	0.0	5.3		0.4	0.0	1.3		0.3				

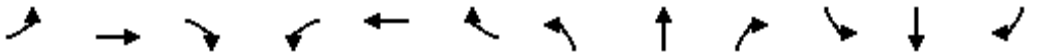
Intersection Summary			
HCM 6th Ctrl Delay		10.7	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	2	59	21	7	41	46	880	7	11	323	93
Future Volume (veh/h)	106	2	59	21	7	41	46	880	7	11	323	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	2	62	22	7	43	48	926	7	12	340	98
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	5	244	150	48	174	85	1438	11	22	990	281
Arrive On Green	0.15	0.15	0.15	0.11	0.11	0.11	0.05	0.40	0.40	0.01	0.36	0.36
Sat Flow, veh/h	1752	31	1585	1367	435	1585	1781	3615	27	1781	2732	776
Grp Volume(v), veh/h	114	0	62	29	0	43	48	455	478	12	219	219
Grp Sat Flow(s),veh/h/ln	1783	0	1585	1802	0	1585	1781	1777	1865	1781	1777	1731
Q Serve(g_s), s	3.1	0.0	1.9	0.8	0.0	1.3	1.4	11.3	11.3	0.4	4.9	5.0
Cycle Q Clear(g_c), s	3.1	0.0	1.9	0.8	0.0	1.3	1.4	11.3	11.3	0.4	4.9	5.0
Prop In Lane	0.98		1.00	0.76		1.00	1.00		0.01	1.00		0.45
Lane Grp Cap(c), veh/h	275	0	244	198	0	174	85	707	742	22	644	627
V/C Ratio(X)	0.41	0.00	0.25	0.15	0.00	0.25	0.57	0.64	0.64	0.55	0.34	0.35
Avail Cap(c_a), veh/h	657	0	584	664	0	584	394	828	870	394	828	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	20.2	21.9	0.0	22.1	25.3	13.2	13.2	26.7	12.6	12.6
Incr Delay (d2), s/veh	0.4	0.0	0.2	0.1	0.0	0.3	2.2	1.6	1.6	7.9	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.7	0.3	0.0	0.5	0.6	3.7	3.9	0.2	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	0.0	20.4	22.0	0.0	22.4	27.5	14.9	14.8	34.5	13.0	13.1
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		176			72			981			450	
Approach Delay, s/veh		20.9			22.2			15.5			13.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	27.3		10.0	6.6	25.4		12.4				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	25.3		20.0	12.0	25.3		20.0				
Max Q Clear Time (g_c+I1), s	2.4	13.3		3.3	3.4	7.0		5.1				
Green Ext Time (p_c), s	0.0	8.3		0.1	0.0	5.5		0.3				

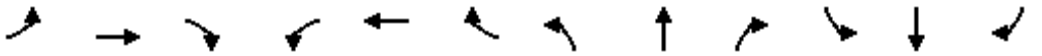
Intersection Summary			
HCM 6th Ctrl Delay		15.8	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	29	76	37	4	28	29	792	18	4	407	36
Future Volume (veh/h)	138	29	76	37	4	28	29	792	18	4	407	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	31	80	39	4	29	31	834	19	4	428	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	51	257	107	11	79	63	1222	28	12	1041	92
Arrive On Green	0.16	0.16	0.16	0.12	0.12	0.12	0.04	0.34	0.34	0.01	0.32	0.32
Sat Flow, veh/h	1480	316	1585	921	95	685	1781	3552	81	1781	3303	292
Grp Volume(v), veh/h	176	0	80	72	0	0	31	417	436	4	229	237
Grp Sat Flow(s),veh/h/ln	1796	0	1585	1701	0	0	1781	1777	1856	1781	1777	1818
Q Serve(g_s), s	4.3	0.0	2.1	1.9	0.0	0.0	0.8	9.6	9.6	0.1	4.8	4.9
Cycle Q Clear(g_c), s	4.3	0.0	2.1	1.9	0.0	0.0	0.8	9.6	9.6	0.1	4.8	4.9
Prop In Lane	0.82		1.00	0.54		0.40	1.00		0.04	1.00		0.16
Lane Grp Cap(c), veh/h	291	0	257	197	0	0	63	611	638	12	560	573
V/C Ratio(X)	0.60	0.00	0.31	0.36	0.00	0.00	0.49	0.68	0.68	0.35	0.41	0.41
Avail Cap(c_a), veh/h	528	0	466	428	0	0	448	906	946	448	906	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	17.6	19.4	0.0	0.0	22.6	13.4	13.4	23.6	12.8	12.9
Incr Delay (d2), s/veh	0.8	0.0	0.3	0.4	0.0	0.0	2.2	1.6	1.6	6.5	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.7	0.7	0.0	0.0	0.3	3.2	3.3	0.1	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	0.0	17.9	19.9	0.0	0.0	24.8	15.0	15.0	30.0	13.4	13.4
LnGrp LOS	B	A	B	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		256			72			884			470	
Approach Delay, s/veh		18.9			19.9			15.3			13.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	22.1		11.7	5.7	20.7		9.5				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	24.3		14.0	12.0	24.3		12.0				
Max Q Clear Time (g_c+I1), s	2.1	11.6		6.3	2.8	6.9		3.9				
Green Ext Time (p_c), s	0.0	4.8		0.5	0.0	2.8		0.1				

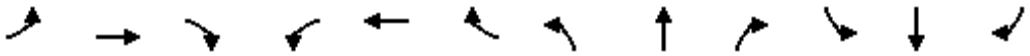
Intersection Summary			
HCM 6th Ctrl Delay		15.6	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	8	151	17	15	14	84	776	13	5	578	0
Future Volume (veh/h)	69	8	151	17	15	14	84	776	13	5	578	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	8	159	18	16	15	88	817	14	5	608	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	32	289	87	77	143	155	1237	21	12	945	0
Arrive On Green	0.18	0.18	0.18	0.09	0.09	0.09	0.09	0.35	0.35	0.01	0.27	0.00
Sat Flow, veh/h	1613	177	1585	965	857	1585	1781	3575	61	1781	3647	0
Grp Volume(v), veh/h	81	0	159	34	0	15	88	406	425	5	608	0
Grp Sat Flow(s),veh/h/ln	1790	0	1585	1822	0	1585	1781	1777	1859	1781	1777	0
Q Serve(g_s), s	1.8	0.0	4.3	0.8	0.0	0.4	2.2	9.2	9.2	0.1	7.2	0.0
Cycle Q Clear(g_c), s	1.8	0.0	4.3	0.8	0.0	0.4	2.2	9.2	9.2	0.1	7.2	0.0
Prop In Lane	0.90		1.00	0.53		1.00	1.00		0.03	1.00		0.00
Lane Grp Cap(c), veh/h	326	0	289	165	0	143	155	615	644	12	945	0
V/C Ratio(X)	0.25	0.00	0.55	0.21	0.00	0.10	0.57	0.66	0.66	0.42	0.64	0.00
Avail Cap(c_a), veh/h	757	0	671	771	0	671	302	1026	1074	302	1902	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.6	0.0	17.6	19.9	0.0	19.7	20.7	13.1	13.1	23.4	15.4	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.6	0.6	0.0	0.3	1.2	1.6	1.5	8.4	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.6	0.3	0.0	0.2	0.9	3.0	3.2	0.1	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.0	19.2	20.5	0.0	20.1	21.9	14.7	14.6	31.8	16.3	0.0
LnGrp LOS	B	A	B	C	A	C	C	B	B	C	B	A
Approach Vol, veh/h		240			49			919			613	
Approach Delay, s/veh		18.4			20.4			15.4			16.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	18.3		12.6	4.3	22.1		8.3				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	25.3		20.0	8.0	27.3		20.0				
Max Q Clear Time (g_c+I1), s	4.2	9.2		6.3	2.1	11.2		2.8				
Green Ext Time (p_c), s	0.0	3.4		0.8	0.0	4.4		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		16.3	
HCM 6th LOS		B	



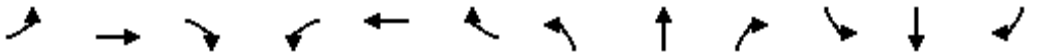
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	34	36	154	73	87	64	1327	21	226	554	56
Future Volume (veh/h)	85	34	36	154	73	87	64	1327	21	226	554	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	73	2	162	77	6	67	1397	21	238	583	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	229	184	195	205	174	91	1517	23	269	1721	156
Arrive On Green	0.12	0.12	0.12	0.11	0.11	0.11	0.05	0.42	0.42	0.15	0.52	0.52
Sat Flow, veh/h	1781	1870	1507	1781	1870	1585	1781	3582	54	1781	3288	298
Grp Volume(v), veh/h	62	73	2	162	77	6	67	693	725	238	314	322
Grp Sat Flow(s),veh/h/ln	1781	1870	1507	1781	1870	1585	1781	1777	1859	1781	1777	1810
Q Serve(g_s), s	3.1	3.5	0.1	8.7	3.8	0.3	3.6	36.1	36.2	12.8	10.1	10.1
Cycle Q Clear(g_c), s	3.1	3.5	0.1	8.7	3.8	0.3	3.6	36.1	36.2	12.8	10.1	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.16
Lane Grp Cap(c), veh/h	218	229	184	195	205	174	91	752	787	269	930	947
V/C Ratio(X)	0.28	0.32	0.01	0.83	0.38	0.03	0.73	0.92	0.92	0.88	0.34	0.34
Avail Cap(c_a), veh/h	399	419	338	198	208	176	163	781	817	272	930	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	39.3	37.8	42.8	40.6	39.0	45.9	26.7	26.7	40.8	13.5	13.6
Incr Delay (d2), s/veh	0.5	0.6	0.0	24.0	0.8	0.1	4.2	16.0	15.6	26.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.7	0.0	5.1	1.8	0.1	1.7	17.0	17.7	7.3	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	39.9	37.9	66.8	41.4	39.1	50.1	42.7	42.4	66.9	13.8	13.8
LnGrp LOS	D	D	D	E	D	D	D	D	D	E	B	B
Approach Vol, veh/h		137			245			1485			874	
Approach Delay, s/veh		39.8			58.1			42.9			28.3	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.8	47.2		16.0	9.0	57.0		16.0				
Change Period (Y+Rc), s	4.0	5.7		5.3	4.0	5.7		4.0				
Max Green Setting (Gmax), s	15.0	43.1		10.9	9.0	49.1		22.0				
Max Q Clear Time (g_c+I1), s	14.8	38.2		10.7	5.6	12.1		5.5				
Green Ext Time (p_c), s	0.0	3.3		0.0	0.0	3.7		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		39.4	
HCM 6th LOS		D	

Notes

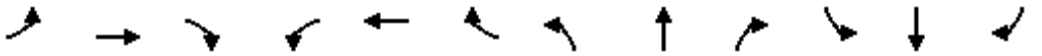
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	0	140	51	0	76	149	1365	41	56	550	55
Future Volume (veh/h)	89	0	140	51	0	76	149	1365	41	56	550	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	0	147	54	0	80	157	1437	43	59	579	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	250	0	0	176	0	0	208	1718	51	104	1526	680
Arrive On Green	0.14	0.00	0.00	0.10	0.00	0.00	0.12	0.49	0.49	0.06	0.43	0.43
Sat Flow, veh/h	1781	94		1781	54		1781	3523	105	1781	3554	1585
Grp Volume(v), veh/h	94	17.4		54	18.6		157	724	756	59	579	58
Grp Sat Flow(s),veh/h/ln	1781	B		1781	B		1781	1777	1851	1781	1777	1585
Q Serve(g_s), s	2.1			1.2			3.7	15.4	15.5	1.4	4.9	0.9
Cycle Q Clear(g_c), s	2.1			1.2			3.7	15.4	15.5	1.4	4.9	0.9
Prop In Lane	1.00			1.00			1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	250			176			208	867	903	104	1526	680
V/C Ratio(X)	0.38			0.31			0.75	0.84	0.84	0.57	0.38	0.09
Avail Cap(c_a), veh/h	489			489			489	907	945	489	1814	809
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0			18.3			18.7	9.7	9.7	20.0	8.5	7.4
Incr Delay (d2), s/veh	0.3			0.4			2.1	7.2	7.0	1.8	0.3	0.1
Initial Q Delay(d3),s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8			0.5			1.4	5.2	5.4	0.5	1.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4			18.6			20.8	16.8	16.7	21.8	8.8	7.5
LnGrp LOS	B			B			C	B	B	C	A	A
Approach Vol, veh/h								1637			696	
Approach Delay, s/veh								17.2			9.8	
Approach LOS								B			A	

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	6.6	27.0	10.1		9.1	24.5	8.3					
Change Period (Y+Rc), s	4.0	5.7	4.0		4.0	5.7	4.0					
Max Green Setting (Gmax), s	12.0	22.3	12.0		12.0	22.3	12.0					
Max Q Clear Time (g_c+I1), s	3.4	17.5	4.1		5.7	6.9	3.2					
Green Ext Time (p_c), s	0.0	3.9	0.1		0.1	4.3	0.0					

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	7	50	82	4	15	289	1007	151	93	736	720
Future Volume (veh/h)	91	7	50	82	4	15	289	1007	151	93	736	720
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	0	0	86	4	0	304	1060	0	98	775	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	405	0		186	9		351	2150		156	1107	494
Arrive On Green	0.11	0.00	0.00	0.11	0.11	0.00	0.20	0.42	0.00	0.09	0.31	0.31
Sat Flow, veh/h	3563	0	1585	1706	79	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	101	0	0	90	0	0	304	1060	0	98	775	249
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1785	0	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	1.7	0.0	0.0	3.2	0.0	0.0	11.1	10.2	0.0	3.6	12.9	8.6
Cycle Q Clear(g_c), s	1.7	0.0	0.0	3.2	0.0	0.0	11.1	10.2	0.0	3.6	12.9	8.6
Prop In Lane	1.00		1.00	0.96		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	405	0		195	0		351	2150		156	1107	494
V/C Ratio(X)	0.25	0.00		0.46	0.00		0.87	0.49		0.63	0.70	0.50
Avail Cap(c_a), veh/h	1063	0		240	0		425	2513		266	1431	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	0.0	28.0	0.0	0.0	26.1	14.2	0.0	29.5	20.3	18.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.7	0.0	0.0	12.9	0.3	0.0	4.1	1.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.4	0.0	0.0	5.3	3.1	0.0	1.5	4.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.3	0.0	0.0	29.7	0.0	0.0	39.0	14.5	0.0	33.6	22.0	20.3
LnGrp LOS	C	A		C	A		D	B		C	C	C
Approach Vol, veh/h		101	A		90	A		1364	A		1122	
Approach Delay, s/veh		27.3			29.7			20.0			22.6	
Approach LOS		C			C			B			C	

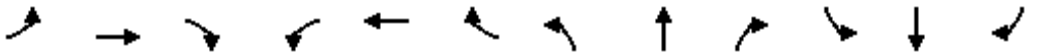
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	34.2		11.6	17.2	26.9		11.3				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	10.0	33.0		20.0	16.0	27.0		9.0				
Max Q Clear Time (g_c+I1), s	5.6	12.2		3.7	13.1	14.9		5.2				
Green Ext Time (p_c), s	0.1	8.7		0.3	0.2	6.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		21.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

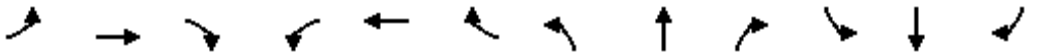
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	4	1	42	0	80	4	1198	314	380	661	0
Future Volume (veh/h)	0	4	1	42	0	80	4	1198	314	380	661	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	4	0	44	0	2	4	1261	260	400	696	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	8	7	58	0	52	7	3005	1340	326	2862	1276
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.85	0.85	0.81	0.81	0.00
Sat Flow, veh/h	0	1870	1585	1781	0	1585	1781	3554	1585	343	3554	1585
Grp Volume(v), veh/h	0	4	0	44	0	2	4	1261	260	400	696	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	0	1585	1781	1777	1585	343	1777	1585
Q Serve(g_s), s	0.0	0.2	0.0	2.7	0.0	0.1	0.2	9.4	3.3	84.1	5.2	0.0
Cycle Q Clear(g_c), s	0.0	0.2	0.0	2.7	0.0	0.1	0.2	9.4	3.3	89.0	5.2	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	8	7	58	0	52	7	3005	1340	326	2862	1276
V/C Ratio(X)	0.00	0.51	0.00	0.76	0.00	0.04	0.54	0.42	0.19	1.23	0.24	0.00
Avail Cap(c_a), veh/h	0	271	229	258	0	229	193	3376	1506	326	2862	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	54.9	0.0	53.0	0.0	51.8	54.9	2.0	1.6	21.6	2.6	0.0
Incr Delay (d2), s/veh	0.0	43.4	0.0	18.2	0.0	0.3	49.0	0.1	0.1	126.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	1.5	0.0	0.1	0.2	0.7	0.2	20.1	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	98.4	0.0	71.2	0.0	52.1	103.9	2.1	1.6	147.9	2.6	0.0
LnGrp LOS	A	F	A	E	A	D	F	A	A	F	A	A
Approach Vol, veh/h		4			46			1525			1096	
Approach Delay, s/veh		98.4			70.4			2.3			55.6	
Approach LOS		F			E			A			E	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		97.5		4.5	4.5	93.0		8.6				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		5.0				
Max Green Setting (Gmax), s		105.0		16.0	12.0	89.0		16.0				
Max Q Clear Time (g_c+I1), s		11.4		2.2	2.2	91.0		4.7				
Green Ext Time (p_c), s		8.4		0.0	0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			25.5									
HCM 6th LOS			C									



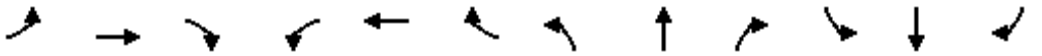
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	12	96	0	5	90	320	1420	0	305	398	1
Future Volume (veh/h)	6	12	96	0	5	90	320	1420	0	305	398	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	13	5	0	5	2	337	1495	0	321	419	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	39	33	13	13	11	390	1841	0	364	1789	798
Arrive On Green	0.02	0.02	0.02	0.00	0.01	0.01	0.22	0.52	0.00	0.20	0.50	0.50
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3647	0	1781	3554	1585
Grp Volume(v), veh/h	6	13	5	0	5	2	337	1495	0	321	419	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	0	1781	1777	1585
Q Serve(g_s), s	0.3	0.5	0.2	0.0	0.2	0.1	14.6	28.0	0.0	14.0	5.3	0.0
Cycle Q Clear(g_c), s	0.3	0.5	0.2	0.0	0.2	0.1	14.6	28.0	0.0	14.0	5.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	37	39	33	13	13	11	390	1841	0	364	1789	798
V/C Ratio(X)	0.16	0.34	0.15	0.00	0.37	0.18	0.86	0.81	0.00	0.88	0.23	0.00
Avail Cap(c_a), veh/h	578	607	515	578	607	515	890	2352	0	445	1789	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	38.7	38.5	0.0	39.6	39.5	30.1	16.1	0.0	30.9	11.2	9.9
Incr Delay (d2), s/veh	2.0	5.0	2.1	0.0	16.1	7.1	5.8	1.8	0.0	16.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.1	0.0	0.2	0.1	6.4	9.7	0.0	7.2	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	43.7	40.6	0.0	55.7	46.6	35.9	17.8	0.0	46.9	11.3	9.9
LnGrp LOS	D	D	D	A	E	D	D	B	A	D	B	A
Approach Vol, veh/h		24			7			1832			741	
Approach Delay, s/veh		42.3			53.1			21.2			26.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.4	46.5		6.7	22.5	45.3		5.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	53.0		26.0	40.0	33.0		26.0				
Max Q Clear Time (g_c+I1), s	16.0	30.0		2.5	16.6	7.3		2.2				
Green Ext Time (p_c), s	0.4	11.5		0.0	0.9	2.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		23.0	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.



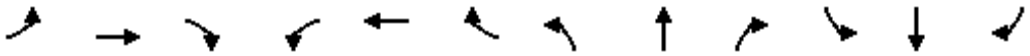
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	0	47	16	0	0	5	1572	334	48	458	7
Future Volume (veh/h)	52	0	47	16	0	0	5	1572	334	48	458	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	0	49	17	0	0	5	1655	352	51	482	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	0	151	124	0	55	14	2228	994	65	3400	49
Arrive On Green	0.09	0.00	0.09	0.03	0.00	0.00	0.01	0.63	0.63	0.04	0.66	0.66
Sat Flow, veh/h	1781	0	1585	3563	0	1585	1781	3554	1585	1781	5186	75
Grp Volume(v), veh/h	55	0	49	17	0	0	5	1655	352	51	316	173
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1702	1857
Q Serve(g_s), s	2.5	0.0	2.5	0.4	0.0	0.0	0.2	28.3	9.3	2.5	3.1	3.1
Cycle Q Clear(g_c), s	2.5	0.0	2.5	0.4	0.0	0.0	0.2	28.3	9.3	2.5	3.1	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	169	0	151	124	0	55	14	2228	994	65	2232	1218
V/C Ratio(X)	0.33	0.00	0.33	0.14	0.00	0.00	0.36	0.74	0.35	0.78	0.14	0.14
Avail Cap(c_a), veh/h	409	0	364	818	0	364	164	3426	1528	164	3282	1790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	36.8	40.8	0.0	0.0	43.0	11.3	7.8	41.6	5.7	5.7
Incr Delay (d2), s/veh	0.4	0.0	0.5	0.2	0.0	0.0	5.6	0.7	0.3	7.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.0	0.2	0.0	0.0	0.1	8.0	2.3	1.1	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	0.0	37.3	41.0	0.0	0.0	48.6	12.0	8.1	49.1	5.7	5.8
LnGrp LOS	D	A	D	D	A	A	D	B	A	D	A	A
Approach Vol, veh/h		104			17			2012			540	
Approach Delay, s/veh		37.3			41.0			11.4			9.8	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	60.6		12.3	4.7	63.1		7.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	8.0	84.0		20.0	8.0	84.0		20.0				
Max Q Clear Time (g_c+I1), s	4.5	30.3		4.5	2.2	5.1		2.4				
Green Ext Time (p_c), s	0.0	24.3		0.0	0.0	3.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		12.3
HCM 6th LOS		B

Notes

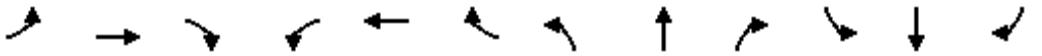
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	8	104	84	15	49	132	1628	19	6	919	22
Future Volume (veh/h)	114	8	104	84	15	49	132	1628	19	6	919	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	8	109	88	16	52	139	1714	20	6	967	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	12	166	132	24	138	177	2422	28	8	1902	45
Arrive On Green	0.11	0.11	0.11	0.09	0.09	0.09	0.10	0.47	0.47	0.00	0.37	0.37
Sat Flow, veh/h	1675	112	1541	1518	276	1585	1781	5202	61	1781	5129	122
Grp Volume(v), veh/h	128	0	109	104	0	52	139	1122	612	6	642	348
Grp Sat Flow(s),veh/h/ln	1787	0	1541	1794	0	1585	1781	1702	1859	1781	1702	1846
Q Serve(g_s), s	4.2	0.0	4.2	3.4	0.0	1.9	4.7	16.1	16.1	0.2	9.0	9.0
Cycle Q Clear(g_c), s	4.2	0.0	4.2	3.4	0.0	1.9	4.7	16.1	16.1	0.2	9.0	9.0
Prop In Lane	0.94		1.00	0.85		1.00	1.00		0.03	1.00		0.07
Lane Grp Cap(c), veh/h	192	0	166	156	0	138	177	1585	865	8	1263	685
V/C Ratio(X)	0.67	0.00	0.66	0.67	0.00	0.38	0.79	0.71	0.71	0.71	0.51	0.51
Avail Cap(c_a), veh/h	585	0	504	587	0	519	261	1730	944	232	1397	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	26.3	27.2	0.0	26.5	27.0	13.1	13.1	30.5	15.0	15.0
Incr Delay (d2), s/veh	1.5	0.0	1.7	1.8	0.0	0.6	5.0	1.7	3.1	33.1	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.5	1.5	0.0	0.7	2.0	4.6	5.4	0.2	2.8	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	0.0	28.0	29.0	0.0	27.1	32.0	14.8	16.2	63.6	15.7	16.3
LnGrp LOS	C	A	C	C	A	C	C	B	B	E	B	B
Approach Vol, veh/h		237			156			1873			996	
Approach Delay, s/veh		27.9			28.4			16.5			16.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	28.8		10.6	4.3	34.6		11.9				
Change Period (Y+Rc), s	4.0	6.0		5.3	4.0	6.0		5.3				
Max Green Setting (Gmax), s	9.0	25.2		20.1	8.0	31.2		20.1				
Max Q Clear Time (g_c+I1), s	6.7	11.0		5.4	2.2	18.1		6.2				
Green Ext Time (p_c), s	0.0	7.0		0.3	0.0	10.5		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		17.8	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	734	215	163	280	159	69	1567	112	170	846	99
Future Volume (veh/h)	180	734	215	163	280	159	69	1567	112	170	846	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	773	118	172	295	75	73	1649	0	179	891	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	855	377	195	1439	442	154	2318		224	2422	
Arrive On Green	0.07	0.24	0.24	0.11	0.28	0.28	0.04	0.45	0.00	0.06	0.47	0.00
Sat Flow, veh/h	3456	3554	1565	1781	5106	1568	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	189	773	118	172	295	75	73	1649	0	179	891	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1565	1781	1702	1568	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	8.1	31.7	9.3	14.3	6.6	5.4	3.1	39.1	0.0	7.7	16.7	0.0
Cycle Q Clear(g_c), s	8.1	31.7	9.3	14.3	6.6	5.4	3.1	39.1	0.0	7.7	16.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	855	377	195	1439	442	154	2318		224	2422	
V/C Ratio(X)	0.80	0.90	0.31	0.88	0.21	0.17	0.48	0.71		0.80	0.37	
Avail Cap(c_a), veh/h	323	931	410	249	1576	484	184	2318		253	2422	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	68.9	55.3	46.8	65.9	41.1	40.6	70.0	33.0	0.0	69.2	25.1	0.0
Incr Delay (d2), s/veh	6.8	11.7	0.6	21.4	0.1	0.2	0.8	1.2	0.0	12.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	15.1	3.6	7.5	2.7	2.1	1.4	15.7	0.0	3.7	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.7	67.0	47.4	87.3	41.1	40.9	70.8	34.2	0.0	82.1	25.5	0.0
LnGrp LOS	E	E	D	F	D	D	E	C		F	C	
Approach Vol, veh/h		1080			542			1722	A		1070	A
Approach Delay, s/veh		66.4			55.7			35.8			35.0	
Approach LOS		E			E			D			D	

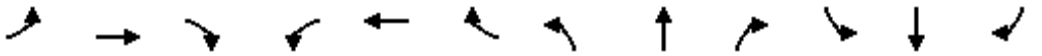
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	77.1	14.2	48.0	13.7	74.1	20.4	41.8
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	* 6	4.0	5.7
Max Green Setting (Gmax), s	8.0	62.0	14.0	46.3	11.0	* 59	21.0	39.3
Max Q Clear Time (g_c+I1), s	5.1	18.7	10.1	8.6	9.7	41.1	16.3	33.7
Green Ext Time (p_c), s	0.0	7.5	0.1	2.1	0.1	12.4	0.1	2.4

Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



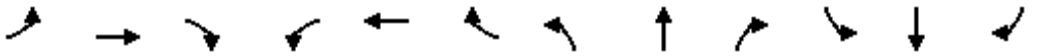
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1	33	37	1	19	18	1733	2	7	1233	8
Future Volume (veh/h)	33	1	33	37	1	19	18	1733	2	7	1233	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	1	35	39	1	20	19	1824	2	7	1298	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	1	44	138	2	30	725	3998	4	10	1752	11
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.41	0.76	0.76	0.01	0.33	0.33
Sat Flow, veh/h	835	24	835	1117	29	573	1781	5268	6	1781	5236	32
Grp Volume(v), veh/h	71	0	0	60	0	0	19	1179	647	7	844	462
Grp Sat Flow(s),veh/h/ln	1694	0	0	1719	0	0	1781	1702	1869	1781	1702	1865
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	0.5	9.6	9.6	0.3	16.4	16.4
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.4	0.0	0.0	0.5	9.6	9.6	0.3	16.4	16.4
Prop In Lane	0.49		0.49	0.65		0.33	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	161	0	0	170	0	0	725	2583	1419	10	1139	624
V/C Ratio(X)	0.44	0.00	0.00	0.35	0.00	0.00	0.03	0.46	0.46	0.72	0.74	0.74
Avail Cap(c_a), veh/h	499	0	0	498	0	0	725	2583	1419	190	1466	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	0.0	0.0	34.8	0.0	0.0	13.3	3.3	3.3	37.2	22.1	22.1
Incr Delay (d2), s/veh	1.9	0.0	0.0	1.2	0.0	0.0	0.0	0.6	1.1	31.3	1.8	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.1	0.0	0.0	0.2	1.4	1.7	0.2	6.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	0.0	36.0	0.0	0.0	13.3	3.9	4.4	68.5	23.8	25.3
LnGrp LOS	D	A	A	D	A	A	B	A	A	E	C	C
Approach Vol, veh/h		71			60			1845			1313	
Approach Delay, s/veh		36.9			36.0			4.2			24.6	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	62.6		8.0	36.2	30.8		8.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	5.7	* 5.7		4.0				
Max Green Setting (Gmax), s	8.0	32.3		21.0	8.0	* 32		21.0				
Max Q Clear Time (g_c+I1), s	2.3	11.6		5.0	2.5	18.4		4.4				
Green Ext Time (p_c), s	0.0	12.1		0.2	0.0	6.6		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



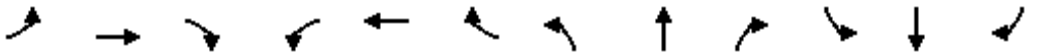
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	160	311	108	74	41	151	1688	48	96	1747	40
Future Volume (veh/h)	135	160	311	108	74	41	151	1688	48	96	1747	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	168	231	114	78	0	159	1777	0	101	1839	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	606	268	158	440		205	2507		144	2432	54
Arrive On Green	0.09	0.17	0.17	0.05	0.12	0.00	0.06	0.49	0.00	0.04	0.47	0.47
Sat Flow, veh/h	1781	3554	1571	3456	3554	1585	3456	5106	1585	3456	5139	114
Grp Volume(v), veh/h	142	168	231	114	78	0	159	1777	0	101	1218	662
Grp Sat Flow(s),veh/h/ln	1781	1777	1571	1728	1777	1585	1728	1702	1585	1728	1702	1849
Q Serve(g_s), s	11.8	6.2	21.4	4.9	2.9	0.0	6.8	40.8	0.0	4.3	44.0	44.1
Cycle Q Clear(g_c), s	11.8	6.2	21.4	4.9	2.9	0.0	6.8	40.8	0.0	4.3	44.0	44.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	165	606	268	158	440		205	2507		144	1611	875
V/C Ratio(X)	0.86	0.28	0.86	0.72	0.18		0.78	0.71		0.70	0.76	0.76
Avail Cap(c_a), veh/h	238	907	401	207	647		276	2553		184	1611	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.1	54.2	60.5	70.6	58.9	0.0	69.6	29.8	0.0	70.9	32.4	32.4
Incr Delay (d2), s/veh	14.3	0.3	13.7	4.9	0.3	0.0	6.3	0.9	0.0	4.7	3.4	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	2.8	9.5	2.3	1.4	0.0	3.2	16.4	0.0	2.0	18.4	20.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.4	54.5	74.2	75.5	59.1	0.0	75.8	30.8	0.0	75.7	35.7	38.5
LnGrp LOS	F	D	E	E	E		E	C		E	D	D
Approach Vol, veh/h		541			192	A		1936	A		1981	
Approach Delay, s/veh		70.0			68.8			34.5			38.7	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	24.3	10.3	79.6	10.9	31.3	12.9	77.0
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	20.0	27.3	8.0	75.0	9.0	38.3	12.0	71.0
Max Q Clear Time (g_c+I1), s	13.8	4.9	6.3	42.8	6.9	23.4	8.8	46.1
Green Ext Time (p_c), s	0.1	0.3	0.0	14.1	0.0	2.1	0.1	12.6

Intersection Summary	
HCM 6th Ctrl Delay	41.8
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	16	49	93	14	169	190	949	319	656	1248	5
Future Volume (veh/h)	5	16	49	93	14	169	190	949	319	656	1248	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	17	0	98	15	2	200	999	203	691	1314	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	30	25	148	78	66	224	2184	974	765	2522	1125
Arrive On Green	0.02	0.02	0.00	0.04	0.04	0.04	0.13	0.61	0.61	0.22	0.71	0.71
Sat Flow, veh/h	3456	1870	1585	3563	1870	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	5	17	0	98	15	2	200	999	203	691	1314	3
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.2	1.4	0.0	4.1	1.2	0.2	16.6	22.6	8.5	29.2	25.5	0.1
Cycle Q Clear(g_c), s	0.2	1.4	0.0	4.1	1.2	0.2	16.6	22.6	8.5	29.2	25.5	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	30	25	148	78	66	224	2184	974	765	2522	1125
V/C Ratio(X)	0.09	0.57	0.00	0.66	0.19	0.03	0.89	0.46	0.21	0.90	0.52	0.00
Avail Cap(c_a), veh/h	369	200	169	380	200	169	321	2184	974	968	2522	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.7	73.3	0.0	70.9	69.5	69.0	64.5	15.5	12.8	56.8	10.0	6.3
Incr Delay (d2), s/veh	0.7	15.8	0.0	5.0	1.2	0.2	19.3	0.7	0.5	9.9	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	0.0	1.9	0.6	0.1	8.6	8.9	3.0	13.5	9.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	89.1	0.0	75.9	70.7	69.2	83.8	16.2	13.3	66.8	10.8	6.3
LnGrp LOS	E	F	A	E	E	E	F	B	B	E	B	A
Approach Vol, veh/h		22			115			1402			2008	
Approach Delay, s/veh		85.5			75.1			25.4			30.0	
Approach LOS		F			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.2	96.2		6.4	22.9	110.5		10.2				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	42.0	60.0		16.0	27.0	75.0		16.0				
Max Q Clear Time (g_c+I1), s	31.2	24.6		3.4	18.6	27.5		6.1				
Green Ext Time (p_c), s	2.0	8.6		0.0	0.3	12.3		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		30.0	
HCM 6th LOS		C	

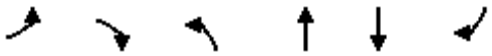
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	45	551	131	25	640
Future Volume (veh/h)	80	45	551	131	25	640
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	47	580	138	26	674
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	339	302	1240	553	69	1806
Arrive On Green	0.19	0.19	0.35	0.35	0.04	0.51
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	84	47	580	138	26	674
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	1.3	0.8	4.2	2.1	0.5	3.8
Cycle Q Clear(g_c), s	1.3	0.8	4.2	2.1	0.5	3.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	339	302	1240	553	69	1806
V/C Ratio(X)	0.25	0.16	0.47	0.25	0.38	0.37
Avail Cap(c_a), veh/h	1290	1147	2251	1004	430	3323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	11.2	8.4	7.7	15.6	4.9
Incr Delay (d2), s/veh	0.4	0.2	0.5	0.5	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	1.2	0.5	0.2	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.8	11.4	8.9	8.2	16.8	5.2
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	131		718			700
Approach Delay, s/veh	11.7		8.8			5.6
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.3	17.6			22.8	10.3
Change Period (Y+Rc), s	4.0	6.0			6.0	4.0
Max Green Setting (Gmax), s	8.0	21.0			31.0	24.0
Max Q Clear Time (g_c+I1), s	2.5	6.2			5.8	3.3
Green Ext Time (p_c), s	0.0	5.4			6.5	0.4

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	133	375	1201	763	9
Future Volume (veh/h)	3	133	375	1201	763	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	140	395	1264	803	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	202	180	471	2390	1071	477
Arrive On Green	0.11	0.11	0.26	0.67	0.30	0.30
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	3	140	395	1264	803	9
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	0.1	4.0	9.8	8.4	9.5	0.2
Cycle Q Clear(g_c), s	0.1	4.0	9.8	8.4	9.5	0.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	202	180	471	2390	1071	477
V/C Ratio(X)	0.01	0.78	0.84	0.53	0.75	0.02
Avail Cap(c_a), veh/h	610	543	648	2966	1293	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	20.1	16.3	3.9	14.7	11.5
Incr Delay (d2), s/veh	0.0	7.1	7.1	0.2	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	4.3	1.4	3.5	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.4	27.2	23.3	4.1	16.7	11.5
LnGrp LOS	B	C	C	A	B	B
Approach Vol, veh/h	143			1659	812	
Approach Delay, s/veh	27.0			8.7	16.7	
Approach LOS	C			A	B	

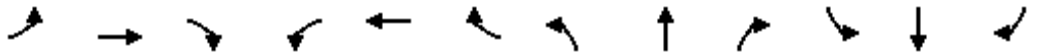
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.4		10.3	17.3	19.1
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		39.0		16.0	17.0	17.0
Max Q Clear Time (g_c+I1), s		10.4		6.0	11.8	11.5
Green Ext Time (p_c), s		11.4		0.3	0.6	2.5

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	10	13	66	0	195	5	1189	98	169	578	27
Future Volume (veh/h)	8	10	13	66	0	195	5	1189	98	169	578	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	11	14	69	0	205	5	1252	103	178	608	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	120	112	348	0	256	17	1639	135	220	2100	97
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	0.01	0.49	0.49	0.12	0.61	0.61
Sat Flow, veh/h	198	739	690	1425	0	1570	1781	3324	273	1781	3459	159
Grp Volume(v), veh/h	33	0	0	69	0	205	5	668	687	178	312	324
Grp Sat Flow(s),veh/h/ln	1627	0	0	1425	0	1570	1781	1777	1820	1781	1777	1841
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	7.8	0.2	19.0	19.1	6.0	5.2	5.2
Cycle Q Clear(g_c), s	1.0	0.0	0.0	2.4	0.0	7.8	0.2	19.0	19.1	6.0	5.2	5.2
Prop In Lane	0.24		0.42	1.00		1.00	1.00		0.15	1.00		0.09
Lane Grp Cap(c), veh/h	337	0	0	348	0	256	17	876	897	220	1079	1118
V/C Ratio(X)	0.10	0.00	0.00	0.20	0.00	0.80	0.30	0.76	0.77	0.81	0.29	0.29
Avail Cap(c_a), veh/h	581	0	0	569	0	506	230	896	917	230	1079	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	0.0	22.7	0.0	25.0	30.5	12.8	12.8	26.5	5.8	5.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	2.2	3.7	4.3	4.3	17.0	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.9	0.0	2.9	0.1	6.3	6.5	3.3	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	0.0	0.0	22.8	0.0	27.3	34.3	17.1	17.1	43.5	6.1	6.1
LnGrp LOS	C	A	A	C	A	C	C	B	B	D	A	A
Approach Vol, veh/h		33			274			1360			814	
Approach Delay, s/veh		22.2			26.1			17.2			14.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	36.3		14.1	4.6	43.4		14.1				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	31.3		20.0	8.0	29.3		20.0				
Max Q Clear Time (g_c+I1), s	8.0	21.1		3.0	2.2	7.2		9.8				
Green Ext Time (p_c), s	0.0	9.5		0.0	0.0	11.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			17.3									
HCM 6th LOS			B									



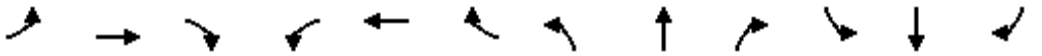
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	1	58	18	1	15	30	1172	55	17	599	24
Future Volume (veh/h)	103	1	58	18	1	15	30	1172	55	17	599	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	1	61	19	1	16	32	1234	58	18	631	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	1	133	45	2	41	403	2419	1077	22	1560	62
Arrive On Green	0.08	0.08	0.08	0.03	0.03	0.03	0.23	0.68	0.68	0.01	0.45	0.45
Sat Flow, veh/h	1766	16	1585	1696	89	1542	1781	3554	1583	1781	3484	138
Grp Volume(v), veh/h	109	0	61	20	0	16	32	1234	58	18	322	334
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1786	0	1542	1781	1777	1583	1781	1777	1845
Q Serve(g_s), s	5.4	0.0	3.3	1.0	0.0	0.9	1.3	15.3	1.1	0.9	11.0	11.0
Cycle Q Clear(g_c), s	5.4	0.0	3.3	1.0	0.0	0.9	1.3	15.3	1.1	0.9	11.0	11.0
Prop In Lane	0.99		1.00	0.95		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	150	0	133	47	0	41	403	2419	1077	22	796	826
V/C Ratio(X)	0.73	0.00	0.46	0.42	0.00	0.39	0.08	0.51	0.05	0.84	0.40	0.40
Avail Cap(c_a), veh/h	317	0	282	159	0	137	403	2419	1077	158	796	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	0.0	39.3	43.1	0.0	43.1	27.4	7.0	4.8	44.4	16.8	16.8
Incr Delay (d2), s/veh	2.5	0.0	0.9	2.2	0.0	2.3	0.0	0.4	0.1	25.5	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.3	0.5	0.0	0.4	0.5	3.9	0.3	0.5	4.2	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.0	40.2	45.4	0.0	45.4	27.5	7.4	4.8	69.9	18.3	18.2
LnGrp LOS	D	A	D	D	A	D	C	A	A	E	B	B
Approach Vol, veh/h		170			36			1324			674	
Approach Delay, s/veh		41.8			45.4			7.8			19.6	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.1	46.0		6.4	5.1	67.0		11.6				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	* 40		8.0	8.0	40.3		16.0				
Max Q Clear Time (g_c+I1), s	3.3	13.0		3.0	2.9	17.3		7.4				
Green Ext Time (p_c), s	0.0	15.4		0.0	0.0	21.0		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		14.7
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	391	0	882	3	3	1	376	860	0	2	556	117
Future Volume (veh/h)	391	0	882	3	3	1	376	860	0	2	556	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	412	0	0	3	3	1	396	905	0	2	585	123
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	514	0		29	22	7	469	2271	0	7	1842	822
Arrive On Green	0.14	0.00	0.00	0.02	0.02	0.02	0.14	0.64	0.00	0.00	0.52	0.52
Sat Flow, veh/h	3563	0	1585	1781	1342	447	3456	3647	0	1781	3554	1585
Grp Volume(v), veh/h	412	0	0	3	0	4	396	905	0	2	585	123
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1790	1728	1777	0	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	0.0	0.1	0.0	0.2	10.1	11.1	0.0	0.1	8.5	3.6
Cycle Q Clear(g_c), s	10.1	0.0	0.0	0.1	0.0	0.2	10.1	11.1	0.0	0.1	8.5	3.6
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	514	0		29	0	29	469	2271	0	7	1842	822
V/C Ratio(X)	0.80	0.00		0.10	0.00	0.14	0.85	0.40	0.00	0.30	0.32	0.15
Avail Cap(c_a), veh/h	910	0		238	0	239	499	2271	0	158	1842	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	0.0	43.6	0.0	43.7	38.0	7.9	0.0	44.7	12.5	11.3
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.6	0.0	0.8	11.2	0.5	0.0	8.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	0.1	0.0	0.1	4.9	3.9	0.0	0.1	2.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	0.0	0.0	44.2	0.0	44.5	49.2	8.4	0.0	53.5	12.6	11.4
LnGrp LOS	D	A		D	A	D	D	A	A	D	B	B
Approach Vol, veh/h		412	A		7			1301			710	
Approach Delay, s/veh		38.4			44.4			20.8			12.6	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	63.2		5.4	15.2	52.4		17.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	3.0	* 5.7		4.0				
Max Green Setting (Gmax), s	8.0	29.3		12.0	13.0	* 26		23.0				
Max Q Clear Time (g_c+I1), s	2.1	13.1		2.2	12.1	10.5		12.1				
Green Ext Time (p_c), s	0.0	5.8		0.0	0.1	4.4		0.9				

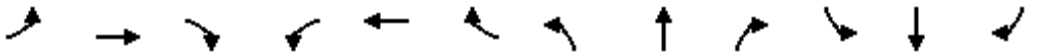
Intersection Summary		
HCM 6th Ctrl Delay		21.4
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	0	45	52	1	63	67	445	11	43	359	96
Future Volume (veh/h)	93	0	45	52	1	63	67	445	11	43	359	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	0	47	55	1	66	71	468	12	45	378	101
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	584	0	260	274	4	240	161	899	401	101	780	348
Arrive On Green	0.16	0.00	0.16	0.15	0.15	0.15	0.09	0.25	0.25	0.06	0.22	0.22
Sat Flow, veh/h	3563	0	1585	1781	24	1565	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	98	0	47	55	0	67	71	468	12	45	378	101
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1589	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.1	0.0	1.2	1.3	0.0	1.7	1.8	5.3	0.3	1.1	4.3	2.5
Cycle Q Clear(g_c), s	1.1	0.0	1.2	1.3	0.0	1.7	1.8	5.3	0.3	1.1	4.3	2.5
Prop In Lane	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	584	0	260	274	0	244	161	899	401	101	780	348
V/C Ratio(X)	0.17	0.00	0.18	0.20	0.00	0.27	0.44	0.52	0.03	0.44	0.48	0.29
Avail Cap(c_a), veh/h	1534	0	683	767	0	684	460	2732	1218	460	2732	1218
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	16.7	17.2	0.0	17.4	20.0	14.9	13.1	21.2	15.8	15.1
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.2	0.7	0.6	0.0	1.1	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	0.5	0.0	0.6	0.7	1.8	0.1	0.4	1.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	0.0	16.8	17.3	0.0	17.6	20.7	15.6	13.1	22.3	16.5	15.7
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		145			122			551			524	
Approach Delay, s/veh		16.8			17.5			16.2			16.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	17.0		11.1	8.2	15.5		11.6				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	12.0	35.7		20.0	12.0	35.7		20.0				
Max Q Clear Time (g_c+I1), s	3.1	7.3		3.7	3.8	6.3		3.2				
Green Ext Time (p_c), s	0.0	4.3		0.2	0.0	3.9		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		16.6	
HCM 6th LOS		B	

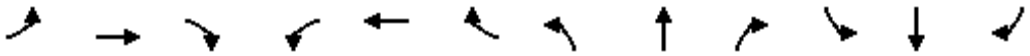
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	40	22	6	55	23
Future Volume (veh/h)	5	40	22	6	55	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	42	23	6	58	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	143	127	190	161	147	803
Arrive On Green	0.08	0.08	0.10	0.10	0.08	0.43
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	5	42	23	6	58	24
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	0.1	0.5	0.2	0.1	0.6	0.2
Cycle Q Clear(g_c), s	0.1	0.5	0.2	0.1	0.6	0.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	143	127	190	161	147	803
V/C Ratio(X)	0.03	0.33	0.12	0.04	0.40	0.03
Avail Cap(c_a), veh/h	1835	1632	2018	1710	612	3119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.6	8.9	8.3	8.3	8.9	3.4
Incr Delay (d2), s/veh	0.1	1.5	0.3	0.1	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.1	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	10.4	8.6	8.4	10.6	3.4
LnGrp LOS	A	B	A	A	B	A
Approach Vol, veh/h	47		29			82
Approach Delay, s/veh	10.2		8.6			8.5
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.7	7.1			13.8	6.6
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	7.0	22.0			34.0	21.0
Max Q Clear Time (g_c+I1), s	2.6	2.2			2.2	2.5
Green Ext Time (p_c), s	0.0	0.1			0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A



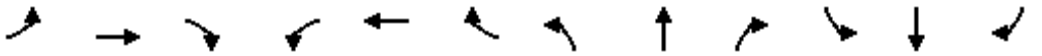
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	404	10	58	450	12	39	7	21	7	49	10
Future Volume (veh/h)	3	404	10	58	450	12	39	7	21	7	49	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	425	11	61	474	13	46	0	22	7	52	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	904	403	94	1083	483	204	0	91	11	79	17
Arrive On Green	0.00	0.25	0.25	0.05	0.30	0.30	0.06	0.00	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	181	1345	284
Grp Volume(v), veh/h	3	425	11	61	474	13	46	0	22	70	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1810	0	0
Q Serve(g_s), s	0.1	3.1	0.2	1.0	3.3	0.2	0.4	0.0	0.4	1.2	0.0	0.0
Cycle Q Clear(g_c), s	0.1	3.1	0.2	1.0	3.3	0.2	0.4	0.0	0.4	1.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.10		0.16
Lane Grp Cap(c), veh/h	6	904	403	94	1083	483	204	0	91	106	0	0
V/C Ratio(X)	0.52	0.47	0.03	0.65	0.44	0.03	0.23	0.00	0.24	0.66	0.00	0.00
Avail Cap(c_a), veh/h	697	3046	1359	697	3046	1359	1742	0	775	826	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.3	9.7	8.6	14.2	8.6	7.5	13.8	0.0	13.8	14.1	0.0	0.0
Incr Delay (d2), s/veh	24.0	0.5	0.0	2.8	0.4	0.0	0.2	0.0	0.5	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	0.0	0.4	0.7	0.0	0.1	0.0	0.1	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	10.2	8.6	17.0	9.0	7.5	14.0	0.0	14.3	16.7	0.0	0.0
LnGrp LOS	D	B	A	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		439			548			68			70	
Approach Delay, s/veh		10.4			9.8			14.1			16.7	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.8	5.6	13.5		5.8	4.1	15.0				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		14.0	12.0	26.3		15.0	12.0	26.3				
Max Q Clear Time (g_c+I1), s		3.2	3.0	5.1		2.4	2.1	5.3				
Green Ext Time (p_c), s		0.1	0.0	2.7		0.1	0.0	3.0				

Intersection Summary												
HCM 6th Ctrl Delay			10.7									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.



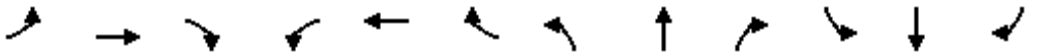
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	352	149	28	314	13	51	6	17	22	25	73
Future Volume (veh/h)	41	352	149	28	314	13	51	6	17	22	25	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	371	157	29	331	14	58	0	18	23	26	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	1038	463	38	1008	450	215	0	96	150	158	134
Arrive On Green	0.03	0.29	0.29	0.02	0.28	0.28	0.06	0.00	0.06	0.08	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	1781	1870	1585
Grp Volume(v), veh/h	43	371	157	29	331	14	58	0	18	23	26	77
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1781	1870	1585
Q Serve(g_s), s	0.8	2.8	2.6	0.5	2.5	0.2	0.5	0.0	0.4	0.4	0.4	1.6
Cycle Q Clear(g_c), s	0.8	2.8	2.6	0.5	2.5	0.2	0.5	0.0	0.4	0.4	0.4	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	1038	463	38	1008	450	215	0	96	150	158	134
V/C Ratio(X)	0.82	0.36	0.34	0.77	0.33	0.03	0.27	0.00	0.19	0.15	0.16	0.58
Avail Cap(c_a), veh/h	422	2000	892	422	2000	892	844	0	376	828	870	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	9.4	9.4	16.4	9.6	8.7	15.2	0.0	15.1	14.3	14.4	14.9
Incr Delay (d2), s/veh	10.9	0.3	0.6	11.5	0.3	0.0	0.2	0.0	0.3	0.7	0.7	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7	0.6	0.3	0.6	0.0	0.2	0.0	0.1	0.2	0.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	9.7	10.0	28.0	9.8	8.8	15.4	0.0	15.4	15.0	15.0	20.3
LnGrp LOS	C	A	B	C	A	A	B	A	B	B	B	C
Approach Vol, veh/h		571			374			76			126	
Approach Delay, s/veh		11.1			11.2			15.4			18.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.0	4.7	15.6		7.5	5.0	15.3				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.6	4.0	5.7				
Max Green Setting (Gmax), s		8.0	8.0	19.0		15.7	8.0	19.0				
Max Q Clear Time (g_c+I1), s		2.5	2.5	4.8		3.6	2.8	4.5				
Green Ext Time (p_c), s		0.1	0.0	5.1		0.5	0.0	3.9				

Intersection Summary												
HCM 6th Ctrl Delay			12.2									
HCM 6th LOS			B									

Notes

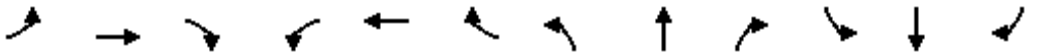
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	268	61	17	228	3	33	7	2	0	7	23
Future Volume (veh/h)	77	268	61	17	228	3	33	7	2	0	7	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	81	282	64	18	240	3	35	7	2	0	7	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	1012	451	25	866	386	62	12	66	0	57	49
Arrive On Green	0.05	0.28	0.28	0.01	0.24	0.24	0.04	0.04	0.04	0.00	0.03	0.03
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1496	299	1585	0	1870	1585
Grp Volume(v), veh/h	81	282	64	18	240	3	42	0	2	0	7	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1796	0	1585	0	1870	1585
Q Serve(g_s), s	1.2	1.7	0.8	0.3	1.5	0.0	0.6	0.0	0.0	0.0	0.1	0.4
Cycle Q Clear(g_c), s	1.2	1.7	0.8	0.3	1.5	0.0	0.6	0.0	0.0	0.0	0.1	0.4
Prop In Lane	1.00		1.00	1.00		1.00	0.83		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	98	1012	451	25	866	386	75	0	66	0	57	49
V/C Ratio(X)	0.83	0.28	0.14	0.72	0.28	0.01	0.56	0.00	0.03	0.00	0.12	0.49
Avail Cap(c_a), veh/h	527	2498	1114	527	2235	997	1461	0	1290	0	1522	1290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	7.5	7.2	13.3	8.3	7.7	12.7	0.0	12.4	0.0	12.7	12.9
Incr Delay (d2), s/veh	6.5	0.2	0.2	13.4	0.3	0.0	7.7	0.0	0.2	0.0	1.1	9.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.3	0.2	0.2	0.3	0.0	0.4	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	7.7	7.4	26.7	8.6	7.8	20.5	0.0	12.7	0.0	13.9	21.9
LnGrp LOS	B	A	A	C	A	A	C	A	B	A	B	C
Approach Vol, veh/h		427			261			44			31	
Approach Delay, s/veh		9.9			9.8			20.1			20.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.8	4.4	12.7		5.1	5.5	11.6				
Change Period (Y+Rc), s		4.0	4.0	5.0		4.0	4.0	5.0				
Max Green Setting (Gmax), s		22.0	8.0	19.0		22.0	8.0	17.0				
Max Q Clear Time (g_c+I1), s		2.4	2.3	3.7		2.6	3.2	3.5				
Green Ext Time (p_c), s		0.1	0.0	4.0		0.1	0.0	2.8				

Intersection Summary												
HCM 6th Ctrl Delay			10.9									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	154	123	3	131	68	60	12	5	28	56	13
Future Volume (veh/h)	26	154	123	3	131	68	60	12	5	28	56	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	162	129	3	138	72	72	0	5	29	59	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	752	439	7	554	247	233	0	103	48	98	126
Arrive On Green	0.02	0.21	0.21	0.00	0.16	0.16	0.07	0.00	0.07	0.08	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	606	1234	1585
Grp Volume(v), veh/h	27	162	129	3	138	72	72	0	5	88	0	14
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1840	0	1585
Q Serve(g_s), s	0.4	1.0	1.7	0.0	0.9	1.1	0.5	0.0	0.1	1.2	0.0	0.2
Cycle Q Clear(g_c), s	0.4	1.0	1.7	0.0	0.9	1.1	0.5	0.0	0.1	1.2	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.33		1.00
Lane Grp Cap(c), veh/h	36	752	439	7	554	247	233	0	103	147	0	126
V/C Ratio(X)	0.74	0.22	0.29	0.45	0.25	0.29	0.31	0.00	0.05	0.60	0.00	0.11
Avail Cap(c_a), veh/h	537	2412	1179	537	2278	1016	3224	0	1434	555	0	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	8.6	7.5	13.2	9.8	9.9	11.8	0.0	11.6	11.8	0.0	11.3
Incr Delay (d2), s/veh	10.5	0.2	0.6	16.3	0.4	1.0	0.9	0.0	0.2	1.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.4	0.0	0.2	0.3	0.2	0.0	0.0	0.4	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	8.9	8.1	29.5	10.2	10.9	12.7	0.0	11.9	13.3	0.0	11.5
LnGrp LOS	C	A	A	C	B	B	B	A	B	B	A	B
Approach Vol, veh/h		318			213			77			102	
Approach Delay, s/veh		9.8			10.7			12.7			13.0	
Approach LOS		A			B			B			B	

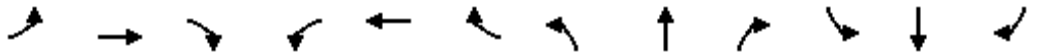
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.7	4.1	10.6		6.1	5.5	9.1				
Change Period (Y+Rc), s		4.0	4.0	5.0		4.0	5.0	* 5				
Max Green Setting (Gmax), s		24.0	8.0	18.0		8.0	8.0	* 17				
Max Q Clear Time (g_c+I1), s		2.5	2.0	3.7		3.2	2.4	3.1				
Green Ext Time (p_c), s		0.3	0.0	1.6		0.1	0.0	1.1				

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



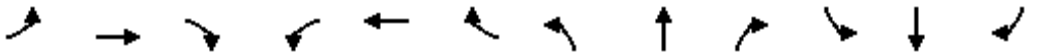
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	35	86	50	15	7	21	494	73	26	956	101
Future Volume (veh/h)	160	35	86	50	15	7	21	494	73	26	956	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1864	1864	1870	1870	1870	1776	1776	1776	2027	2027	2027
Adj Flow Rate, veh/h	168	37	91	53	16	7	22	520	77	27	1006	106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	67	164	378	78	34	44	1861	576	59	2150	666
Arrive On Green	0.19	0.14	0.14	0.11	0.06	0.06	0.03	0.38	0.38	0.03	0.39	0.39
Sat Flow, veh/h	1776	476	1172	3456	1232	539	1692	4849	1501	1931	5535	1714
Grp Volume(v), veh/h	168	0	128	53	0	23	22	520	77	27	1006	106
Grp Sat Flow(s),veh/h/ln	1776	0	1648	1728	0	1771	1692	1616	1501	1931	1845	1714
Q Serve(g_s), s	4.9	0.0	4.2	0.8	0.0	0.7	0.7	4.2	1.9	0.8	7.8	0.9
Cycle Q Clear(g_c), s	4.9	0.0	4.2	0.8	0.0	0.7	0.7	4.2	1.9	0.8	7.8	0.9
Prop In Lane	1.00		0.71	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	0	231	378	0	113	44	1861	576	59	2150	666
V/C Ratio(X)	0.51	0.00	0.56	0.14	0.00	0.20	0.50	0.28	0.13	0.46	0.47	0.16
Avail Cap(c_a), veh/h	330	0	575	663	0	689	236	2088	647	269	2384	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	23.0	23.1	0.0	25.5	27.6	12.2	11.5	27.3	13.1	1.6
Incr Delay (d2), s/veh	0.5	0.0	1.8	0.1	0.0	0.3	3.3	0.2	0.2	2.1	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.6	0.3	0.0	0.3	0.3	1.2	0.6	0.3	2.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	24.8	23.2	0.0	25.8	30.9	12.4	11.7	29.4	13.4	1.8
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	A
Approach Vol, veh/h		296			76			619			1139	
Approach Delay, s/veh		22.9			24.0			12.9			12.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	28.0	10.3	13.3	5.5	28.3	16.0	7.6
Change Period (Y+Rc), s	4.0	6.0	4.0	5.3	4.0	6.0	5.3	* 4
Max Green Setting (Gmax), s	8.0	24.7	11.0	20.0	8.0	24.7	10.0	* 22
Max Q Clear Time (g_c+I1), s	2.8	6.2	2.8	6.2	2.7	9.8	6.9	2.7
Green Ext Time (p_c), s	0.0	9.4	0.0	0.6	0.0	12.5	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



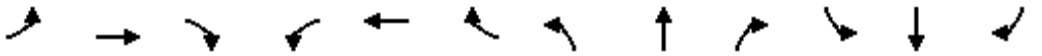
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	97	75	167	189	11	46	561	55	31	1035	33
Future Volume (veh/h)	35	97	75	167	189	11	46	561	55	31	1035	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	102	79	176	199	12	48	591	58	33	1089	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	346	154	223	236	14	81	3521	1093	59	3489	1083
Arrive On Green	0.03	0.10	0.10	0.06	0.14	0.14	0.05	1.00	1.00	0.02	0.68	0.68
Sat Flow, veh/h	1781	3554	1585	3456	1746	105	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	37	102	79	176	0	211	48	591	58	33	1089	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	0	1851	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	3.1	4.0	7.1	7.5	0.0	16.7	2.0	0.0	0.0	1.4	12.9	1.1
Cycle Q Clear(g_c), s	3.1	4.0	7.1	7.5	0.0	16.7	2.0	0.0	0.0	1.4	12.9	1.1
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	346	154	223	0	250	81	3521	1093	59	3489	1083
V/C Ratio(X)	0.78	0.29	0.51	0.79	0.00	0.84	0.59	0.17	0.05	0.56	0.31	0.03
Avail Cap(c_a), veh/h	166	988	441	369	0	539	276	3521	1093	276	3489	1083
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.5	62.9	64.3	69.2	0.0	63.3	70.8	0.0	0.0	73.2	9.6	7.7
Incr Delay (d2), s/veh	9.6	0.6	3.5	2.4	0.0	9.8	2.6	0.1	0.1	3.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.8	3.0	3.4	0.0	8.6	0.9	0.0	0.0	0.7	4.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.1	63.5	67.8	71.5	0.0	73.1	73.3	0.1	0.1	76.2	9.6	7.7
LnGrp LOS	F	E	E	E	A	E	E	A	A	E	A	A
Approach Vol, veh/h		218			387			697			1157	
Approach Delay, s/veh		68.2			72.4			5.1			11.5	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	109.8	13.7	19.9	7.5	108.9	8.0	25.6
Change Period (Y+Rc), s	4.0	* 6.4	4.0	5.3	4.0	6.4	4.0	5.3
Max Green Setting (Gmax), s	12.0	* 62	16.0	41.7	12.0	60.6	14.0	43.7
Max Q Clear Time (g_c+I1), s	3.4	2.0	9.5	9.1	4.0	14.9	5.1	18.7
Green Ext Time (p_c), s	0.0	11.3	0.2	1.2	0.0	15.5	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



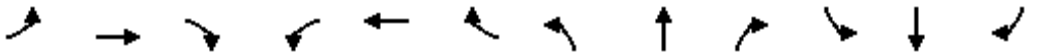
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	21	120	145	38	56	121	686	167	40	1216	28
Future Volume (veh/h)	18	21	120	145	38	56	121	686	167	40	1216	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	0	141	153	40	59	127	722	176	42	1280	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	0	188	273	52	77	173	2757	977	668	3489	1083
Arrive On Green	0.06	0.00	0.06	0.08	0.08	0.08	0.10	1.00	1.00	0.19	0.68	0.68
Sat Flow, veh/h	1781	0	3170	3563	682	1007	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	19	0	141	153	0	99	127	722	176	42	1280	29
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1689	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	1.5	0.0	6.6	6.2	0.0	8.6	5.4	0.0	0.0	1.5	15.9	0.9
Cycle Q Clear(g_c), s	1.5	0.0	6.6	6.2	0.0	8.6	5.4	0.0	0.0	1.5	15.9	0.9
Prop In Lane	1.00		1.00	1.00		0.60	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	0	188	273	0	129	173	2757	977	668	3489	1083
V/C Ratio(X)	0.18	0.00	0.75	0.56	0.00	0.77	0.73	0.26	0.18	0.06	0.37	0.03
Avail Cap(c_a), veh/h	222	0	395	563	0	267	346	2757	977	668	3489	1083
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.1	0.0	69.4	66.8	0.0	67.9	66.5	0.0	0.0	49.4	10.0	7.7
Incr Delay (d2), s/veh	0.8	0.0	5.8	1.8	0.0	9.1	5.9	0.2	0.4	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.8	2.9	0.0	4.1	2.4	0.1	0.1	0.6	5.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	0.0	75.3	68.6	0.0	77.0	72.4	0.2	0.4	49.4	10.1	7.7
LnGrp LOS	E	A	E	E	A	E	E	A	A	D	B	A
Approach Vol, veh/h		160			252			1025			1351	
Approach Delay, s/veh		74.4			71.9			9.2			11.3	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.0	86.0		14.2	12.5	106.5		16.8				
Change Period (Y+Rc), s	4.0	5.0		5.3	5.0	4.0		5.3				
Max Green Setting (Gmax), s	7.0	81.0		18.7	15.0	73.0		23.7				
Max Q Clear Time (g_c+I1), s	3.5	2.0		8.6	7.4	17.9		10.6				
Green Ext Time (p_c), s	0.0	6.2		0.4	0.2	20.6		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		19.6	
HCM 6th LOS		B	

Notes

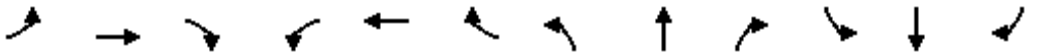
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	299	0	0	469	400	940	0	0	1439	43
Future Volume (vph)	0	0	299	0	0	469	400	940	0	0	1439	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0	4.0	5.0			5.0	5.0
Lane Util. Factor			1.00			1.00	0.97	0.91			0.91	1.00
Frt			0.86			0.86	1.00	1.00			1.00	0.85
Flt Protected			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)			1611			1611	3433	5085			5085	1583
Flt Permitted			1.00			1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)			1611			1611	3433	5085			5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	315	0	0	494	421	989	0	0	1515	45
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	14
Lane Group Flow (vph)	0	0	315	0	0	494	421	989	0	0	1515	31
Turn Type			Free			Free	Prot	NA			NA	Perm
Protected Phases							5	2			6	
Permitted Phases			Free			Free						6
Actuated Green, G (s)			75.0			75.0	14.3	75.0			51.7	51.7
Effective Green, g (s)			75.0			75.0	14.3	75.0			51.7	51.7
Actuated g/C Ratio			1.00			1.00	0.19	1.00			0.69	0.69
Clearance Time (s)							4.0	5.0			5.0	5.0
Vehicle Extension (s)							3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			1611			1611	654	5085			3505	1091
v/s Ratio Prot							c0.12	0.19			c0.30	
v/s Ratio Perm			0.20			0.31						0.02
v/c Ratio			0.20			0.31	0.64	0.19			0.43	0.03
Uniform Delay, d1			0.0			0.0	28.0	0.0			5.2	3.7
Progression Factor			1.00			1.00	1.05	1.00			0.78	0.28
Incremental Delay, d2			0.3			0.5	2.0	0.1			0.4	0.0
Delay (s)			0.3			0.5	31.2	0.1			4.4	1.1
Level of Service			A			A	C	A			A	A
Approach Delay (s)		0.3			0.5			9.4			4.3	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		

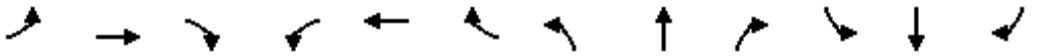
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1017	0	0	195	0	1145	178	807	931	0
Future Volume (vph)	0	0	1017	0	0	195	0	1145	178	807	931	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.3			4.0		5.7	5.7	5.7	5.7	
Lane Util. Factor			0.88			1.00		0.91	1.00	0.97	0.91	
Frt			0.85			0.86		1.00	0.85	1.00	1.00	
Flt Protected			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)			2787			1611		5085	1583	3433	5085	
Flt Permitted			1.00			1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)			2787			1611		5085	1583	3433	5085	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	1071	0	0	205	0	1205	187	849	980	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	29	0	0	0
Lane Group Flow (vph)	0	0	1071	0	0	205	0	1205	158	849	980	0
Turn Type			Perm			Free		NA	Perm	Prot	NA	
Protected Phases								2		1	6	
Permitted Phases			5			Free			2			
Actuated Green, G (s)			69.5			150.0		79.3	79.3	59.3	69.5	
Effective Green, g (s)			69.5			150.0		79.3	79.3	59.3	69.5	
Actuated g/C Ratio			0.46			1.00		0.53	0.53	0.40	0.46	
Clearance Time (s)			5.3					5.7	5.7	5.7	5.7	
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)			1291			1611		2688	836	1357	2356	
v/s Ratio Prot								0.24		c0.25	c0.19	
v/s Ratio Perm			c0.38			0.13			0.10			
v/c Ratio			0.83			0.13		0.45	0.19	0.63	0.42	
Uniform Delay, d1			35.1			0.0		21.8	18.5	36.4	26.8	
Progression Factor			1.00			1.00		0.49	0.26	0.58	0.71	
Incremental Delay, d2			4.6			0.2		0.5	0.5	0.8	0.5	
Delay (s)			39.6			0.2		11.2	5.2	22.1	19.5	
Level of Service			D			A		B	A	C	B	
Approach Delay (s)		39.6			0.2			10.4			20.7	
Approach LOS		D			A			B			C	

Intersection Summary			
HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	11.4
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

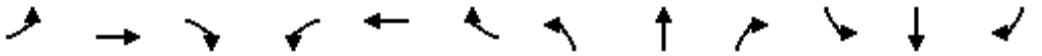
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	1	5	4	5	16	19	0	1	8	9
Future Volume (veh/h)	1	2	1	5	4	5	16	19	0	1	8	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	2	1	5	4	5	17	20	0	1	8	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	4	2	7	6	7	24	702	0	8	149	167
Arrive On Green	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.20	0.00	0.00	0.18	0.18
Sat Flow, veh/h	442	884	442	617	494	617	1781	3647	0	1781	804	904
Grp Volume(v), veh/h	4	0	0	14	0	0	17	20	0	1	0	17
Grp Sat Flow(s),veh/h/ln	1769	0	0	1728	0	0	1781	1777	0	1781	0	1708
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.2
Prop In Lane	0.25		0.25	0.36		0.36	1.00		0.00	1.00		0.53
Lane Grp Cap(c), veh/h	8	0	0	19	0	0	24	702	0	8	0	316
V/C Ratio(X)	0.49	0.00	0.00	0.72	0.00	0.00	0.71	0.03	0.00	0.12	0.00	0.05
Avail Cap(c_a), veh/h	1308	0	0	639	0	0	659	1314	0	659	0	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.7	0.0	0.0	10.7	0.0	0.0	10.6	7.0	0.0	10.8	0.0	7.3
Incr Delay (d2), s/veh	38.9	0.0	0.0	17.2	0.0	0.0	13.3	0.0	0.0	2.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	0.0	0.0	27.9	0.0	0.0	23.9	7.0	0.0	13.2	0.0	7.3
LnGrp LOS	D	A	A	C	A	A	C	A	A	B	A	A
Approach Vol, veh/h		4			14			37			18	
Approach Delay, s/veh		49.7			27.9			14.8			7.6	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.0	8.3		4.2	4.3	8.0		5.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		5.0				
Max Green Setting (Gmax), s	8.0	8.0		8.0	8.0	8.0		16.0				
Max Q Clear Time (g_c+I1), s	2.0	2.1		2.2	2.2	2.2		2.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		17.4	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	8	5	52	7	74	17	1181	74	313	1365	123
Future Volume (veh/h)	48	8	5	52	7	74	17	1181	74	313	1365	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	51	8	0	55	7	0	18	1243	0	329	1437	129
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	5	5	5
Cap, veh/h	130	46		132	46		47	2526		391	3034	937
Arrive On Green	0.02	0.02	0.00	0.02	0.02	0.00	0.01	0.51	0.00	0.23	1.00	1.00
Sat Flow, veh/h	5344	1870	1585	5344	1870	1585	3374	4985	1547	3374	4985	1540
Grp Volume(v), veh/h	51	8	0	55	7	0	18	1243	0	329	1437	129
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1687	1662	1547	1687	1662	1540
Q Serve(g_s), s	1.4	0.6	0.0	1.5	0.5	0.0	0.8	24.6	0.0	14.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.6	0.0	1.5	0.5	0.0	0.8	24.6	0.0	14.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	130	46		132	46		47	2526		391	3034	937
V/C Ratio(X)	0.39	0.18		0.42	0.15		0.38	0.49		0.84	0.47	0.14
Avail Cap(c_a), veh/h	499	175		467	163		292	2526		720	3034	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.1	71.7	0.0	72.1	71.6	0.0	73.3	24.3	0.0	56.3	0.0	0.0
Incr Delay (d2), s/veh	1.9	1.8	0.0	2.9	2.1	0.0	1.8	0.3	0.0	1.9	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.3	0.0	0.7	0.3	0.0	0.4	9.5	0.0	5.3	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	73.5	0.0	75.0	73.7	0.0	75.1	24.6	0.0	58.2	0.5	0.3
LnGrp LOS	E	E		E	E		E	C		E	A	A
Approach Vol, veh/h		59	A		62	A		1261	A		1895	
Approach Delay, s/veh		73.9			74.8			25.3			10.5	
Approach LOS		E			E			C			B	

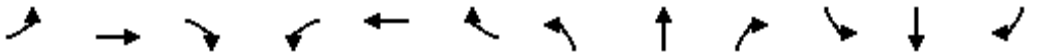
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.4	81.7		8.6	6.1	97.0		7.7				
Change Period (Y+Rc), s	4.0	5.7		4.9	4.0	5.7		4.0				
Max Green Setting (Gmax), s	32.0	72.3		13.1	13.0	91.3		14.0				
Max Q Clear Time (g_c+I1), s	16.0	26.6		3.5	2.8	2.0		3.4				
Green Ext Time (p_c), s	1.4	35.5		0.2	0.0	69.8		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		18.6
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

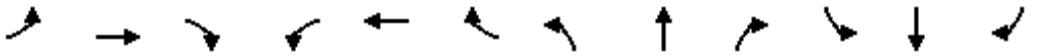
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	0	239	4	1	3	245	1361	2	6	1041	116
Future Volume (veh/h)	111	0	239	4	1	3	245	1361	2	6	1041	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	0	252	4	1	3	258	1433	2	6	1096	122
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	333	0	296	29	7	32	298	1920	3	14	1308	583
Arrive On Green	0.19	0.00	0.19	0.02	0.02	0.02	0.17	0.53	0.53	0.01	0.37	0.37
Sat Flow, veh/h	1781	0	1585	1439	360	1585	1781	3641	5	1781	3554	1585
Grp Volume(v), veh/h	117	0	252	5	0	3	258	699	736	6	1096	122
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1798	0	1585	1781	1777	1869	1781	1777	1585
Q Serve(g_s), s	4.4	0.0	11.8	0.2	0.0	0.1	10.8	23.6	23.6	0.3	21.7	4.1
Cycle Q Clear(g_c), s	4.4	0.0	11.8	0.2	0.0	0.1	10.8	23.6	23.6	0.3	21.7	4.1
Prop In Lane	1.00		1.00	0.80		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	0	296	37	0	32	298	937	986	14	1308	583
V/C Ratio(X)	0.35	0.00	0.85	0.14	0.00	0.09	0.87	0.75	0.75	0.43	0.84	0.21
Avail Cap(c_a), veh/h	464	0	412	468	0	412	324	937	986	185	1443	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	30.2	37.0	0.0	36.9	31.2	14.2	14.2	38.0	22.2	16.6
Incr Delay (d2), s/veh	0.2	0.0	8.8	0.6	0.0	0.5	18.6	3.6	3.4	7.6	4.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	5.1	0.1	0.0	0.1	5.8	8.5	8.9	0.1	8.7	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	0.0	39.0	37.6	0.0	37.4	49.7	17.7	17.6	45.6	26.7	16.9
LnGrp LOS	C	A	D	D	A	D	D	B	B	D	C	B
Approach Vol, veh/h		369			8			1693			1224	
Approach Delay, s/veh		35.3			37.5			22.5			25.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	46.5		6.5	16.9	34.3		19.2				
Change Period (Y+Rc), s	4.0	6.0		4.9	4.0	6.0		4.9				
Max Green Setting (Gmax), s	8.0	40.2		20.0	14.0	31.2		20.0				
Max Q Clear Time (g_c+I1), s	2.3	25.6		2.2	12.8	23.7		13.8				
Green Ext Time (p_c), s	0.0	8.5		0.0	0.1	4.6		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			25.2									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	15	393	4	5	6	172	1404	12	5	981	306
Future Volume (veh/h)	195	15	393	4	5	6	172	1404	12	5	981	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	216	0	414	4	5	6	181	1478	13	5	1033	322
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1022	0	455	11	14	22	250	1842	16	7	1570	700
Arrive On Green	0.29	0.00	0.29	0.01	0.01	0.01	0.07	0.51	0.51	0.00	0.44	0.44
Sat Flow, veh/h	3563	0	1585	813	1017	1585	3456	3610	32	1781	3554	1585
Grp Volume(v), veh/h	216	0	414	9	0	6	181	727	764	5	1033	322
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1830	0	1585	1728	1777	1865	1781	1777	1585
Q Serve(g_s), s	4.4	0.0	23.8	0.5	0.0	0.4	4.8	32.1	32.1	0.3	21.6	13.4
Cycle Q Clear(g_c), s	4.4	0.0	23.8	0.5	0.0	0.4	4.8	32.1	32.1	0.3	21.6	13.4
Prop In Lane	1.00		1.00	0.44		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	1022	0	455	25	0	22	250	907	952	7	1570	700
V/C Ratio(X)	0.21	0.00	0.91	0.36	0.00	0.27	0.72	0.80	0.80	0.72	0.66	0.46
Avail Cap(c_a), veh/h	1131	0	503	581	0	503	293	1025	1075	151	2012	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	0.0	32.5	46.2	0.0	46.1	42.9	19.2	19.2	47.0	20.8	18.5
Incr Delay (d2), s/veh	0.1	0.0	19.6	8.3	0.0	6.6	5.4	5.3	5.1	40.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	11.5	0.3	0.0	0.2	2.2	13.0	13.6	0.2	8.5	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	0.0	52.1	54.5	0.0	52.7	48.3	24.5	24.3	87.3	21.8	19.5
LnGrp LOS	C	A	D	D	A	D	D	C	C	F	C	B
Approach Vol, veh/h		630			15			1672			1360	
Approach Delay, s/veh		43.0			53.8			27.0			21.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	53.7		5.3	10.8	47.3		31.1				
Change Period (Y+Rc), s	4.0	5.5		4.0	4.0	5.5		4.0				
Max Green Setting (Gmax), s	8.0	54.5		30.0	8.0	53.5		30.0				
Max Q Clear Time (g_c+I1), s	2.3	34.1		2.5	6.8	23.6		25.8				
Green Ext Time (p_c), s	0.0	14.1		0.0	0.0	16.2		1.3				

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	210	533	1029	459	799	441
Future Volume (veh/h)	210	533	1029	459	799	441
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	221	561	1083	483	841	464
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	318	1272	1356	605	770	2428
Arrive On Green	0.18	0.18	0.38	0.38	0.22	0.68
Sat Flow, veh/h	1781	3170	3647	1585	3456	3647
Grp Volume(v), veh/h	221	561	1083	483	841	464
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	7.8	0.0	18.2	18.2	15.0	3.2
Cycle Q Clear(g_c), s	7.8	0.0	18.2	18.2	15.0	3.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	318	1272	1356	605	770	2428
V/C Ratio(X)	0.69	0.44	0.80	0.80	1.09	0.19
Avail Cap(c_a), veh/h	635	1837	1462	652	770	2466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	14.7	18.5	18.5	26.2	3.9
Incr Delay (d2), s/veh	1.0	0.1	3.2	7.0	60.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	7.4	7.2	12.2	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.0	14.7	21.7	25.5	86.6	3.9
LnGrp LOS	C	B	C	C	F	A
Approach Vol, veh/h	782		1566			1305
Approach Delay, s/veh	18.2		22.9			57.2
Approach LOS	B		C			E

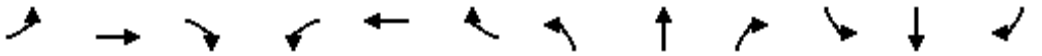
Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				51.3		16.0	20.3	31.0
Change Period (Y+Rc), s				5.3		4.0	5.3	* 5.3
Max Green Setting (Gmax), s				46.7		24.0	15.0	* 28
Max Q Clear Time (g_c+I1), s				5.2		9.8	17.0	20.2
Green Ext Time (p_c), s				2.9		2.2	0.0	5.4

Intersection Summary	
HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	14	28	32	20	35	27	1169	0	71	480	65
Future Volume (veh/h)	321	14	28	32	20	35	27	1169	0	71	480	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	376	0	0	34	21	37	28	1231	0	75	505	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	512	269	0	58	36	83	33	1647	0	96	1570	211
Arrive On Green	0.14	0.00	0.00	0.05	0.05	0.05	0.02	0.46	0.00	0.05	0.50	0.50
Sat Flow, veh/h	3563	1870	0	1122	693	1585	1781	3647	0	1781	3149	422
Grp Volume(v), veh/h	376	0	0	55	0	37	28	1231	0	75	284	289
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1814	0	1585	1781	1777	0	1781	1777	1794
Q Serve(g_s), s	6.1	0.0	0.0	1.8	0.0	1.4	0.9	17.1	0.0	2.5	5.8	5.8
Cycle Q Clear(g_c), s	6.1	0.0	0.0	1.8	0.0	1.4	0.9	17.1	0.0	2.5	5.8	5.8
Prop In Lane	1.00		0.00	0.62		1.00	1.00		0.00	1.00		0.24
Lane Grp Cap(c), veh/h	512	269	0	95	0	83	33	1647	0	96	886	894
V/C Ratio(X)	0.73	0.00	0.00	0.58	0.00	0.45	0.84	0.75	0.00	0.78	0.32	0.32
Avail Cap(c_a), veh/h	1123	590	0	572	0	500	237	1893	0	237	935	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	0.0	0.0	27.9	0.0	27.7	29.5	13.3	0.0	28.2	9.0	9.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	2.1	0.0	1.4	18.6	1.7	0.0	5.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	0.8	0.0	0.5	0.6	5.9	0.0	1.1	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	0.0	0.0	30.0	0.0	29.1	48.1	15.0	0.0	33.4	9.2	9.3
LnGrp LOS	C	A	A	C	A	C	D	B	A	C	A	A
Approach Vol, veh/h		376			92			1259			648	
Approach Delay, s/veh		25.5			29.7			15.7			12.0	
Approach LOS		C			C			B			B	

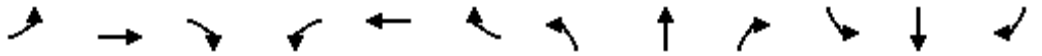
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	33.2		7.1	5.1	35.3		12.7				
Change Period (Y+Rc), s	4.0	* 5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	* 32		19.0	8.0	31.7		19.0				
Max Q Clear Time (g_c+I1), s	4.5	19.1		3.8	2.9	7.8		8.1				
Green Ext Time (p_c), s	0.0	8.8		0.1	0.0	3.7		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		16.8
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	7	19	42	2	7	25	1187	7	12	493	25
Future Volume (veh/h)	46	7	19	42	2	7	25	1187	7	12	493	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	7	20	44	2	7	26	1249	7	13	519	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	12	86	73	3	68	471	1879	11	18	841	42
Arrive On Green	0.05	0.05	0.05	0.04	0.04	0.04	0.26	0.52	0.52	0.01	0.24	0.24
Sat Flow, veh/h	1564	228	1585	1707	78	1585	1781	3623	20	1781	3444	172
Grp Volume(v), veh/h	55	0	20	46	0	7	26	612	644	13	267	278
Grp Sat Flow(s),veh/h/ln	1792	0	1585	1785	0	1585	1781	1777	1867	1781	1777	1839
Q Serve(g_s), s	1.4	0.0	0.5	1.1	0.0	0.2	0.5	11.4	11.4	0.3	6.0	6.1
Cycle Q Clear(g_c), s	1.4	0.0	0.5	1.1	0.0	0.2	0.5	11.4	11.4	0.3	6.0	6.1
Prop In Lane	0.87		1.00	0.96		1.00	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	97	0	86	77	0	68	471	921	968	18	434	449
V/C Ratio(X)	0.57	0.00	0.23	0.60	0.00	0.10	0.06	0.66	0.66	0.73	0.62	0.62
Avail Cap(c_a), veh/h	794	0	702	791	0	702	631	1146	1204	316	673	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	20.5	21.2	0.0	20.8	12.4	8.0	8.0	22.3	15.2	15.2
Incr Delay (d2), s/veh	1.9	0.0	0.5	2.8	0.0	0.2	0.0	1.4	1.4	19.0	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.2	0.5	0.0	0.1	0.2	3.1	3.2	0.2	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	0.0	21.0	24.0	0.0	21.0	12.4	9.4	9.4	41.3	17.4	17.3
LnGrp LOS	C	A	C	C	A	C	B	A	A	D	B	B
Approach Vol, veh/h		75			53			1282			558	
Approach Delay, s/veh		22.3			23.6			9.5			17.9	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	28.3		5.9	16.8	15.9		6.4				
Change Period (Y+Rc), s	4.0	4.9		4.0	4.9	* 4.9		4.0				
Max Green Setting (Gmax), s	8.0	29.1		20.0	16.0	* 17		20.0				
Max Q Clear Time (g_c+I1), s	2.3	13.4		3.1	2.5	8.1		3.4				
Green Ext Time (p_c), s	0.0	10.0		0.1	0.0	2.9		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

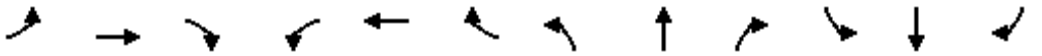
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	120	352	16	345	482
Future Volume (veh/h)	17	120	352	16	345	482
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	126	371	17	363	507
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	643	295	1350	419	435	3052
Arrive On Green	0.19	0.19	0.26	0.26	0.24	0.60
Sat Flow, veh/h	3456	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	18	126	371	17	363	507
Grp Sat Flow(s),veh/h/ln	1728	1585	1702	1585	1781	1702
Q Serve(g_s), s	0.2	3.2	2.6	0.4	8.7	2.0
Cycle Q Clear(g_c), s	0.2	3.2	2.6	0.4	8.7	2.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	643	295	1350	419	435	3052
V/C Ratio(X)	0.03	0.43	0.27	0.04	0.83	0.17
Avail Cap(c_a), veh/h	1541	707	3451	1071	636	5728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	16.1	13.1	12.3	16.1	4.0
Incr Delay (d2), s/veh	0.0	0.4	0.2	0.1	4.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	0.7	0.1	3.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	16.5	13.3	12.3	20.3	4.1
LnGrp LOS	B	B	B	B	C	A
Approach Vol, veh/h	144		388			870
Approach Delay, s/veh	16.3		13.2			10.8
Approach LOS	B		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.9	17.6			32.5	12.3
Change Period (Y+Rc), s	4.0	5.7			5.7	4.0
Max Green Setting (Gmax), s	16.0	30.3			50.3	20.0
Max Q Clear Time (g_c+I1), s	10.7	4.6			4.0	5.2
Green Ext Time (p_c), s	0.4	7.3			12.8	0.2

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B



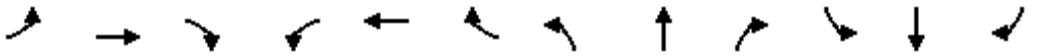
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	248	61	276	308	74	29	4	40	92	4	12
Future Volume (veh/h)	70	248	61	276	308	74	29	4	40	92	4	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	261	64	291	324	78	31	4	42	100	0	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	697	163	301	1187	368	213	28	213	582	0	259
Arrive On Green	0.11	0.17	0.17	0.17	0.23	0.23	0.13	0.13	0.13	0.16	0.00	0.16
Sat Flow, veh/h	1781	4134	967	1781	5106	1585	1586	205	1585	3563	0	1585
Grp Volume(v), veh/h	74	213	112	291	324	78	35	0	42	100	0	13
Grp Sat Flow(s),veh/h/ln	1781	1702	1696	1781	1702	1585	1791	0	1585	1781	0	1585
Q Serve(g_s), s	1.8	2.6	2.8	7.7	2.5	1.9	0.8	0.0	1.1	1.1	0.0	0.3
Cycle Q Clear(g_c), s	1.8	2.6	2.8	7.7	2.5	1.9	0.8	0.0	1.1	1.1	0.0	0.3
Prop In Lane	1.00		0.57	1.00		1.00	0.89		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	187	574	286	301	1187	368	241	0	213	582	0	259
V/C Ratio(X)	0.40	0.37	0.39	0.97	0.27	0.21	0.15	0.00	0.20	0.17	0.00	0.05
Avail Cap(c_a), veh/h	751	2204	1098	301	1906	592	378	0	334	751	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.8	17.5	17.5	19.6	14.9	14.7	18.1	0.0	18.2	17.1	0.0	16.7
Incr Delay (d2), s/veh	0.5	0.8	1.8	42.9	0.3	0.6	0.1	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.9	1.1	6.2	0.8	0.6	0.3	0.0	0.4	0.4	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	18.3	19.3	62.5	15.2	15.3	18.2	0.0	18.4	17.1	0.0	16.8
LnGrp LOS	C	B	B	E	B	B	B	A	B	B	A	B
Approach Vol, veh/h		399			693			77			113	
Approach Delay, s/veh		19.0			35.1			18.3			17.1	
Approach LOS		B			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	13.3		11.7	9.0	16.3		10.4				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	30.7		10.0	20.0	17.7		10.0				
Max Q Clear Time (g_c+I1), s	9.7	4.8		3.1	3.8	4.5		3.1				
Green Ext Time (p_c), s	0.0	2.8		0.1	0.1	2.7		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		27.5	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.



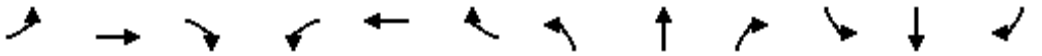
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	721	277	35	277	59	391	398	77	44	239	51
Future Volume (veh/h)	232	721	277	35	277	59	391	398	77	44	239	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	2145	2145	2145
Adj Flow Rate, veh/h	244	759	292	37	292	62	412	419	81	46	252	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	1091	487	104	800	357	449	1567	487	137	714	221
Arrive On Green	0.14	0.31	0.31	0.06	0.23	0.23	0.25	0.31	0.31	0.07	0.12	0.12
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	2043	5857	1818
Grp Volume(v), veh/h	244	759	292	37	292	62	412	419	81	46	252	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	2043	1952	1818
Q Serve(g_s), s	9.7	13.4	11.2	1.4	5.0	2.3	16.1	4.4	2.7	1.5	2.8	1.9
Cycle Q Clear(g_c), s	9.7	13.4	11.2	1.4	5.0	2.3	16.1	4.4	2.7	1.5	2.8	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	1091	487	104	800	357	449	1567	487	137	714	221
V/C Ratio(X)	0.98	0.70	0.60	0.36	0.36	0.17	0.92	0.27	0.17	0.34	0.35	0.24
Avail Cap(c_a), veh/h	250	1185	529	200	1066	475	449	2862	888	286	2626	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	21.8	21.0	32.3	23.3	22.3	26.0	18.7	18.1	31.8	28.8	28.4
Incr Delay (d2), s/veh	50.4	2.2	2.7	0.8	0.4	0.4	23.2	0.1	0.3	0.5	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	5.6	4.1	0.6	2.0	0.8	9.0	1.6	0.9	0.7	1.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.9	24.0	23.7	33.1	23.8	22.7	49.1	18.8	18.3	32.3	29.2	29.3
LnGrp LOS	F	C	C	C	C	C	D	B	B	C	C	C
Approach Vol, veh/h		1295			391			912			352	
Approach Delay, s/veh		34.7			24.5			32.5			29.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	27.2	22.0	14.0	14.0	21.4	8.8	27.2
Change Period (Y+Rc), s	4.0	* 5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	8.0	* 24	18.0	32.0	10.0	21.4	10.0	40.0
Max Q Clear Time (g_c+I1), s	3.4	15.4	18.1	4.8	11.7	7.0	3.5	6.4
Green Ext Time (p_c), s	0.0	6.5	0.0	3.9	0.0	3.6	0.0	5.6

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1	8	21	3	79	37	842	36	119	332	8
Future Volume (veh/h)	7	1	8	21	3	79	37	842	36	119	332	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1988	1988	1988	1870	1945	1870	2145	2231	2145
Adj Flow Rate, veh/h	7	1	8	22	3	83	39	886	38	125	349	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	8	57	216	29	359	90	1413	61	172	2589	773
Arrive On Green	0.04	0.04	0.04	0.13	0.13	0.13	0.05	0.39	0.39	0.08	0.43	0.43
Sat Flow, veh/h	1568	224	1585	1676	229	1682	1781	3609	155	2043	6091	1818
Grp Volume(v), veh/h	8	0	8	25	0	83	39	454	470	125	349	8
Grp Sat Flow(s),veh/h/ln	1792	0	1585	1904	0	1682	1781	1848	1915	2043	2030	1818
Q Serve(g_s), s	0.2	0.0	0.2	0.6	0.0	2.0	1.0	9.5	9.5	2.9	1.7	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.2	0.6	0.0	2.0	1.0	9.5	9.5	2.9	1.7	0.1
Prop In Lane	0.87		1.00	0.88		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	65	0	57	245	0	359	90	723	750	172	2589	773
V/C Ratio(X)	0.12	0.00	0.14	0.10	0.00	0.23	0.43	0.63	0.63	0.73	0.13	0.01
Avail Cap(c_a), veh/h	335	0	296	819	0	865	296	806	835	339	2783	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	22.5	18.5	0.0	15.7	22.2	11.8	11.8	21.5	8.4	8.0
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.1	0.0	0.1	1.2	2.3	2.2	2.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.2	0.0	0.6	0.4	3.3	3.4	1.3	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	0.0	22.9	18.6	0.0	15.8	23.4	14.1	14.0	23.7	8.5	8.0
LnGrp LOS	C	A	C	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		16			108			963			482	
Approach Delay, s/veh		22.8			16.4			14.4			12.4	
Approach LOS		C			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.7	6.4	25.8		10.2	8.1	24.1				
Change Period (Y+Rc), s		4.0	4.0	5.3		4.0	4.0	5.3				
Max Green Setting (Gmax), s		9.0	8.0	22.0		20.7	8.0	21.0				
Max Q Clear Time (g_c+I1), s		2.2	3.0	3.7		4.0	4.9	11.5				
Green Ext Time (p_c), s		0.0	0.0	5.1		0.2	0.1	7.2				

Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									

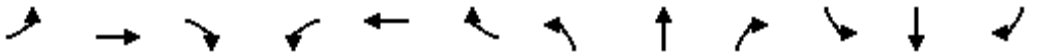
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	171	765	9	34	362
Future Volume (veh/h)	9	171	765	9	34	362
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	180	805	9	36	381
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	352	313	1288	14	106	1907
Arrive On Green	0.20	0.20	0.36	0.36	0.06	0.54
Sat Flow, veh/h	1781	1585	3693	40	1781	3647
Grp Volume(v), veh/h	9	180	397	417	36	381
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1863	1781	1777
Q Serve(g_s), s	0.1	3.4	6.2	6.2	0.6	1.9
Cycle Q Clear(g_c), s	0.1	3.4	6.2	6.2	0.6	1.9
Prop In Lane	1.00	1.00		0.02	1.00	
Lane Grp Cap(c), veh/h	352	313	636	667	106	1907
V/C Ratio(X)	0.03	0.57	0.62	0.63	0.34	0.20
Avail Cap(c_a), veh/h	1074	956	1061	1112	425	3278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	12.2	8.9	8.9	15.1	4.0
Incr Delay (d2), s/veh	0.0	0.6	1.4	1.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	1.6	1.7	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.8	12.8	10.3	10.2	15.8	4.1
LnGrp LOS	B	B	B	B	B	A
Approach Vol, veh/h	189		814			417
Approach Delay, s/veh	12.7		10.3			5.1
Approach LOS	B		B			A

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	22.9	10.6	6.0	16.9
Change Period (Y+Rc), s	4.9	4.0	4.0	* 4.9
Max Green Setting (Gmax), s	30.9	20.2	8.0	* 20
Max Q Clear Time (g_c+I1), s	3.9	5.4	2.6	8.2
Green Ext Time (p_c), s	1.6	0.4	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

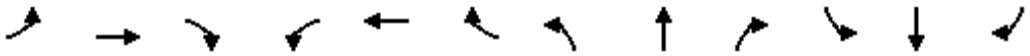
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	14	0	21	0	1659	26	12	1243	0
Future Volume (veh/h)	0	0	0	14	0	21	0	1659	26	12	1243	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	15	0	22	0	1746	27	13	1308	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	3	3	56	0	50	3	2611	40	17	2879	1284
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.73	0.73	0.01	0.81	0.00
Sat Flow, veh/h	0	1870	1585	1781	0	1585	1781	3582	55	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	15	0	22	0	865	908	13	1308	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	0	1585	1781	1777	1860	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.8	0.0	14.4	14.5	0.4	6.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.5	0.0	0.8	0.0	14.4	14.5	0.4	6.2	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	0	3	3	56	0	50	3	1295	1356	17	2879	1284
V/C Ratio(X)	0.00	0.00	0.00	0.27	0.00	0.44	0.00	0.67	0.67	0.74	0.45	0.00
Avail Cap(c_a), veh/h	0	800	678	762	0	678	349	1492	1562	254	2879	1284
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	26.5	0.0	26.7	0.0	4.0	4.0	27.7	1.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.0	0.0	2.3	0.0	1.8	1.8	20.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.0	0.3	0.0	2.2	2.3	0.3	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	27.5	0.0	29.0	0.0	5.8	5.8	48.1	1.9	0.0
LnGrp LOS	A	A	A	C	A	C	A	A	A	D	A	A
Approach Vol, veh/h		0			37			1773			1321	
Approach Delay, s/veh		0.0			28.4			5.8			2.3	
Approach LOS					C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	45.8		5.8	0.0	50.3		0.0				
Change Period (Y+Rc), s	4.0	4.9		4.0	5.0	4.9		4.0				
Max Green Setting (Gmax), s	8.0	47.1		24.0	11.0	38.1		24.0				
Max Q Clear Time (g_c+I1), s	2.4	16.5		2.8	0.0	8.2		0.0				
Green Ext Time (p_c), s	0.0	24.4		0.0	0.0	16.8		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		4.6
HCM 6th LOS		A



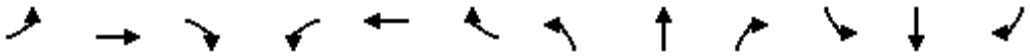
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	25	33	41	26	64	21	1625	37	48	1127	30
Future Volume (veh/h)	41	25	33	41	26	64	21	1625	37	48	1127	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	26	35	43	27	67	22	1711	39	51	1186	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	61	83	159	41	103	59	2017	46	102	2092	56
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	0.57	0.57	0.06	0.59	0.59
Sat Flow, veh/h	1781	723	973	1781	465	1153	1781	3551	81	1781	3534	95
Grp Volume(v), veh/h	43	0	61	43	0	94	22	854	896	51	596	622
Grp Sat Flow(s),veh/h/ln	1781	0	1695	1781	0	1617	1781	1777	1855	1781	1777	1852
Q Serve(g_s), s	2.0	0.0	2.9	1.9	0.0	4.9	1.0	34.5	34.8	2.4	17.8	17.8
Cycle Q Clear(g_c), s	2.0	0.0	2.9	1.9	0.0	4.9	1.0	34.5	34.8	2.4	17.8	17.8
Prop In Lane	1.00		0.57	1.00		0.71	1.00		0.04	1.00		0.05
Lane Grp Cap(c), veh/h	151	0	144	159	0	144	59	1009	1054	102	1052	1097
V/C Ratio(X)	0.28	0.00	0.42	0.27	0.00	0.65	0.37	0.85	0.85	0.50	0.57	0.57
Avail Cap(c_a), veh/h	330	0	314	330	0	300	165	1105	1154	165	1114	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	37.5	36.7	0.0	38.0	40.8	15.5	15.6	39.5	10.8	10.8
Incr Delay (d2), s/veh	0.9	0.0	1.7	0.8	0.0	4.2	1.4	6.3	6.3	1.4	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.3	0.9	0.0	2.1	0.5	13.0	13.7	1.0	5.9	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	0.0	39.2	37.5	0.0	42.2	42.3	21.8	21.8	40.9	11.6	11.6
LnGrp LOS	D	A	D	D	A	D	D	C	C	D	B	B
Approach Vol, veh/h		104			137			1772			1269	
Approach Delay, s/veh		38.6			40.7			22.1			12.7	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	56.4		11.3	8.9	54.3		11.7				
Change Period (Y+Rc), s	4.0	* 5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	* 54		16.0	8.0	53.7		16.0				
Max Q Clear Time (g_c+I1), s	3.0	19.8		4.9	4.4	36.8		6.9				
Green Ext Time (p_c), s	0.0	9.5		0.2	0.0	12.2		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		19.8
HCM 6th LOS		B

Notes

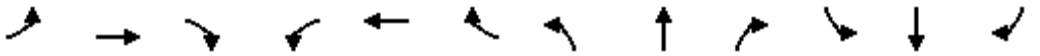
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	23	5	60	19	52	7	2506	16	21	1533	47
Future Volume (veh/h)	46	23	5	60	19	52	7	2506	16	21	1533	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1945	1870	1870	1841	1841	1870	1841	1841
Adj Flow Rate, veh/h	48	24	5	63	20	55	7	2638	17	22	1614	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	4	4
Cap, veh/h	62	31	7	75	24	66	9	3558	23	27	3511	107
Arrive On Green	0.05	0.05	0.05	0.09	0.09	0.09	0.01	1.00	1.00	0.02	0.70	0.70
Sat Flow, veh/h	1162	581	121	809	257	706	1781	5152	33	1781	5011	152
Grp Volume(v), veh/h	77	0	0	138	0	0	7	1714	941	22	1079	584
Grp Sat Flow(s),veh/h/ln	1864	0	0	1772	0	0	1781	1675	1835	1781	1675	1813
Q Serve(g_s), s	4.9	0.0	0.0	9.2	0.0	0.0	0.5	0.0	0.0	1.5	17.1	17.1
Cycle Q Clear(g_c), s	4.9	0.0	0.0	9.2	0.0	0.0	0.5	0.0	0.0	1.5	17.1	17.1
Prop In Lane	0.62		0.06	0.46		0.40	1.00		0.02	1.00		0.08
Lane Grp Cap(c), veh/h	100	0	0	165	0	0	9	2314	1267	27	2347	1270
V/C Ratio(X)	0.77	0.00	0.00	0.84	0.00	0.00	0.76	0.74	0.74	0.82	0.46	0.46
Avail Cap(c_a), veh/h	155	0	0	207	0	0	119	2314	1267	119	2347	1270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.42	0.42	0.42	0.81	0.81	0.81
Uniform Delay (d), s/veh	56.0	0.0	0.0	53.5	0.0	0.0	59.3	0.0	0.0	58.9	7.9	7.9
Incr Delay (d2), s/veh	4.6	0.0	0.0	17.6	0.0	0.0	17.4	0.9	1.7	16.4	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	4.9	0.0	0.0	0.3	0.3	0.6	0.8	5.3	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	0.0	0.0	71.1	0.0	0.0	76.7	0.9	1.7	75.3	8.1	8.2
LnGrp LOS	E	A	A	E	A	A	E	A	A	E	A	A
Approach Vol, veh/h		77			138			2662			1685	
Approach Delay, s/veh		60.6			71.1			1.4			9.0	
Approach LOS		E			E			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.4	5.8	88.6		15.2	4.6	89.8				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		10.0	8.0	70.3		14.0	8.0	70.3				
Max Q Clear Time (g_c+I1), s		6.9	3.5	2.0		11.2	2.5	19.1				
Green Ext Time (p_c), s		0.0	0.0	66.9		0.1	0.0	41.5				

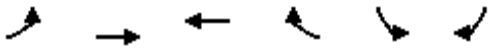
Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	25	91	0	33	6	2499	133	8	1557	10
Future Volume (vph)	29	0	25	91	0	33	6	2499	133	8	1557	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Lane Util. Factor	1.00		1.00	1.00		1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00		0.97	1.00		0.97	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Frt	1.00		0.85	1.00		0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770		1536	1770		1536	1770	5037		1770	5079	
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770		1536	1770		1536	1770	5037		1770	5079	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	31	0	26	96	0	35	6	2631	140	8	1639	11
RTOR Reduction (vph)	0	0	24	0	0	32	0	4	0	0	0	0
Lane Group Flow (vph)	31	0	2	96	0	3	6	2767	0	8	1650	0
Confl. Peds. (#/hr)	4		4	4		4	4		4	4		4
Confl. Bikes (#/hr)			2			2			2			2
Turn Type	Prot		Perm	Prot		Perm	Prot	NA		Prot	NA	
Protected Phases	6			5			7	4		3	8	
Permitted Phases			6			5						
Actuated Green, G (s)	10.8		10.8	10.8		10.8	1.2	73.3		1.2	73.3	
Effective Green, g (s)	10.8		10.8	10.8		10.8	1.2	73.3		1.2	73.3	
Actuated g/C Ratio	0.09		0.09	0.09		0.09	0.01	0.61		0.01	0.61	
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Vehicle Extension (s)	2.0		2.0	2.0		2.0	2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)	159		138	159		138	17	3076		17	3102	
v/s Ratio Prot	0.02			c0.05			0.00	c0.55		c0.00	0.32	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.19		0.02	0.60		0.02	0.35	0.90		0.47	0.53	
Uniform Delay, d1	50.6		49.8	52.5		49.8	59.0	20.2		59.1	13.5	
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00		0.90	0.93	
Incremental Delay, d2	0.2		0.0	4.4		0.0	4.5	4.7		6.6	0.2	
Delay (s)	50.8		49.8	56.9		49.8	63.6	24.9		59.7	12.7	
Level of Service	D		D	E		D	E	C		E	B	
Approach Delay (s)		50.3			55.0			25.0			13.0	
Approach LOS		D			E			C			B	

Intersection Summary			
HCM 2000 Control Delay	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

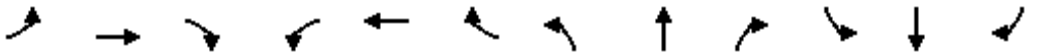
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	177	292	80	14	11
Future Volume (veh/h)	16	177	292	80	14	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	186	307	84	15	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	24	1747	1045	466	37	33
Arrive On Green	0.01	0.49	0.29	0.29	0.02	0.02
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	17	186	307	84	15	12
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.2	0.6	1.5	0.9	0.2	0.2
Cycle Q Clear(g_c), s	0.2	0.6	1.5	0.9	0.2	0.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	24	1747	1045	466	37	33
V/C Ratio(X)	0.71	0.11	0.29	0.18	0.41	0.36
Avail Cap(c_a), veh/h	1311	7407	4137	1845	1975	1758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	3.0	5.9	5.7	10.5	10.5
Incr Delay (d2), s/veh	13.3	0.0	0.3	0.3	2.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.0	3.0	6.2	6.0	13.1	13.0
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		203	391		27	
Approach Delay, s/veh		4.8	6.2		13.1	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			16.4		5.4	4.3	12.1
Change Period (Y+Rc), s			5.7		4.9	4.0	5.7
Max Green Setting (Gmax), s			45.3		24.1	16.0	25.3
Max Q Clear Time (g_c+I1), s			2.6		2.2	2.2	3.5
Green Ext Time (p_c), s			1.5		0.0	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	392	262	71	137	41	279	487	103	58	308	50
Future Volume (veh/h)	32	392	262	71	137	41	279	487	103	58	308	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	413	0	75	144	0	294	513	0	61	324	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	677		160	837		350	941		142	755	
Arrive On Green	0.05	0.19	0.00	0.09	0.24	0.00	0.20	0.26	0.00	0.08	0.15	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	5274	0
Grp Volume(v), veh/h	34	413	0	75	144	0	294	513	0	61	324	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1702	0
Q Serve(g_s), s	0.9	5.4	0.0	2.0	1.6	0.0	8.0	6.3	0.0	1.7	2.9	0.0
Cycle Q Clear(g_c), s	0.9	5.4	0.0	2.0	1.6	0.0	8.0	6.3	0.0	1.7	2.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	80	677		160	837		350	941		142	755	
V/C Ratio(X)	0.42	0.61		0.47	0.17		0.84	0.55		0.43	0.43	
Avail Cap(c_a), veh/h	281	1402		281	1501		387	1893		281	2317	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.6	18.8	0.0	21.9	15.4	0.0	19.6	16.0	0.0	22.2	19.6	0.0
Incr Delay (d2), s/veh	1.3	1.4	0.0	0.8	0.2	0.0	12.8	1.0	0.0	0.8	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.0	0.0	0.8	0.6	0.0	4.1	2.3	0.0	0.7	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	20.2	0.0	22.7	15.6	0.0	32.4	17.0	0.0	23.0	20.4	0.0
LnGrp LOS	C	C		C	B		C	B		C	C	
Approach Vol, veh/h		447	A		219	A		807	A		385	A
Approach Delay, s/veh		20.6			18.0			22.6			20.8	
Approach LOS		C			B			C			C	

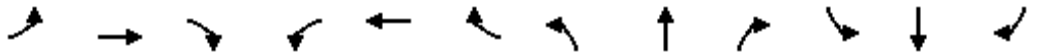
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	15.4	14.0	12.8	6.3	17.6	8.0	18.7
Change Period (Y+Rc), s	4.0	5.7	4.0	5.3	4.0	* 5.7	4.0	5.3
Max Green Setting (Gmax), s	8.0	20.0	11.0	23.0	8.0	* 21	8.0	27.0
Max Q Clear Time (g_c+I1), s	4.0	7.4	10.0	4.9	2.9	3.6	3.7	8.3
Green Ext Time (p_c), s	0.0	2.3	0.1	2.6	0.0	0.9	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	35	41	36	7	24	20	1283	65	81	384	6
Future Volume (veh/h)	39	35	41	36	7	24	20	1283	65	81	384	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	37	43	38	7	0	21	1351	68	85	404	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	51	93	49	9		261	2363	119	107	2082	
Arrive On Green	0.06	0.06	0.06	0.03	0.03	0.00	0.15	0.69	0.69	0.06	0.59	0.00
Sat Flow, veh/h	958	865	1585	1515	279	1585	1781	3443	173	1781	3647	0
Grp Volume(v), veh/h	78	0	43	45	0	0	21	696	723	85	404	0
Grp Sat Flow(s),veh/h/ln	1822	0	1585	1795	0	1585	1781	1777	1839	1781	1777	0
Q Serve(g_s), s	5.1	0.0	3.2	3.0	0.0	0.0	1.2	24.2	24.4	5.7	6.4	0.0
Cycle Q Clear(g_c), s	5.1	0.0	3.2	3.0	0.0	0.0	1.2	24.2	24.4	5.7	6.4	0.0
Prop In Lane	0.53		1.00	0.84		1.00	1.00		0.09	1.00		0.00
Lane Grp Cap(c), veh/h	107	0	93	58	0		261	1220	1262	107	2082	
V/C Ratio(X)	0.73	0.00	0.46	0.77	0.00		0.08	0.57	0.57	0.79	0.19	
Avail Cap(c_a), veh/h	169	0	147	166	0		261	1220	1262	134	2082	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.6	0.0	54.7	57.6	0.0	0.0	44.2	9.7	9.7	55.7	11.6	0.0
Incr Delay (d2), s/veh	7.0	0.0	2.7	14.7	0.0	0.0	0.0	0.8	0.7	17.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.3	1.6	0.0	0.0	0.5	8.1	8.5	3.0	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	0.0	57.3	72.3	0.0	0.0	44.3	10.5	10.5	73.6	11.8	0.0
LnGrp LOS	E	A	E	E	A		D	B	B	E	B	
Approach Vol, veh/h		121			45	A		1440			489	A
Approach Delay, s/veh		60.7			72.3			11.0			22.6	
Approach LOS		E			E			B			C	

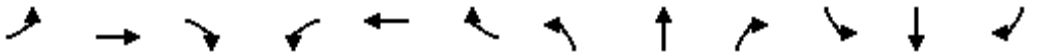
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.9	23.3	76.0		8.8	11.2	88.1				
Change Period (Y+Rc), s		4.9	5.7	* 5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		11.1	8.0	* 70		11.1	9.0	69.3				
Max Q Clear Time (g_c+I1), s		7.1	3.2	8.4		5.0	7.7	26.4				
Green Ext Time (p_c), s		0.1	0.0	2.6		0.0	0.0	12.2				

Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	3	5	5	0	7	3	1326	31	40	392	5
Future Volume (veh/h)	11	3	5	5	0	7	3	1326	31	40	392	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	3	5	5	0	7	3	1396	33	42	413	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	0	26	60	0	26	391	2978	70	54	2286	28
Arrive On Green	0.02	0.02	0.02	0.02	0.00	0.02	0.22	0.84	0.84	0.03	0.64	0.64
Sat Flow, veh/h	0	0	1585	0	0	1585	1781	3548	84	1781	3596	44
Grp Volume(v), veh/h	15	0	5	5	0	7	3	698	731	42	204	214
Grp Sat Flow(s),veh/h/ln	0	0	1585	0	0	1585	1781	1777	1855	1781	1777	1863
Q Serve(g_s), s	0.0	0.0	0.4	0.0	0.0	0.5	0.2	12.5	12.5	2.8	5.7	5.7
Cycle Q Clear(g_c), s	1.9	0.0	0.4	1.9	0.0	0.5	0.2	12.5	12.5	2.8	5.7	5.7
Prop In Lane	0.80		1.00	1.00		1.00	1.00		0.05	1.00		0.02
Lane Grp Cap(c), veh/h	54	0	26	60	0	26	391	1491	1557	54	1130	1184
V/C Ratio(X)	0.28	0.00	0.19	0.08	0.00	0.27	0.01	0.47	0.47	0.78	0.18	0.18
Avail Cap(c_a), veh/h	302	0	291	295	0	291	391	1491	1557	119	1130	1184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.0	0.0	58.3	60.0	0.0	58.3	36.6	2.6	2.6	57.8	9.0	9.0
Incr Delay (d2), s/veh	1.0	0.0	1.4	0.2	0.0	2.1	0.0	0.3	0.3	8.7	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.2	0.2	0.0	0.2	0.1	2.7	2.8	1.4	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	0.0	59.6	60.2	0.0	60.4	36.6	2.8	2.8	66.5	9.3	9.3
LnGrp LOS	E	A	E	E	A	E	D	A	A	E	A	A
Approach Vol, veh/h		20			12			1432			460	
Approach Delay, s/veh		60.7			60.3			2.9			14.5	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	32.1	82.0		5.9	7.6	106.4		5.9				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	* 76		22.0	8.0	76.3		22.0				
Max Q Clear Time (g_c+I1), s	2.2	7.7		3.9	4.8	14.5		3.9				
Green Ext Time (p_c), s	0.0	3.0		0.0	0.0	18.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	6.7	
HCM 6th LOS	A	

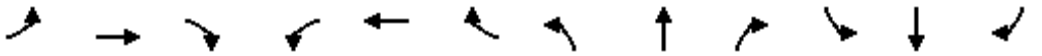
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	53	104	1265	27	42	380
Future Volume (veh/h)	53	104	1265	27	42	380
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	109	1332	28	44	400
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	175	156	2289	48	54	2629
Arrive On Green	0.10	0.10	0.64	0.64	0.06	1.00
Sat Flow, veh/h	1781	1585	3652	75	1781	3647
Grp Volume(v), veh/h	56	109	665	695	44	400
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1857	1781	1777
Q Serve(g_s), s	1.8	4.0	12.8	12.8	1.5	0.0
Cycle Q Clear(g_c), s	1.8	4.0	12.8	12.8	1.5	0.0
Prop In Lane	1.00	1.00		0.04	1.00	
Lane Grp Cap(c), veh/h	175	156	1143	1194	54	2629
V/C Ratio(X)	0.32	0.70	0.58	0.58	0.82	0.15
Avail Cap(c_a), veh/h	594	528	1143	1194	238	2629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	26.2	6.1	6.1	28.0	0.0
Incr Delay (d2), s/veh	0.4	2.1	0.8	0.8	10.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.5	3.3	3.4	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.6	28.3	7.0	6.9	38.8	0.1
LnGrp LOS	C	C	A	A	D	A
Approach Vol, veh/h	165		1360			444
Approach Delay, s/veh	27.4		6.9			4.0
Approach LOS	C		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		50.1		9.9	5.8	44.3
Change Period (Y+Rc), s		5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s		30.3		20.0	8.0	18.3
Max Q Clear Time (g_c+I1), s		2.0		6.0	3.5	14.8
Green Ext Time (p_c), s		2.4		0.3	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A



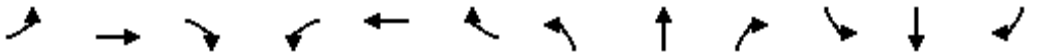
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	0	207	0	2	0	175	973	1	1	1102	320
Future Volume (veh/h)	163	0	207	0	2	0	175	973	1	1	1102	320
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1856	1870	1870	1870	1664	1708	1723	2067	2007	2052
Adj Flow Rate, veh/h	172	0	218	0	2	0	184	1024	1	1	1160	337
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	2	2	2	6	3	2	2	6	3
Cap, veh/h	654	0	286	0	8	0	179	1600	720	4	1457	665
Arrive On Green	0.18	0.00	0.18	0.00	0.00	0.00	0.11	0.49	0.49	0.00	0.38	0.38
Sat Flow, veh/h	3534	0	1544	0	1870	0	1585	3246	1460	1968	3813	1739
Grp Volume(v), veh/h	172	0	218	0	2	0	184	1024	1	1	1160	337
Grp Sat Flow(s),veh/h/ln	1767	0	1544	0	1870	0	1585	1623	1460	1968	1906	1739
Q Serve(g_s), s	3.0	0.0	9.5	0.0	0.1	0.0	8.0	16.6	0.0	0.0	19.2	10.5
Cycle Q Clear(g_c), s	3.0	0.0	9.5	0.0	0.1	0.0	8.0	16.6	0.0	0.0	19.2	10.5
Prop In Lane	1.00		1.00	0.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	654	0	286	0	8	0	179	1600	720	4	1457	665
V/C Ratio(X)	0.26	0.00	0.76	0.00	0.25	0.00	1.03	0.64	0.00	0.23	0.80	0.51
Avail Cap(c_a), veh/h	996	0	435	0	527	0	179	1600	720	222	1483	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	27.4	0.0	35.2	0.0	31.5	13.3	9.1	35.3	19.5	16.8
Incr Delay (d2), s/veh	0.3	0.0	6.2	0.0	21.5	0.0	75.4	1.0	0.0	9.7	3.3	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	3.7	0.0	0.1	0.0	6.5	4.7	0.0	0.0	7.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	33.6	0.0	56.7	0.0	106.9	14.4	9.1	45.1	22.8	17.7
LnGrp LOS	C	A	C	A	E	A	F	B	A	D	C	B
Approach Vol, veh/h		390			2			1209			1498	
Approach Delay, s/veh		29.8			56.7			28.5			21.7	
Approach LOS		C			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	41.4		6.3	12.0	33.5		19.1				
Change Period (Y+Rc), s	4.0	6.4		6.0	4.0	6.4		6.0				
Max Green Setting (Gmax), s	8.0	24.6		20.0	8.0	27.6		20.0				
Max Q Clear Time (g_c+I1), s	2.0	18.6		2.1	10.0	21.2		11.5				
Green Ext Time (p_c), s	0.0	5.1		0.0	0.0	6.0		1.6				

Intersection Summary			
HCM 6th Ctrl Delay		25.4	
HCM 6th LOS		C	

Notes

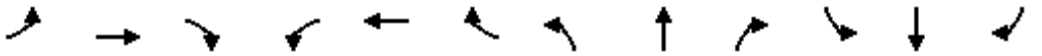
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	0	61	2	0	2	32	1101	0	5	1294	13
Future Volume (veh/h)	40	0	61	2	0	2	32	1101	0	5	1294	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	0	64	2	0	2	34	1159	0	5	1362	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	0	258	19	0	17	55	1468	655	12	1382	617
Arrive On Green	0.16	0.00	0.16	0.01	0.00	0.01	0.03	0.41	0.00	0.01	0.39	0.39
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	42	0	64	2	0	2	34	1159	0	5	1362	14
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.9	0.0	1.6	0.1	0.0	0.1	0.9	12.9	0.0	0.1	17.2	0.2
Cycle Q Clear(g_c), s	0.9	0.0	1.6	0.1	0.0	0.1	0.9	12.9	0.0	0.1	17.2	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	0	258	19	0	17	55	1468	655	12	1382	617
V/C Ratio(X)	0.14	0.00	0.25	0.10	0.00	0.12	0.62	0.79	0.00	0.42	0.99	0.02
Avail Cap(c_a), veh/h	472	0	420	787	0	701	472	1468	655	472	1382	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	16.5	22.2	0.0	22.2	21.7	11.6	0.0	22.4	13.7	8.5
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.9	0.0	1.1	4.2	3.2	0.0	8.4	20.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.5	0.0	0.0	0.0	0.4	3.7	0.0	0.1	8.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	16.7	23.0	0.0	23.3	25.9	14.8	0.0	30.7	34.4	8.5
LnGrp LOS	B	A	B	C	A	C	C	B	A	C	C	A
Approach Vol, veh/h		106			4			1193			1381	
Approach Delay, s/veh		16.6			23.1			15.1			34.1	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.4	5.4	24.0		4.5	4.3	25.1				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		12.0	12.0	17.6		20.0	12.0	17.6				
Max Q Clear Time (g_c+I1), s		3.6	2.9	19.2		2.1	2.1	14.9				
Green Ext Time (p_c), s		0.2	0.0	0.0		0.0	0.0	1.9				

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	1	326	22	17	3	380	1013	31	1	1066	286
Future Volume (veh/h)	121	1	326	22	17	3	380	1013	31	1	1066	286
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	0	28	14	31	0	400	1066	17	1	1122	85
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	0	165	124	260	0	423	2011	897	3	1685	523
Arrive On Green	0.10	0.00	0.10	0.07	0.07	0.00	0.24	0.57	0.57	0.00	0.33	0.33
Sat Flow, veh/h	3563	0	1585	1781	3741	0	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	128	0	28	14	31	0	400	1066	17	1	1122	85
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	2.8	0.0	1.4	0.6	0.7	0.0	18.6	15.7	0.4	0.0	15.9	3.2
Cycle Q Clear(g_c), s	2.8	0.0	1.4	0.6	0.7	0.0	18.6	15.7	0.4	0.0	15.9	3.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	0	165	124	260	0	423	2011	897	3	1685	523
V/C Ratio(X)	0.35	0.00	0.17	0.11	0.12	0.00	0.95	0.53	0.02	0.34	0.67	0.16
Avail Cap(c_a), veh/h	846	0	376	190	400	0	423	2011	897	169	1770	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	34.4	36.7	36.8	0.0	31.6	11.3	8.0	42.0	24.2	20.0
Incr Delay (d2), s/veh	0.9	0.0	0.8	0.6	0.3	0.0	30.0	0.5	0.0	23.6	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.6	0.3	0.3	0.0	10.8	5.0	0.1	0.0	5.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	0.0	35.2	37.4	37.1	0.0	61.5	11.8	8.0	65.6	25.3	20.2
LnGrp LOS	D	A	D	D	D	A	E	B	A	E	C	C
Approach Vol, veh/h		156			45			1483			1208	
Approach Delay, s/veh		35.8			37.2			25.2			25.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	54.1		14.5	24.0	34.2		11.6				
Change Period (Y+Rc), s	4.0	* 6.4		5.7	4.0	6.4		5.7				
Max Green Setting (Gmax), s	8.0	* 44		20.0	20.0	29.2		9.0				
Max Q Clear Time (g_c+I1), s	2.0	17.7		4.8	20.6	17.9		2.7				
Green Ext Time (p_c), s	0.0	21.4		0.8	0.0	9.9		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		25.9
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	4	146	44	3	12	134	1486	99	67	1095	23
Future Volume (veh/h)	139	4	146	44	3	12	134	1486	99	67	1095	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	0	154	46	3	13	141	1564	104	71	1153	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	0	184	134	9	127	169	2098	651	412	2867	890
Arrive On Green	0.12	0.00	0.12	0.08	0.08	0.08	0.09	0.41	0.41	0.23	0.56	0.56
Sat Flow, veh/h	3563	0	1585	1677	109	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	149	0	154	49	0	13	141	1564	104	71	1153	24
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1787	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.6	0.0	11.4	3.1	0.0	0.9	9.3	31.2	5.0	3.8	15.3	0.8
Cycle Q Clear(g_c), s	4.6	0.0	11.4	3.1	0.0	0.9	9.3	31.2	5.0	3.8	15.3	0.8
Prop In Lane	1.00		1.00	0.94		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	0	184	143	0	127	169	2098	651	412	2867	890
V/C Ratio(X)	0.36	0.00	0.84	0.34	0.00	0.10	0.84	0.75	0.16	0.17	0.40	0.03
Avail Cap(c_a), veh/h	623	0	277	313	0	277	282	2098	651	412	2867	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	0.0	51.9	52.2	0.0	51.2	53.4	30.0	22.3	36.9	14.9	11.7
Incr Delay (d2), s/veh	0.2	0.0	8.2	0.5	0.0	0.1	4.1	2.5	0.5	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	5.0	1.4	0.0	0.4	4.3	12.5	1.9	1.6	5.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	60.1	52.7	0.0	51.3	57.5	32.5	22.8	37.0	15.1	11.7
LnGrp LOS	D	A	E	D	A	D	E	C	C	D	B	B
Approach Vol, veh/h		303			62			1809			1248	
Approach Delay, s/veh		54.7			52.4			33.9			16.3	
Approach LOS		D			D			C			B	

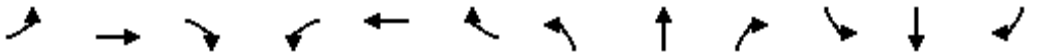
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.5	55.0		13.6	15.4	73.1		17.9				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	11.0	* 49		21.0	19.0	41.3		21.0				
Max Q Clear Time (g_c+I1), s	5.8	33.2		5.1	11.3	17.3		13.4				
Green Ext Time (p_c), s	0.0	12.7		0.1	0.1	12.6		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		29.6
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

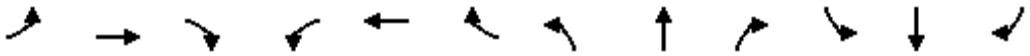
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	351	136	336	69	137	49	187	1782	36	20	1240	217
Future Volume (veh/h)	351	136	336	69	137	49	187	1782	36	20	1240	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	369	143	192	73	144	4	197	1876	17	21	1305	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	447	379	135	174	148	255	2466	765	67	2282	708
Arrive On Green	0.22	0.24	0.24	0.08	0.09	0.09	0.07	0.48	0.48	0.04	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3456	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	369	143	192	73	144	4	197	1876	17	21	1305	87
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1728	1702	1585	1781	1702	1585
Q Serve(g_s), s	24.4	7.6	12.6	4.7	9.1	0.3	6.7	36.0	0.7	1.4	22.8	3.9
Cycle Q Clear(g_c), s	24.4	7.6	12.6	4.7	9.1	0.3	6.7	36.0	0.7	1.4	22.8	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	447	379	135	174	148	255	2466	765	67	2282	708
V/C Ratio(X)	0.93	0.32	0.51	0.54	0.83	0.03	0.77	0.76	0.02	0.31	0.57	0.12
Avail Cap(c_a), veh/h	430	519	440	148	223	189	346	2466	765	134	2282	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	37.6	39.5	53.4	53.4	49.5	54.6	25.4	16.2	56.2	24.7	19.4
Incr Delay (d2), s/veh	25.4	0.6	1.7	1.2	20.7	0.1	4.8	2.3	0.1	1.0	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	3.4	4.9	2.1	5.1	0.1	3.0	13.8	0.2	0.6	8.6	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.3	38.3	41.2	54.7	74.1	49.6	59.4	27.6	16.3	57.2	25.2	19.6
LnGrp LOS	E	D	D	D	E	D	E	C	B	E	C	B
Approach Vol, veh/h		704			221			2090			1413	
Approach Delay, s/veh		56.4			67.2			30.5			25.3	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	63.9	13.1	34.4	12.8	59.6	30.6	16.9
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	9.0	48.0	10.0	33.3	12.0	45.0	29.0	14.3
Max Q Clear Time (g_c+I1), s	3.4	38.0	6.7	14.6	8.7	24.8	26.4	11.1
Green Ext Time (p_c), s	0.0	8.4	0.0	2.0	0.1	11.4	0.2	0.2

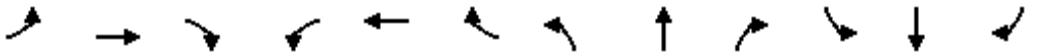
Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	267	16	52	456	5	44	3	44	12	0	7
Future Volume (veh/h)	1	267	16	52	456	5	44	3	44	12	0	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	281	17	55	480	5	46	3	46	13	0	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	876	53	126	1173	12	111	7	111	45	0	24
Arrive On Green	0.00	0.26	0.26	0.07	0.33	0.33	0.14	0.14	0.14	0.04	0.00	0.04
Sat Flow, veh/h	1781	3405	205	1781	3603	38	815	53	815	1110	0	598
Grp Volume(v), veh/h	1	146	152	55	237	248	95	0	0	20	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1833	1781	1777	1864	1683	0	0	1707	0	0
Q Serve(g_s), s	0.0	2.4	2.4	1.1	3.7	3.7	1.8	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.4	2.4	1.1	3.7	3.7	1.8	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.02	0.48		0.48	0.65		0.35
Lane Grp Cap(c), veh/h	5	457	471	126	579	607	230	0	0	69	0	0
V/C Ratio(X)	0.20	0.32	0.32	0.44	0.41	0.41	0.41	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	598	910	939	598	910	954	1130	0	0	1099	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	10.7	10.8	15.9	9.4	9.4	14.1	0.0	0.0	16.7	0.0	0.0
Incr Delay (d2), s/veh	7.1	0.7	0.7	0.9	0.8	0.8	0.4	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.7	0.4	1.0	1.0	0.6	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	11.4	11.4	16.8	10.2	10.1	14.6	0.0	0.0	17.5	0.0	0.0
LnGrp LOS	C	B	B	B	B	B	B	A	A	B	A	A
Approach Vol, veh/h		299			540			95			20	
Approach Delay, s/veh		11.5			10.8			14.6			17.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.4	6.5	14.9		8.9	4.1	17.3				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		23.0	12.0	18.3		24.0	12.0	18.3				
Max Q Clear Time (g_c+I1), s		2.4	3.1	4.4		3.8	2.0	5.7				
Green Ext Time (p_c), s		0.0	0.0	3.9		0.1	0.0	5.9				

Intersection Summary												
HCM 6th Ctrl Delay			11.5									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	202	2	12	475	7	10	2	25	30	0	245
Future Volume (veh/h)	111	202	2	12	475	7	10	2	25	30	0	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	213	2	13	500	7	11	2	26	32	0	258
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	1040	464	30	749	334	35	6	83	368	0	327
Arrive On Green	0.10	0.29	0.29	0.02	0.21	0.21	0.08	0.08	0.08	0.21	0.00	0.21
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	465	85	1099	1781	0	1585
Grp Volume(v), veh/h	117	213	2	13	500	7	39	0	0	32	0	258
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1649	0	0	1781	0	1585
Q Serve(g_s), s	3.1	2.2	0.0	0.3	6.2	0.2	1.1	0.0	0.0	0.7	0.0	7.4
Cycle Q Clear(g_c), s	3.1	2.2	0.0	0.3	6.2	0.2	1.1	0.0	0.0	0.7	0.0	7.4
Prop In Lane	1.00		1.00	1.00		1.00	0.28		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	175	1040	464	30	749	334	125	0	0	368	0	327
V/C Ratio(X)	0.67	0.20	0.00	0.44	0.67	0.02	0.31	0.00	0.00	0.09	0.00	0.79
Avail Cap(c_a), veh/h	443	1400	624	443	1400	624	410	0	0	1008	0	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	12.8	12.1	23.5	17.5	15.1	21.1	0.0	0.0	15.5	0.0	18.1
Incr Delay (d2), s/veh	1.6	0.1	0.0	3.8	1.2	0.0	0.5	0.0	0.0	0.0	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.7	0.0	0.2	2.2	0.1	0.4	0.0	0.0	0.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	12.9	12.1	27.3	18.7	15.1	21.6	0.0	0.0	15.5	0.0	19.8
LnGrp LOS	C	B	B	C	B	B	C	A	A	B	A	B
Approach Vol, veh/h		332			520			39			290	
Approach Delay, s/veh		16.3			18.9			21.6			19.3	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.7	4.8	20.1		15.7	8.7	16.2				
Change Period (Y+Rc), s		4.0	4.0	6.0		5.7	4.0	6.0				
Max Green Setting (Gmax), s		12.0	12.0	19.0		27.3	12.0	19.0				
Max Q Clear Time (g_c+I1), s		3.1	2.3	4.2		9.4	5.1	8.2				
Green Ext Time (p_c), s		0.0	0.0	0.8		0.7	0.1	1.9				

Intersection Summary												
HCM 6th Ctrl Delay			18.3									
HCM 6th LOS			B									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	168	11	116	373	6	70
Future Volume (veh/h)	168	11	116	373	6	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	12	122	393	6	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	423	189	165	1490	296	263
Arrive On Green	0.12	0.12	0.09	0.42	0.17	0.17
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	177	12	122	393	6	74
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	1.1	0.2	1.6	1.7	0.1	1.0
Cycle Q Clear(g_c), s	1.1	0.2	1.6	1.7	0.1	1.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	423	189	165	1490	296	263
V/C Ratio(X)	0.42	0.06	0.74	0.26	0.02	0.28
Avail Cap(c_a), veh/h	2359	1052	813	4718	1330	1184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	9.4	10.7	4.6	8.4	8.8
Incr Delay (d2), s/veh	0.7	0.1	6.3	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.6	0.1	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.5	9.6	17.0	4.7	8.4	9.4
LnGrp LOS	B	A	B	A	A	A
Approach Vol, veh/h	189			515	80	
Approach Delay, s/veh	10.4			7.6	9.3	
Approach LOS	B			A	A	

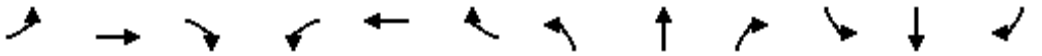
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		9.0	7.2	7.9		15.1
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		18.0	11.0	16.0		32.0
Max Q Clear Time (g_c+I1), s		3.0	3.6	3.1		3.7
Green Ext Time (p_c), s		0.2	0.1	0.7		2.4

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	322	11	301	963	454	257
Future Volume (veh/h)	322	11	301	963	454	257
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	339	1	317	762	478	271
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	410	188	894	758	468	1473
Arrive On Green	0.12	0.12	0.48	0.48	0.26	0.79
Sat Flow, veh/h	3456	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	339	1	317	762	478	271
Grp Sat Flow(s),veh/h/ln	1728	1585	1870	1585	1781	1870
Q Serve(g_s), s	10.2	0.1	11.4	51.0	28.0	3.8
Cycle Q Clear(g_c), s	10.2	0.1	11.4	51.0	28.0	3.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	410	188	894	758	468	1473
V/C Ratio(X)	0.83	0.01	0.35	1.01	1.02	0.18
Avail Cap(c_a), veh/h	518	238	894	758	468	1473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	41.4	17.5	27.8	39.3	2.8
Incr Delay (d2), s/veh	8.6	0.0	0.2	34.0	47.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	4.9	25.4	18.2	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.5	41.5	17.7	61.9	86.7	2.9
LnGrp LOS	D	D	B	F	F	A
Approach Vol, veh/h	340		1079			749
Approach Delay, s/veh	54.5		48.9			56.4
Approach LOS	D		D			E

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	33.0	56.0			89.0	17.7
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	28.0	51.0			84.0	16.0
Max Q Clear Time (g_c+I1), s	30.0	53.0			5.8	12.2
Green Ext Time (p_c), s	0.0	0.0			1.8	0.4

Intersection Summary	
HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D



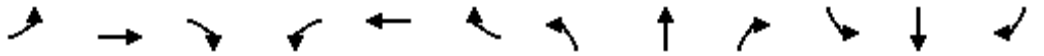
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	414	0	476	0	1894	235	0	881	1079
Future Volume (veh/h)	0	0	0	414	0	476	0	1894	235	0	881	1079
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				436	0	501	0	1994	0	0	927	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				1181	0	542	0	2368		0	2368	
Arrive On Green				0.34	0.00	0.34	0.00	0.46	0.00	0.00	0.46	0.00
Sat Flow, veh/h				3456	0	1585	0	5274	1585	0	5274	2790
Grp Volume(v), veh/h				436	0	501	0	1994	0	0	927	0
Grp Sat Flow(s),veh/h/ln				1728	0	1585	0	1702	1585	0	1702	1395
Q Serve(g_s), s				5.2	0.0	16.6	0.0	18.7	0.0	0.0	6.5	0.0
Cycle Q Clear(g_c), s				5.2	0.0	16.6	0.0	18.7	0.0	0.0	6.5	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1181	0	542	0	2368		0	2368	
V/C Ratio(X)				0.37	0.00	0.93	0.00	0.84		0.00	0.39	
Avail Cap(c_a), veh/h				1186	0	544	0	2408		0	2408	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				13.5	0.0	17.3	0.0	12.9	0.0	0.0	9.6	0.0
Incr Delay (d2), s/veh				0.1	0.0	21.4	0.0	2.9	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.7	0.0	8.2	0.0	5.9	0.0	0.0	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				13.6	0.0	38.7	0.0	15.8	0.0	0.0	9.7	0.0
LnGrp LOS				B	A	D	A	B		A	A	
Approach Vol, veh/h					937			1994	A		927	A
Approach Delay, s/veh					27.0			15.8			9.7	
Approach LOS					C			B			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	30.6		30.6		23.9			
Change Period (Y+Rc), s	5.3		5.3		5.3			
Max Green Setting (Gmax), s	25.7		25.7		18.7			
Max Q Clear Time (g_c+I1), s	20.7		8.5		18.6			
Green Ext Time (p_c), s	4.5		7.4		0.0			

Intersection Summary		
HCM 6th Ctrl Delay	17.1	
HCM 6th LOS	B	

Notes

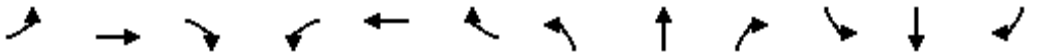
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	505	165	56	0	149	0	1592	51	53	807	0
Future Volume (veh/h)	0	505	165	56	0	149	0	1592	51	53	807	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	0	1870	0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	532	174	59	0	157	0	1676	54	56	849	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	0	2	0	2	2	2	2	0
Cap, veh/h	0	630	281	202	0	0	0	1942	866	90	2243	0
Arrive On Green	0.00	0.18	0.18	0.06	0.00	0.00	0.00	0.55	0.55	0.05	0.63	0.00
Sat Flow, veh/h	0	3647	1585	3456	59		0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	0	532	174	59	53.3		0	1676	54	56	849	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	D		0	1777	1585	1781	1777	0
Q Serve(g_s), s	0.0	16.9	11.8	1.9			0.0	47.2	1.9	3.6	13.5	0.0
Cycle Q Clear(g_c), s	0.0	16.9	11.8	1.9			0.0	47.2	1.9	3.6	13.5	0.0
Prop In Lane	0.00		1.00	1.00			0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	630	281	202			0	1942	866	90	2243	0
V/C Ratio(X)	0.00	0.84	0.62	0.29			0.00	0.86	0.06	0.63	0.38	0.00
Avail Cap(c_a), veh/h	0	732	326	712			0	2120	945	122	2486	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00			0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	46.4	44.3	52.5			0.0	22.7	12.4	54.3	10.4	0.0
Incr Delay (d2), s/veh	0.0	7.8	2.5	0.7			0.0	3.8	0.0	2.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.1	4.8	0.8			0.0	19.0	0.6	1.6	4.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	54.2	46.8	53.3			0.0	26.5	12.4	56.9	10.5	0.0
LnGrp LOS	A	D	D	D			A	C	B	E	B	A
Approach Vol, veh/h		706						1730			905	
Approach Delay, s/veh		52.3						26.1			13.4	
Approach LOS		D						C			B	

Timer - Assigned Phs	1	2				6	7	8				
Phs Duration (G+Y+Rc), s	9.9	68.6				78.4	12.1	26.0				
Change Period (Y+Rc), s	4.0	4.9				4.9	5.3	5.3				
Max Green Setting (Gmax), s	8.0	69.5				81.5	24.0	24.0				
Max Q Clear Time (g_c+I1), s	5.6	49.2				15.5	3.9	18.9				
Green Ext Time (p_c), s	0.0	14.5				8.8	0.1	1.8				

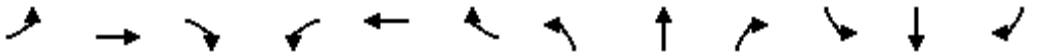
Intersection Summary												
HCM 6th Ctrl Delay			28.6									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	727	4	6	567	161	7	31	13	520	14	88
Future Volume (veh/h)	44	727	4	6	567	161	7	31	13	520	14	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	765	4	6	597	169	7	33	14	547	15	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	1003	447	11	903	403	31	144	150	608	17	555
Arrive On Green	0.03	0.28	0.28	0.01	0.25	0.25	0.09	0.09	0.09	0.35	0.35	0.35
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	324	1530	1585	1736	48	1585
Grp Volume(v), veh/h	46	765	4	6	597	169	40	0	14	562	0	93
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1854	0	1585	1784	0	1585
Q Serve(g_s), s	1.7	13.3	0.1	0.2	10.2	6.0	1.3	0.0	0.5	20.2	0.0	2.7
Cycle Q Clear(g_c), s	1.7	13.3	0.1	0.2	10.2	6.0	1.3	0.0	0.5	20.2	0.0	2.7
Prop In Lane	1.00		1.00	1.00		1.00	0.17		1.00	0.97		1.00
Lane Grp Cap(c), veh/h	61	1003	447	11	903	403	175	0	150	625	0	555
V/C Ratio(X)	0.75	0.76	0.01	0.53	0.66	0.42	0.23	0.00	0.09	0.90	0.00	0.17
Avail Cap(c_a), veh/h	211	1106	493	211	1053	470	989	0	846	952	0	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.3	22.2	17.4	33.4	22.6	21.0	28.3	0.0	27.9	20.8	0.0	15.1
Incr Delay (d2), s/veh	6.8	3.0	0.0	13.8	1.4	0.8	0.2	0.0	0.1	5.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.2	0.0	0.1	3.9	2.1	0.6	0.0	0.2	8.4	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	25.2	17.4	47.3	23.9	21.8	28.5	0.0	28.0	26.4	0.0	15.2
LnGrp LOS	D	C	B	D	C	C	C	A	C	C	A	B
Approach Vol, veh/h		815			772			54			655	
Approach Delay, s/veh		25.9			23.6			28.4			24.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	25.0		10.4	6.3	23.2		27.6				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	8.0	21.0		36.0	8.0	20.0		36.0				
Max Q Clear Time (g_c+I1), s	2.2	15.3		3.3	3.7	12.2		22.2				
Green Ext Time (p_c), s	0.0	3.8		0.1	0.0	4.3		1.5				

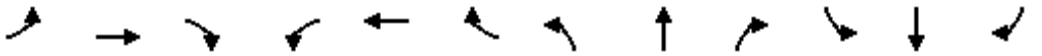
Intersection Summary												
HCM 6th Ctrl Delay			24.9									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1284	2	0	529	21	1	0	0	86	0	56
Future Volume (veh/h)	22	1284	2	0	529	21	1	0	0	86	0	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	1352	2	0	557	22	1	0	0	91	0	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1931	861	4	1425	636	4	59	50	117	179	152
Arrive On Green	0.02	0.54	0.54	0.00	0.40	0.40	0.00	0.00	0.00	0.07	0.00	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	23	1352	2	0	557	22	1	0	0	91	0	59
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.5	11.7	0.0	0.0	4.6	0.4	0.0	0.0	0.0	2.1	0.0	1.5
Cycle Q Clear(g_c), s	0.5	11.7	0.0	0.0	4.6	0.4	0.0	0.0	0.0	2.1	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	1931	861	4	1425	636	4	59	50	117	179	152
V/C Ratio(X)	0.58	0.70	0.00	0.00	0.39	0.03	0.23	0.00	0.00	0.78	0.00	0.39
Avail Cap(c_a), veh/h	470	2727	1216	470	2727	1216	470	718	608	470	718	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	7.0	4.4	0.0	8.9	7.6	20.8	0.0	0.0	19.2	0.0	17.7
Incr Delay (d2), s/veh	12.4	0.5	0.0	0.0	0.2	0.0	25.9	0.0	0.0	10.7	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.0	0.0	0.0	1.1	0.1	0.0	0.0	0.0	1.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	7.5	4.4	0.0	9.0	7.6	46.7	0.0	0.0	29.8	0.0	19.3
LnGrp LOS	C	A	A	A	A	A	D	A	A	C	A	B
Approach Vol, veh/h		1377			579			1			150	
Approach Delay, s/veh		7.9			9.0			46.7			25.7	
Approach LOS		A			A			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	6.3	0.0	27.7	5.0	9.0	5.9	21.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	11.0	32.0	11.0	16.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	4.1	0.0	0.0	13.7	2.0	3.5	2.5	6.6
Green Ext Time (p_c), s	0.1	0.0	0.0	9.0	0.0	0.1	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	794	736	80	41	304	120	41	657	59	138	246	473
Future Volume (veh/h)	794	736	80	41	304	120	41	657	59	138	246	473
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	836	775	0	43	320	0	43	692	0	145	259	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	939	1066		369	480		213	813		333	1025	
Arrive On Green	0.27	0.30	0.00	0.11	0.13	0.00	0.06	0.23	0.00	0.10	0.29	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	836	775	0	43	320	0	43	692	0	145	259	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	18.5	15.6	0.0	0.9	6.8	0.0	0.9	14.9	0.0	3.2	4.5	0.0
Cycle Q Clear(g_c), s	18.5	15.6	0.0	0.9	6.8	0.0	0.9	14.9	0.0	3.2	4.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	939	1066		369	480		213	813		333	1025	
V/C Ratio(X)	0.89	0.73		0.12	0.67		0.20	0.85		0.44	0.25	
Avail Cap(c_a), veh/h	1084	1841		369	1083		347	891		693	1261	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.9	25.0	0.0	32.2	32.8	0.0	35.5	29.5	0.0	34.0	21.8	0.0
Incr Delay (d2), s/veh	7.8	1.6	0.0	0.1	2.7	0.0	0.2	7.9	0.0	0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	6.0	0.0	0.3	2.9	0.0	0.4	6.7	0.0	1.3	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	26.6	0.0	32.3	35.5	0.0	35.7	37.4	0.0	34.3	22.0	0.0
LnGrp LOS	D	C		C	D		D	D		C	C	
Approach Vol, veh/h		1611	A		363	A		735	A		404	A
Approach Delay, s/veh		31.3			35.1			37.3			26.4	
Approach LOS		C			D			D			C	

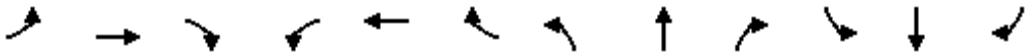
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	29.6	8.9	28.7	25.7	16.5	13.4	24.2
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	5.7	* 6
Max Green Setting (Gmax), s	8.0	41.3	8.0	28.3	25.0	24.3	16.0	* 20
Max Q Clear Time (g_c+I1), s	2.9	17.6	2.9	6.5	20.5	8.8	5.2	16.9
Green Ext Time (p_c), s	0.0	6.3	0.0	1.8	1.1	1.9	0.2	1.4

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

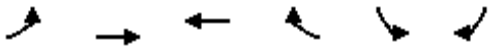
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	744	18	64	284	37	20	159	140	165	131	99
Future Volume (veh/h)	158	744	18	64	284	37	20	159	140	165	131	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	783	19	67	299	39	21	167	147	174	138	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	1022	25	117	767	99	70	209	184	216	307	231
Arrive On Green	0.11	0.29	0.29	0.07	0.24	0.24	0.04	0.23	0.23	0.12	0.31	0.31
Sat Flow, veh/h	1781	3546	86	1781	3165	409	1781	917	808	1781	990	746
Grp Volume(v), veh/h	166	392	410	67	167	171	21	0	314	174	0	242
Grp Sat Flow(s),veh/h/ln	1781	1777	1855	1781	1777	1797	1781	0	1725	1781	0	1736
Q Serve(g_s), s	5.7	12.6	12.6	2.3	4.9	5.0	0.7	0.0	10.8	6.0	0.0	7.0
Cycle Q Clear(g_c), s	5.7	12.6	12.6	2.3	4.9	5.0	0.7	0.0	10.8	6.0	0.0	7.0
Prop In Lane	1.00		0.05	1.00		0.23	1.00		0.47	1.00		0.43
Lane Grp Cap(c), veh/h	199	512	534	117	431	435	70	0	393	216	0	538
V/C Ratio(X)	0.83	0.77	0.77	0.57	0.39	0.39	0.30	0.00	0.80	0.80	0.00	0.45
Avail Cap(c_a), veh/h	199	717	749	171	689	697	227	0	719	256	0	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.3	20.4	20.4	28.4	19.8	19.9	29.3	0.0	22.9	26.8	0.0	17.3
Incr Delay (d2), s/veh	23.9	3.9	3.8	1.6	0.8	0.8	0.9	0.0	5.2	12.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	5.1	5.3	1.0	1.9	2.0	0.3	0.0	4.6	3.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	24.3	24.2	30.0	20.6	20.7	30.2	0.0	28.0	39.1	0.0	18.1
LnGrp LOS	D	C	C	C	C	C	C	A	C	D	A	B
Approach Vol, veh/h		968			405			335			416	
Approach Delay, s/veh		28.9			22.2			28.1			26.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	19.2	8.1	23.8	6.4	24.3	11.0	20.9
Change Period (Y+Rc), s	4.0	4.9	4.0	5.7	4.0	4.9	4.0	5.7
Max Green Setting (Gmax), s	9.0	26.1	6.0	25.3	8.0	27.1	7.0	24.3
Max Q Clear Time (g_c+I1), s	8.0	12.8	4.3	14.6	2.7	9.0	7.7	7.0
Green Ext Time (p_c), s	0.0	1.5	0.0	3.4	0.0	1.2	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C



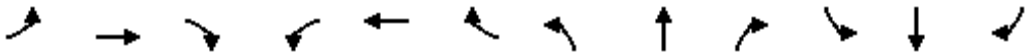
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	1072	369	16	78	0
Future Volume (veh/h)	10	1072	369	16	78	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1128	388	17	82	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	234	2004	814	36	238	212
Arrive On Green	0.13	0.56	0.23	0.23	0.13	0.00
Sat Flow, veh/h	1781	3647	3562	152	1781	1585
Grp Volume(v), veh/h	11	1128	198	207	82	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1843	1781	1585
Q Serve(g_s), s	0.2	5.8	2.8	2.8	1.2	0.0
Cycle Q Clear(g_c), s	0.2	5.8	2.8	2.8	1.2	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	234	2004	417	432	238	212
V/C Ratio(X)	0.05	0.56	0.48	0.48	0.34	0.00
Avail Cap(c_a), veh/h	495	4236	1500	1556	1671	1487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.9	4.0	9.5	9.5	11.3	0.0
Incr Delay (d2), s/veh	0.0	0.3	1.1	1.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.7	0.7	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	4.3	10.6	10.6	11.6	0.0
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h		1139	405		82	
Approach Delay, s/veh		4.4	10.6		11.6	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.9		6.8	9.5	12.5
Change Period (Y+Rc), s		5.7		3.0	5.7	* 5.7
Max Green Setting (Gmax), s		34.3		27.0	8.0	* 24
Max Q Clear Time (g_c+I1), s		7.8		3.2	2.2	4.8
Green Ext Time (p_c), s		8.4		0.1	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Notes

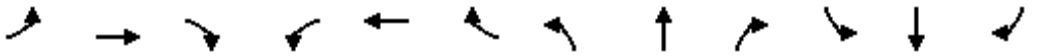
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1073	55	72	317	0	113	0	104	0	1	0
Future Volume (veh/h)	0	1073	55	72	317	0	113	0	104	0	1	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1129	58	76	334	0	119	0	109	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	1446	74	117	2014	0	275	0	245	0	4	0
Arrive On Green	0.00	0.42	0.42	0.07	0.57	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Sat Flow, veh/h	1781	3439	177	1781	3647	0	1781	0	1585	0	1870	0
Grp Volume(v), veh/h	0	583	604	76	334	0	119	0	109	0	1	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1839	1781	1777	0	1781	0	1585	0	1870	0
Q Serve(g_s), s	0.0	14.0	14.0	2.1	2.2	0.0	3.0	0.0	3.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	14.0	14.0	2.1	2.2	0.0	3.0	0.0	3.1	0.0	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	4	747	773	117	2014	0	275	0	245	0	4	0
V/C Ratio(X)	0.00	0.78	0.78	0.65	0.17	0.00	0.43	0.00	0.45	0.00	0.24	0.00
Avail Cap(c_a), veh/h	288	908	939	288	2014	0	288	0	256	0	302	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	12.4	12.4	22.6	5.1	0.0	19.0	0.0	19.0	0.0	24.7	0.0
Incr Delay (d2), s/veh	0.0	4.0	3.9	2.3	0.0	0.0	0.4	0.0	0.5	0.0	10.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.9	5.0	0.8	0.5	0.0	1.2	0.0	1.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.4	16.3	24.9	5.2	0.0	19.4	0.0	19.5	0.0	35.5	0.0
LnGrp LOS	A	B	B	C	A	A	B	A	B	A	D	A
Approach Vol, veh/h		1187			410			228			1	
Approach Delay, s/veh		16.4			8.8			19.4			35.5	
Approach LOS		B			A			B			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	26.5		11.7	0.0	33.8		4.1				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	25.3		8.0	8.0	26.3		8.0				
Max Q Clear Time (g_c+I1), s	4.1	16.0		5.1	0.0	4.2		2.0				
Green Ext Time (p_c), s	0.0	4.8		0.2	0.0	1.8		0.0				

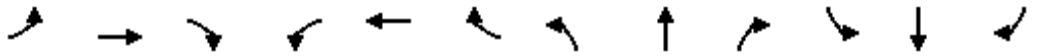
Intersection Summary			
HCM 6th Ctrl Delay		15.1	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1070	19	50	464	3	38	7	114	51	14	24
Future Volume (veh/h)	6	1070	19	50	464	3	38	7	114	51	14	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1126	20	53	488	3	40	7	120	54	15	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	1323	23	163	1638	10	131	14	455	125	21	455
Arrive On Green	0.01	0.37	0.37	0.09	0.45	0.45	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	3572	63	1781	3621	22	31	47	1585	27	74	1585
Grp Volume(v), veh/h	6	560	586	53	239	252	47	0	120	69	0	25
Grp Sat Flow(s),veh/h/ln	1781	1777	1859	1781	1777	1866	78	0	1585	101	0	1585
Q Serve(g_s), s	0.2	15.8	15.8	1.5	4.7	4.7	0.4	0.0	3.2	0.4	0.0	0.6
Cycle Q Clear(g_c), s	0.2	15.8	15.8	1.5	4.7	4.7	15.7	0.0	3.2	15.7	0.0	0.6
Prop In Lane	1.00		0.03	1.00		0.01	0.85		1.00	0.78		1.00
Lane Grp Cap(c), veh/h	17	658	688	163	804	845	144	0	455	147	0	455
V/C Ratio(X)	0.36	0.85	0.85	0.32	0.30	0.30	0.33	0.00	0.26	0.47	0.00	0.05
Avail Cap(c_a), veh/h	261	726	760	261	804	845	362	0	697	355	0	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	15.8	15.8	23.2	9.4	9.4	23.3	0.0	15.0	23.0	0.0	14.1
Incr Delay (d2), s/veh	4.7	9.3	8.9	0.4	0.3	0.3	0.5	0.0	0.1	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	6.4	6.7	0.6	1.3	1.4	0.6	0.0	1.1	0.9	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	25.1	24.7	23.6	9.7	9.7	23.8	0.0	15.1	23.9	0.0	14.1
LnGrp LOS	C	C	C	C	A	A	C	A	B	C	A	B
Approach Vol, veh/h		1152			544			167			94	
Approach Delay, s/veh		24.9			11.1			17.5			21.3	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	26.0		20.0	4.5	30.5		20.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	22.3		24.0	8.0	21.3		24.0				
Max Q Clear Time (g_c+I1), s	3.5	17.8		17.7	2.2	6.7		17.7				
Green Ext Time (p_c), s	0.0	2.6		0.2	0.0	2.2		0.1				

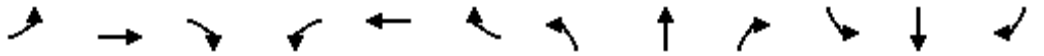
Intersection Summary												
HCM 6th Ctrl Delay			20.3									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	1136	10	37	299	115	14	0	33	80	0	35
Future Volume (veh/h)	203	1136	10	37	299	115	14	0	33	80	0	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	214	1196	11	39	315	121	15	0	35	84	0	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	1393	13	102	737	278	43	0	101	249	0	222
Arrive On Green	0.15	0.39	0.39	0.06	0.29	0.29	0.09	0.00	0.09	0.14	0.00	0.14
Sat Flow, veh/h	1781	3608	33	1781	2525	951	492	0	1147	1781	0	1585
Grp Volume(v), veh/h	214	589	618	39	220	216	50	0	0	84	0	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1699	1639	0	0	1781	0	1585
Q Serve(g_s), s	6.2	16.4	16.4	1.1	5.4	5.6	1.5	0.0	0.0	2.3	0.0	1.1
Cycle Q Clear(g_c), s	6.2	16.4	16.4	1.1	5.4	5.6	1.5	0.0	0.0	2.3	0.0	1.1
Prop In Lane	1.00		0.02	1.00		0.56	0.30		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	270	686	720	102	519	496	144	0	0	249	0	222
V/C Ratio(X)	0.79	0.86	0.86	0.38	0.42	0.44	0.35	0.00	0.00	0.34	0.00	0.17
Avail Cap(c_a), veh/h	595	736	772	397	538	514	578	0	0	628	0	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.0	15.2	15.2	24.5	15.4	15.5	23.1	0.0	0.0	20.9	0.0	20.4
Incr Delay (d2), s/veh	2.0	9.9	9.5	0.9	0.7	0.8	0.5	0.0	0.0	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.7	6.9	0.4	1.8	1.8	0.6	0.0	0.0	0.9	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	25.0	24.6	25.3	16.1	16.3	23.6	0.0	0.0	21.2	0.0	20.5
LnGrp LOS	C	C	C	C	B	B	C	A	A	C	A	C
Approach Vol, veh/h		1421			475			50			121	
Approach Delay, s/veh		24.7			17.0			23.6			21.0	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	26.5		8.7	12.2	21.4		11.5				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	22.3		19.0	18.0	16.3		19.0				
Max Q Clear Time (g_c+I1), s	3.1	18.4		3.5	8.2	7.6		4.3				
Green Ext Time (p_c), s	0.0	2.4		0.1	0.3	1.5		0.2				

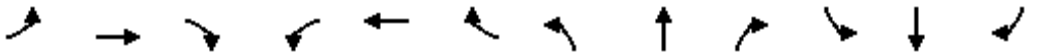
Intersection Summary		
HCM 6th Ctrl Delay		22.7
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	2	8	106	3	33	21	693	159	41	854	17
Future Volume (veh/h)	6	2	8	106	3	33	21	693	159	41	854	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	2	8	112	3	35	22	729	167	43	899	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	20	17	143	157	133	39	1556	483	69	1643	510
Arrive On Green	0.01	0.01	0.01	0.08	0.08	0.08	0.02	0.30	0.30	0.04	0.32	0.32
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	6	2	8	112	3	35	22	729	167	43	899	18
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.1	0.0	0.2	2.2	0.1	0.7	0.4	4.1	2.9	0.8	5.1	0.3
Cycle Q Clear(g_c), s	0.1	0.0	0.2	2.2	0.1	0.7	0.4	4.1	2.9	0.8	5.1	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	20	17	143	157	133	39	1556	483	69	1643	510
V/C Ratio(X)	0.52	0.10	0.48	0.79	0.02	0.26	0.56	0.47	0.35	0.62	0.55	0.04
Avail Cap(c_a), veh/h	353	1693	1434	353	1798	1524	353	2599	807	353	2599	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	17.3	17.4	16.0	14.9	15.2	17.1	10.0	9.6	16.7	9.9	8.2
Incr Delay (d2), s/veh	31.9	2.2	19.5	9.1	0.0	1.0	12.0	0.2	0.4	8.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	1.1	0.0	0.3	0.3	0.9	0.8	0.4	1.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	19.5	36.9	25.1	14.9	16.2	29.1	10.2	10.0	25.4	10.2	8.3
LnGrp LOS	D	B	D	C	B	B	C	B	A	C	B	A
Approach Vol, veh/h		16			150			918			960	
Approach Delay, s/veh		39.4			22.8			10.6			10.8	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	15.8	7.8	5.4	5.8	16.4	5.2	8.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	18.0	7.0	32.0	7.0	18.0	7.0	34.0
Max Q Clear Time (g_c+I1), s	2.8	6.1	4.2	2.2	2.4	7.1	2.1	2.7
Green Ext Time (p_c), s	0.0	4.0	0.1	0.0	0.0	4.3	0.0	0.1

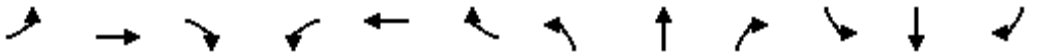
Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	30	70	264	7	28	22	825	126	17	944	7
Future Volume (veh/h)	20	30	70	264	7	28	22	825	126	17	944	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	32	74	278	7	29	23	868	133	18	994	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	133	113	352	465	394	39	1586	492	32	1564	486
Arrive On Green	0.02	0.07	0.07	0.20	0.25	0.25	0.02	0.31	0.31	0.02	0.31	0.31
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	21	32	74	278	7	29	23	868	133	18	994	7
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.6	0.8	2.3	7.4	0.1	0.7	0.6	7.0	3.1	0.5	8.3	0.2
Cycle Q Clear(g_c), s	0.6	0.8	2.3	7.4	0.1	0.7	0.6	7.0	3.1	0.5	8.3	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	36	133	113	352	465	394	39	1586	492	32	1564	486
V/C Ratio(X)	0.58	0.24	0.65	0.79	0.02	0.07	0.59	0.55	0.27	0.57	0.64	0.01
Avail Cap(c_a), veh/h	251	1206	1022	790	1884	1597	251	2264	703	251	2264	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	21.8	22.4	18.9	14.1	14.3	24.0	14.2	12.9	24.2	14.8	12.0
Incr Delay (d2), s/veh	14.0	0.9	6.3	4.0	0.0	0.1	13.4	0.3	0.3	15.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.9	3.0	0.1	0.2	0.4	2.1	1.0	0.3	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	22.7	28.7	22.9	14.1	14.4	37.4	14.5	13.2	39.4	15.3	12.0
LnGrp LOS	D	C	C	C	B	B	D	B	B	D	B	B
Approach Vol, veh/h		127			314			1024			1019	
Approach Delay, s/veh		28.7			22.0			14.8			15.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	20.4	14.8	8.5	6.1	20.2	6.0	17.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	22.0	22.0	32.0	7.0	22.0	7.0	50.0
Max Q Clear Time (g_c+I1), s	2.5	9.0	9.4	4.3	2.6	10.3	2.6	2.7
Green Ext Time (p_c), s	0.0	4.9	0.6	0.4	0.0	4.9	0.0	0.1

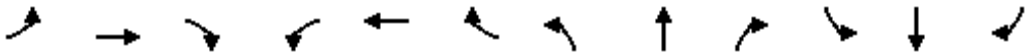
Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	9	103	114	4	17	28	882	38	70	1261	15
Future Volume (veh/h)	53	9	103	114	4	17	28	882	38	70	1261	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	9	108	120	4	18	29	928	40	74	1327	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	171	145	156	252	214	48	1777	552	93	1908	592
Arrive On Green	0.04	0.09	0.09	0.09	0.13	0.13	0.03	0.35	0.35	0.05	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	56	9	108	120	4	18	29	928	40	74	1327	16
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.5	0.2	3.2	3.2	0.1	0.5	0.8	7.0	0.8	2.0	10.6	0.3
Cycle Q Clear(g_c), s	1.5	0.2	3.2	3.2	0.1	0.5	0.8	7.0	0.8	2.0	10.6	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	171	145	156	252	214	48	1777	552	93	1908	592
V/C Ratio(X)	0.72	0.05	0.75	0.77	0.02	0.08	0.61	0.52	0.07	0.79	0.70	0.03
Avail Cap(c_a), veh/h	259	1241	1052	332	1319	1117	259	2297	713	259	2297	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	20.0	21.4	21.5	18.1	18.3	23.2	12.5	10.5	22.6	12.8	9.6
Incr Delay (d2), s/veh	11.6	0.1	7.4	7.8	0.0	0.2	12.0	0.2	0.1	14.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	1.4	1.5	0.0	0.2	0.4	2.0	0.2	1.1	3.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	20.1	28.8	29.4	18.1	18.4	35.2	12.8	10.6	36.6	13.5	9.6
LnGrp LOS	C	C	C	C	B	B	D	B	B	D	B	A
Approach Vol, veh/h		173			142			997			1417	
Approach Delay, s/veh		30.2			27.7			13.3			14.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	22.1	9.2	9.4	6.3	23.3	7.1	11.5
Change Period (Y+Rc), s	5.0	5.3	5.0	5.0	5.0	5.3	5.0	5.0
Max Green Setting (Gmax), s	7.0	21.7	9.0	32.0	7.0	21.7	7.0	34.0
Max Q Clear Time (g_c+I1), s	4.0	9.0	5.2	5.2	2.8	12.6	3.5	2.5
Green Ext Time (p_c), s	0.0	4.9	0.1	0.4	0.0	5.4	0.0	0.0

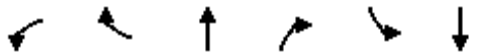
Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	46	39	18	77	6	21	50	19	8	98	86
Future Volume (veh/h)	83	46	39	18	77	6	21	50	19	8	98	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	48	41	19	81	6	22	53	20	8	103	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	310	261	35	200	15	40	267	101	15	176	155
Arrive On Green	0.07	0.17	0.17	0.02	0.12	0.12	0.02	0.21	0.21	0.01	0.19	0.19
Sat Flow, veh/h	1781	1870	1575	1781	1719	127	1781	1292	488	1781	913	807
Grp Volume(v), veh/h	87	48	41	19	0	87	22	0	73	8	0	194
Grp Sat Flow(s),veh/h/ln	1781	1870	1575	1781	0	1846	1781	0	1780	1781	0	1720
Q Serve(g_s), s	1.4	0.7	0.7	0.3	0.0	1.3	0.4	0.0	1.0	0.1	0.0	3.1
Cycle Q Clear(g_c), s	1.4	0.7	0.7	0.3	0.0	1.3	0.4	0.0	1.0	0.1	0.0	3.1
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.27	1.00		0.47
Lane Grp Cap(c), veh/h	122	310	261	35	0	215	40	0	367	15	0	331
V/C Ratio(X)	0.71	0.15	0.16	0.55	0.00	0.40	0.55	0.00	0.20	0.52	0.00	0.59
Avail Cap(c_a), veh/h	742	1652	1391	445	0	1323	505	0	1809	445	0	1691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	10.7	10.7	14.6	0.0	12.3	14.5	0.0	9.9	14.8	0.0	11.0
Incr Delay (d2), s/veh	7.4	0.2	0.3	12.7	0.0	1.2	11.4	0.0	0.3	24.9	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.2	0.2	0.0	0.5	0.2	0.0	0.3	0.1	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	10.9	11.0	27.3	0.0	13.5	26.0	0.0	10.1	39.7	0.0	12.7
LnGrp LOS	C	B	B	C	A	B	C	A	B	D	A	B
Approach Vol, veh/h		176			106			95			202	
Approach Delay, s/veh		16.0			16.0			13.8			13.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	10.7	5.1	9.5	5.2	10.3	6.6	8.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	30.5	7.5	26.5	8.5	29.5	12.5	21.5
Max Q Clear Time (g_c+I1), s	2.1	3.0	2.3	2.7	2.4	5.1	3.4	3.3
Green Ext Time (p_c), s	0.0	0.3	0.0	0.3	0.0	1.1	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	547	550	24	292	215
Future Volume (veh/h)	3	547	550	24	292	215
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	157	579	10	307	226
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	225	200	703	596	373	1274
Arrive On Green	0.13	0.13	0.38	0.38	0.21	0.68
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	3	157	579	10	307	226
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	0.1	5.0	14.6	0.2	8.6	2.3
Cycle Q Clear(g_c), s	0.1	5.0	14.6	0.2	8.6	2.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	225	200	703	596	373	1274
V/C Ratio(X)	0.01	0.78	0.82	0.02	0.82	0.18
Avail Cap(c_a), veh/h	548	488	1007	854	548	1763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	22.0	14.7	10.2	19.6	3.0
Incr Delay (d2), s/veh	0.0	6.6	3.8	0.0	6.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	5.9	0.1	3.8	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	28.6	18.5	10.2	26.1	3.1
LnGrp LOS	B	C	B	B	C	A
Approach Vol, veh/h	160		589			533
Approach Delay, s/veh	28.5		18.3			16.3
Approach LOS	C		B			B

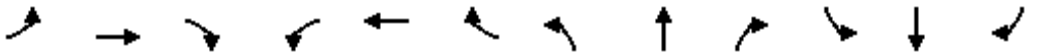
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.9	24.5			40.4	11.6
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	16.0	28.0			49.0	16.0
Max Q Clear Time (g_c+I1), s	10.6	16.6			4.3	7.0
Green Ext Time (p_c), s	0.5	3.0			1.4	0.3

Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	176	397	1	54	164
Future Volume (veh/h)	18	176	397	1	54	164
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	185	418	1	57	173
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	283	252	712	604	564	712
Arrive On Green	0.16	0.16	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	1585	1870	1585	968	1870
Grp Volume(v), veh/h	19	185	418	1	57	173
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	968	1870
Q Serve(g_s), s	0.2	2.2	3.5	0.0	1.0	1.2
Cycle Q Clear(g_c), s	0.2	2.2	3.5	0.0	4.5	1.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	283	252	712	604	564	712
V/C Ratio(X)	0.07	0.74	0.59	0.00	0.10	0.24
Avail Cap(c_a), veh/h	1458	1297	2392	2027	1433	2392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	7.8	4.8	3.7	6.6	4.1
Incr Delay (d2), s/veh	0.1	4.1	0.8	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.2	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.1	12.0	5.6	3.8	6.7	4.3
LnGrp LOS	A	B	A	A	A	A
Approach Vol, veh/h	204		419			230
Approach Delay, s/veh	11.5		5.6			4.9
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		12.4			12.4	7.1
Change Period (Y+Rc), s		5.0			5.0	4.0
Max Green Setting (Gmax), s		25.0			25.0	16.0
Max Q Clear Time (g_c+I1), s		5.5			6.5	4.2
Green Ext Time (p_c), s		2.2			1.0	0.5

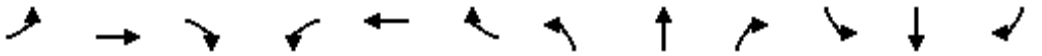
Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	447	15	38	274	0	76	0	15	0	0	0
Future Volume (veh/h)	0	447	15	38	274	0	76	0	15	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	471	16	40	288	0	80	0	16	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	1164	518	70	1939	865	125	0	153	8	8	0
Arrive On Green	0.00	0.33	0.33	0.04	0.55	0.00	0.07	0.00	0.10	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1580	1781	3554	1585	1781	0	1580	1781	1870	0
Grp Volume(v), veh/h	0	471	16	40	288	0	80	0	16	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1580	1781	1777	1585	1781	0	1580	1781	1870	0
Q Serve(g_s), s	0.0	2.3	0.2	0.5	0.9	0.0	1.0	0.0	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.3	0.2	0.5	0.9	0.0	1.0	0.0	0.2	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	8	1164	518	70	1939	865	125	0	153	8	8	0
V/C Ratio(X)	0.00	0.40	0.03	0.57	0.15	0.00	0.64	0.00	0.10	0.00	0.00	0.00
Avail Cap(c_a), veh/h	637	4129	1836	637	4129	1842	557	0	2259	637	2759	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	5.8	5.1	10.6	2.5	0.0	10.1	0.0	9.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	7.1	0.0	0.0	5.4	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.2	0.0	0.0	0.4	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.1	5.1	17.7	2.5	0.0	15.5	0.0	9.5	0.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		487			328			96			0	
Approach Delay, s/veh		6.0			4.4			14.5			0.0	
Approach LOS		A			A			B				

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	6.2	4.9	11.3	5.6	0.6	0.0	16.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	32.0	8.0	26.0	7.0	33.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	0.0	2.2	2.5	4.3	3.0	0.0	0.0	2.9
Green Ext Time (p_c), s	0.0	0.0	0.0	2.9	0.0	0.0	0.0	1.7

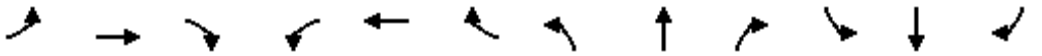
Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1	8	62	2	129	4	746	118	151	322	11
Future Volume (veh/h)	6	1	8	62	2	129	4	746	118	151	322	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1	8	65	2	136	4	785	124	159	339	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	154	130	178	238	202	15	1413	439	289	1817	564
Arrive On Green	0.01	0.08	0.08	0.05	0.13	0.13	0.00	0.28	0.28	0.08	0.36	0.36
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	6	1	8	65	2	136	4	785	124	159	339	12
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.1	0.0	0.2	0.7	0.0	3.2	0.0	5.2	2.4	1.7	1.8	0.2
Cycle Q Clear(g_c), s	0.1	0.0	0.2	0.7	0.0	3.2	0.0	5.2	2.4	1.7	1.8	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	22	154	130	178	238	202	15	1413	439	289	1817	564
V/C Ratio(X)	0.27	0.01	0.06	0.36	0.01	0.67	0.27	0.56	0.28	0.55	0.19	0.02
Avail Cap(c_a), veh/h	961	757	641	961	757	641	961	2196	682	961	2196	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	16.7	16.7	18.1	15.1	16.5	19.6	12.2	11.2	17.4	8.8	8.3
Incr Delay (d2), s/veh	6.3	0.0	0.2	1.2	0.0	3.9	9.1	0.3	0.3	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.3	0.0	1.2	0.0	1.4	0.7	0.6	0.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	16.7	16.9	19.4	15.1	20.3	28.8	12.6	11.6	19.0	8.8	8.3
LnGrp LOS	C	B	B	B	B	C	C	B	B	B	A	A
Approach Vol, veh/h		15			203			913			510	
Approach Delay, s/veh		20.5			20.0			12.5			12.0	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	15.9	7.0	8.3	5.2	19.1	5.3	10.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	3.7	7.2	2.7	2.2	2.0	3.8	2.1	5.2
Green Ext Time (p_c), s	0.2	3.7	0.1	0.0	0.0	1.6	0.0	0.3

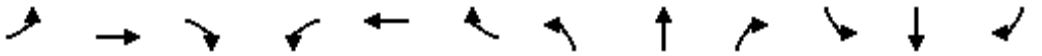
Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	347	10	12	136	14	15	14	21	5	8	4
Future Volume (veh/h)	9	347	10	12	136	14	15	14	21	5	8	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	365	11	13	143	15	16	15	22	5	8	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	763	340	24	777	347	83	87	74	215	226	192
Arrive On Green	0.01	0.21	0.21	0.01	0.22	0.22	0.05	0.05	0.05	0.12	0.12	0.12
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	9	365	11	13	143	15	16	15	22	5	8	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.2	3.0	0.2	0.2	1.1	0.2	0.3	0.3	0.4	0.1	0.1	0.1
Cycle Q Clear(g_c), s	0.2	3.0	0.2	0.2	1.1	0.2	0.3	0.3	0.4	0.1	0.1	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	763	340	24	777	347	83	87	74	215	226	192
V/C Ratio(X)	0.53	0.48	0.03	0.54	0.18	0.04	0.19	0.17	0.30	0.02	0.04	0.02
Avail Cap(c_a), veh/h	592	2577	1149	592	2577	1149	1292	1356	1149	861	904	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	11.4	10.3	16.2	10.5	10.2	15.2	15.2	15.3	12.8	12.8	12.8
Incr Delay (d2), s/veh	22.8	0.5	0.0	17.1	0.1	0.1	1.1	0.9	2.2	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	0.0	0.2	0.3	0.1	0.1	0.1	0.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	11.8	10.3	33.3	10.6	10.2	16.3	16.1	17.5	12.9	12.9	12.9
LnGrp LOS	D	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		385			171			53			17	
Approach Delay, s/veh		12.4			12.3			16.7			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.5	5.5	12.1		9.0	5.3	12.2				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		24.0	11.0	24.0		16.0	11.0	24.0				
Max Q Clear Time (g_c+I1), s		2.4	2.2	5.0		2.1	2.2	3.1				
Green Ext Time (p_c), s		0.1	0.0	2.2		0.0	0.0	0.8				

Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	5	7	5	184	5	519	4	90	431	5
Future Volume (veh/h)	5	5	5	7	5	184	5	519	4	90	431	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	5	5	7	5	194	5	546	4	95	454	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	300	254	13	304	258	10	1116	346	121	1436	446
Arrive On Green	0.01	0.16	0.16	0.01	0.16	0.16	0.01	0.22	0.22	0.07	0.28	0.28
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	5	5	5	7	5	194	5	546	4	95	454	5
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.1	0.1	0.1	0.1	0.1	4.3	0.1	3.4	0.1	1.9	2.6	0.1
Cycle Q Clear(g_c), s	0.1	0.1	0.1	0.1	0.1	4.3	0.1	3.4	0.1	1.9	2.6	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	10	300	254	13	304	258	10	1116	346	121	1436	446
V/C Ratio(X)	0.52	0.02	0.02	0.52	0.02	0.75	0.52	0.49	0.01	0.78	0.32	0.01
Avail Cap(c_a), veh/h	534	816	692	534	816	692	534	2368	735	534	2368	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	13.0	13.0	18.1	12.9	14.7	18.2	12.5	11.2	16.8	10.4	9.5
Incr Delay (d2), s/veh	37.0	0.0	0.0	28.2	0.0	4.4	37.0	0.3	0.0	10.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	1.5	0.1	0.9	0.0	0.9	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	13.0	13.0	46.4	12.9	19.1	55.2	12.9	11.2	27.3	10.5	9.5
LnGrp LOS	E	B	B	D	B	B	E	B	B	C	B	A
Approach Vol, veh/h		15			206			555			554	
Approach Delay, s/veh		27.1			19.9			13.2			13.4	
Approach LOS		C			B			B			B	

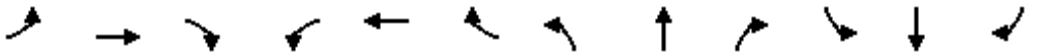
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	13.0	5.3	10.9	5.2	15.3	5.2	11.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	3.9	5.4	2.1	2.1	2.1	4.6	2.1	6.3
Green Ext Time (p_c), s	0.1	2.6	0.0	0.0	0.0	2.2	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	129	5	61	156	5	53
Future Volume (veh/h)	129	5	61	156	5	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	5	64	164	5	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	567	253	106	1636	102	91
Arrive On Green	0.16	0.16	0.06	0.46	0.06	0.06
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	136	5	64	164	5	56
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	0.7	0.1	0.7	0.5	0.1	0.7
Cycle Q Clear(g_c), s	0.7	0.1	0.7	0.5	0.1	0.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	567	253	106	1636	102	91
V/C Ratio(X)	0.24	0.02	0.60	0.10	0.05	0.62
Avail Cap(c_a), veh/h	3772	1682	1289	4458	945	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.6	7.3	9.5	3.2	9.2	9.5
Incr Delay (d2), s/veh	0.2	0.0	5.4	0.0	0.2	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.3	0.0	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.8	7.4	14.9	3.2	9.4	16.2
LnGrp LOS	A	A	B	A	A	B
Approach Vol, veh/h	141			228	61	
Approach Delay, s/veh	7.8			6.5	15.7	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		6.2	6.2	8.3		14.5
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		11.0	15.0	22.0		26.0
Max Q Clear Time (g_c+I1), s		2.7	2.7	2.7		2.5
Green Ext Time (p_c), s		0.1	0.1	0.7		0.9

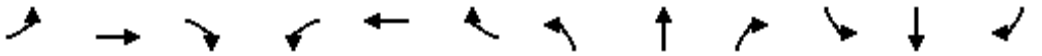
Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	206	96	1	5	73	608	67	5	426	5
Future Volume (veh/h)	5	5	206	96	1	5	73	608	67	5	426	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	5	217	101	1	5	77	640	71	5	448	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	333	282	235	450	382	200	1222	379	19	954	296
Arrive On Green	0.01	0.18	0.18	0.07	0.24	0.24	0.06	0.24	0.24	0.01	0.19	0.19
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	5	5	217	101	1	5	77	640	71	5	448	5
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.1	0.1	5.1	1.1	0.0	0.1	0.8	4.3	1.4	0.1	3.1	0.1
Cycle Q Clear(g_c), s	0.1	0.1	5.1	1.1	0.0	0.1	0.8	4.3	1.4	0.1	3.1	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	19	333	282	235	450	382	200	1222	379	19	954	296
V/C Ratio(X)	0.27	0.01	0.77	0.43	0.00	0.01	0.38	0.52	0.19	0.27	0.47	0.02
Avail Cap(c_a), veh/h	968	762	646	968	762	646	968	2210	686	968	2210	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	13.3	15.4	17.6	11.3	11.4	17.8	13.0	11.9	19.5	14.2	13.0
Incr Delay (d2), s/veh	7.4	0.0	4.4	1.2	0.0	0.0	1.2	0.3	0.2	7.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.9	0.4	0.0	0.0	0.3	1.2	0.4	0.0	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	13.3	19.7	18.8	11.3	11.4	19.0	13.3	12.1	26.9	14.6	13.1
LnGrp LOS	C	B	B	B	B	B	B	B	B	C	B	B
Approach Vol, veh/h		227			107			788			458	
Approach Delay, s/veh		19.8			18.4			13.8			14.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	14.4	7.7	12.0	7.3	12.3	5.2	14.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	2.1	6.3	3.1	7.1	2.8	5.1	2.1	2.1
Green Ext Time (p_c), s	0.0	3.1	0.1	0.5	0.1	2.1	0.0	0.0

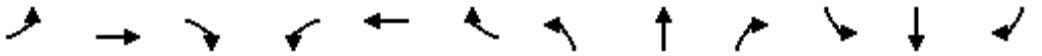
Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	205	0	24	873	16	0	0	5	4	0	9
Future Volume (veh/h)	18	205	0	24	873	16	0	0	5	4	0	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	216	0	25	919	17	0	0	5	4	0	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	1426	636	45	1452	27	0	0	18	35	0	31
Arrive On Green	0.02	0.40	0.00	0.03	0.41	0.41	0.00	0.00	0.01	0.02	0.00	0.02
Sat Flow, veh/h	1781	3554	1585	1781	3569	66	0	0	1578	1781	0	1578
Grp Volume(v), veh/h	19	216	0	25	458	478	0	0	5	4	0	9
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1858	0	0	1578	1781	0	1578
Q Serve(g_s), s	0.3	1.1	0.0	0.4	6.1	6.1	0.0	0.0	0.1	0.1	0.0	0.2
Cycle Q Clear(g_c), s	0.3	1.1	0.0	0.4	6.1	6.1	0.0	0.0	0.1	0.1	0.0	0.2
Prop In Lane	1.00		1.00	1.00		0.04	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	35	1426	636	45	723	756	0	0	18	35	0	31
V/C Ratio(X)	0.55	0.15	0.00	0.56	0.63	0.63	0.00	0.00	0.28	0.12	0.00	0.29
Avail Cap(c_a), veh/h	484	2170	968	484	1085	1135	0	0	1124	1269	0	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	5.6	0.0	14.2	7.0	7.0	0.0	0.0	14.4	14.2	0.0	14.2
Incr Delay (d2), s/veh	12.6	0.0	0.0	10.5	0.9	0.9	0.0	0.0	8.2	1.4	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.2	1.0	1.0	0.0	0.0	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	5.7	0.0	24.7	7.9	7.9	0.0	0.0	22.7	15.6	0.0	19.4
LnGrp LOS	C	A	A	C	A	A	A	A	C	B	A	B
Approach Vol, veh/h		235			961			5			13	
Approach Delay, s/veh		7.4			8.3			22.7			18.2	
Approach LOS		A			A			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.3	4.7	15.8		4.6	4.6	16.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		21.0	8.0	18.0		21.0	8.0	18.0				
Max Q Clear Time (g_c+I1), s		2.1	2.4	3.1		2.2	2.3	8.1				
Green Ext Time (p_c), s		0.0	0.0	1.0		0.0	0.0	3.8				

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A



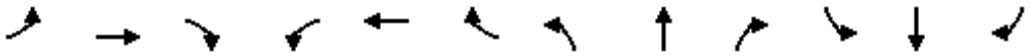
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	5	43	42	7	72	63	117	15	16	70	97
Future Volume (veh/h)	71	5	43	42	7	72	63	117	15	16	70	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	5	45	44	7	76	66	123	16	17	74	102
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	267	225	74	226	190	103	363	306	32	288	242
Arrive On Green	0.06	0.14	0.14	0.04	0.12	0.12	0.06	0.19	0.19	0.02	0.15	0.15
Sat Flow, veh/h	1781	1870	1575	1781	1870	1575	1781	1870	1577	1781	1870	1575
Grp Volume(v), veh/h	75	5	45	44	7	76	66	123	16	17	74	102
Grp Sat Flow(s),veh/h/ln	1781	1870	1575	1781	1870	1575	1781	1870	1577	1781	1870	1575
Q Serve(g_s), s	1.1	0.1	0.7	0.6	0.1	1.2	1.0	1.5	0.2	0.3	0.9	1.6
Cycle Q Clear(g_c), s	1.1	0.1	0.7	0.6	0.1	1.2	1.0	1.5	0.2	0.3	0.9	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	267	225	74	226	190	103	363	306	32	288	242
V/C Ratio(X)	0.66	0.02	0.20	0.59	0.03	0.40	0.64	0.34	0.05	0.54	0.26	0.42
Avail Cap(c_a), veh/h	537	1552	1307	537	1552	1307	537	1623	1368	537	1623	1366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	9.8	10.0	12.5	10.3	10.8	12.2	9.2	8.7	12.9	9.9	10.2
Incr Delay (d2), s/veh	6.3	0.0	0.4	7.3	0.1	1.4	6.4	0.5	0.1	13.4	0.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.2	0.3	0.0	0.4	0.4	0.4	0.1	0.2	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	9.8	10.5	19.8	10.3	12.1	18.6	9.8	8.8	26.3	10.4	11.3
LnGrp LOS	B	A	B	B	B	B	B	A	A	C	B	B
Approach Vol, veh/h		125			127			205			193	
Approach Delay, s/veh		15.2			14.7			12.5			12.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	9.1	5.1	7.8	5.5	8.1	5.7	7.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	22.0	8.0	23.0	8.0	22.0
Max Q Clear Time (g_c+I1), s	2.3	3.5	2.6	2.7	3.0	3.6	3.1	3.2
Green Ext Time (p_c), s	0.0	0.6	0.0	0.1	0.0	0.6	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Intersection 5 **Cirby Way/Cirby Hills Dr-Kaiser North Driveway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	80	84	105.5%	40.0	8.5	D
	Through						
	Right Turn	50	61	121.6%	12.6	2.8	B
	Subtotal	130	145	111.7%	28.6	5.3	C
SB	Left Turn	30	30	100.1%	64.5	17.0	E
	Through						
	Right Turn	70	78	111.3%	30.2	8.4	C
	Subtotal	100	108	107.9%	39.9	9.5	D
EB	Left Turn	90	76	84.9%	46.7	6.8	D
	Through	1,230	1,073	87.2%	11.8	1.7	B
	Right Turn	180	146	81.3%	11.2	2.2	B
	Subtotal	1,500	1,296	86.4%	13.8	2.0	B
WB	Left Turn	120	82	68.4%	146.0	47.1	F
	Through	1,800	1,177	65.4%	134.9	33.9	F
	Right Turn	30	19	62.1%	108.3	59.9	F
	Subtotal	1,950	1,278	65.5%	135.4	34.2	F
Total		3,680	2,827	76.8%	70.2	14.2	E



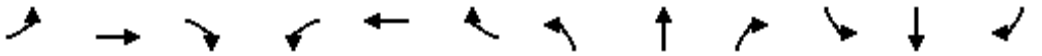
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	78	50	174	33	21	57	801	243	28	282	5
Future Volume (veh/h)	36	78	50	174	33	21	57	801	243	28	282	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	82	53	183	35	22	60	843	256	29	297	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	129	162	224	43	236	84	908	769	64	1696	29
Arrive On Green	0.10	0.10	0.10	0.15	0.15	0.15	0.05	0.49	0.49	0.04	0.47	0.47
Sat Flow, veh/h	583	1258	1585	1507	288	1585	1781	1870	1585	1781	3576	60
Grp Volume(v), veh/h	120	0	53	218	0	22	60	843	256	29	147	155
Grp Sat Flow(s),veh/h/ln	1841	0	1585	1795	0	1585	1781	1870	1585	1781	1777	1860
Q Serve(g_s), s	4.8	0.0	2.4	9.0	0.0	0.9	2.5	32.2	7.5	1.2	3.6	3.6
Cycle Q Clear(g_c), s	4.8	0.0	2.4	9.0	0.0	0.9	2.5	32.2	7.5	1.2	3.6	3.6
Prop In Lane	0.32		1.00	0.84		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	189	0	162	267	0	236	84	908	769	64	843	882
V/C Ratio(X)	0.64	0.00	0.33	0.82	0.00	0.09	0.71	0.93	0.33	0.45	0.17	0.18
Avail Cap(c_a), veh/h	629	0	541	613	0	541	211	1172	993	187	1116	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	31.7	31.4	0.0	28.0	35.8	18.4	12.0	35.9	11.5	11.5
Incr Delay (d2), s/veh	1.3	0.0	0.4	2.3	0.0	0.1	4.1	9.6	0.1	1.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.9	3.9	0.0	0.3	1.2	14.7	2.5	0.5	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	32.2	33.7	0.0	28.0	39.9	28.0	12.1	37.8	11.6	11.6
LnGrp LOS	C	A	C	C	A	C	D	C	B	D	B	B
Approach Vol, veh/h		173			240			1159			331	
Approach Delay, s/veh		33.5			33.2			25.1			13.9	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	42.2		11.8	7.6	41.4		15.3				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	* 5.3		4.0				
Max Green Setting (Gmax), s	8.0	47.7		26.0	9.0	* 48		26.0				
Max Q Clear Time (g_c+I1), s	3.2	34.2		6.8	4.5	5.6		11.0				
Green Ext Time (p_c), s	0.0	2.8		0.3	0.0	1.1		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		24.9	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	316	326	13	110	140	4	0	421	363	0	159	142
Future Volume (veh/h)	316	326	13	110	140	4	0	421	363	0	159	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	333	343	14	116	147	4	0	443	382	0	167	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	507	508	21	259	264	7	0	592	502	0	592	
Arrive On Green	0.28	0.28	0.28	0.15	0.15	0.15	0.00	0.32	0.32	0.00	0.32	0.00
Sat Flow, veh/h	1781	1784	73	1781	1812	49	0	1870	1585	0	1870	0
Grp Volume(v), veh/h	333	0	357	116	0	151	0	443	382	0	167	0
Grp Sat Flow(s),veh/h/ln	1781	0	1857	1781	0	1861	0	1870	1585	0	1870	0
Q Serve(g_s), s	8.9	0.0	9.2	3.2	0.0	4.1	0.0	11.5	11.7	0.0	3.6	0.0
Cycle Q Clear(g_c), s	8.9	0.0	9.2	3.2	0.0	4.1	0.0	11.5	11.7	0.0	3.6	0.0
Prop In Lane	1.00		0.04	1.00		0.03	0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	507	0	528	259	0	271	0	592	502	0	592	
V/C Ratio(X)	0.66	0.00	0.68	0.45	0.00	0.56	0.00	0.75	0.76	0.00	0.28	
Avail Cap(c_a), veh/h	712	0	743	264	0	276	0	686	581	0	786	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	17.0	0.0	17.1	21.1	0.0	21.5	0.0	16.5	16.6	0.0	13.9	0.0
Incr Delay (d2), s/veh	3.1	0.0	3.2	2.6	0.0	4.2	0.0	5.4	6.8	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	3.9	1.4	0.0	1.9	0.0	5.2	4.7	0.0	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	20.3	23.7	0.0	25.7	0.0	21.9	23.4	0.0	14.0	0.0
LnGrp LOS	C	A	C	C	A	C	A	C	C	A	B	
Approach Vol, veh/h		690			267			825			167	A
Approach Delay, s/veh		20.2			24.8			22.6			14.0	
Approach LOS		C			C			C			B	

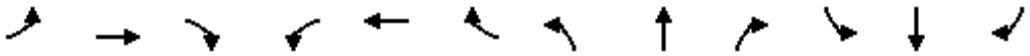
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.1		22.4		19.6		22.4				
Change Period (Y+Rc), s		* 4.2		5.3		4.2		* 5.3				
Max Green Setting (Gmax), s		* 8		22.7		21.6		* 20				
Max Q Clear Time (g_c+I1), s		6.1		5.6		11.2		13.7				
Green Ext Time (p_c), s		0.4		0.4		4.2		3.4				

Intersection Summary		
HCM 6th Ctrl Delay		21.3
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



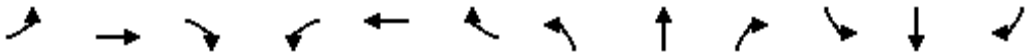
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	499	212	21	214	18	215	18	24	3	16	7
Future Volume (veh/h)	13	499	212	21	214	18	215	18	24	3	16	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	525	223	22	225	19	226	19	25	3	17	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	807	694	199	689	55	608	25	309	192	195	73
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	17	1843	1585	57	1573	125	1532	129	1585	66	998	372
Grp Volume(v), veh/h	539	0	223	266	0	0	245	0	25	27	0	0
Grp Sat Flow(s),veh/h/ln	1860	0	1585	1755	0	0	1661	0	1585	1437	0	0
Q Serve(g_s), s	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.1	0.0	2.1	2.1	0.0	0.0	2.9	0.0	0.3	2.9	0.0	0.0
Prop In Lane	0.03		1.00	0.08		0.07	0.92		1.00	0.11		0.26
Lane Grp Cap(c), veh/h	980	0	694	943	0	0	633	0	309	459	0	0
V/C Ratio(X)	0.55	0.00	0.32	0.28	0.00	0.00	0.39	0.00	0.08	0.06	0.00	0.00
Avail Cap(c_a), veh/h	2298	0	1830	2112	0	0	1688	0	1490	1740	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.0	0.0	4.1	4.1	0.0	0.0	8.4	0.0	7.4	7.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.2	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.2	0.2	0.0	0.0	0.6	0.0	0.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.3	0.0	4.3	4.3	0.0	0.0	8.5	0.0	7.4	7.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		762			266			270			27	
Approach Delay, s/veh		5.0			4.3			8.4			7.4	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.0		8.4		14.0		8.4				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 26		21.0		* 26		21.0				
Max Q Clear Time (g_c+I1), s		7.1		4.9		4.1		4.9				
Green Ext Time (p_c), s		2.7		0.5		0.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



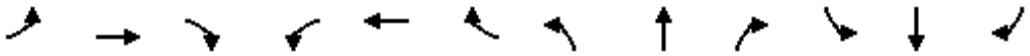
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	618	10	56	299	120	12	29	44	37	21	28
Future Volume (veh/h)	95	618	10	56	299	120	12	29	44	37	21	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	651	11	59	315	126	13	31	46	39	22	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	877	14	235	652	239	457	52	77	251	12	16
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	137	1570	25	100	1168	427	1354	680	1009	277	156	206
Grp Volume(v), veh/h	762	0	0	500	0	0	13	0	77	90	0	0
Grp Sat Flow(s),veh/h/ln	1732	0	0	1695	0	0	1354	0	1689	640	0	0
Q Serve(g_s), s	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	0.0	3.8	0.0	0.0	0.2	0.0	1.0	1.7	0.0	0.0
Prop In Lane	0.13		0.01	0.12		0.25	1.00		0.60	0.43		0.32
Lane Grp Cap(c), veh/h	1149	0	0	1126	0	0	457	0	129	278	0	0
V/C Ratio(X)	0.66	0.00	0.00	0.44	0.00	0.00	0.03	0.00	0.60	0.32	0.00	0.00
Avail Cap(c_a), veh/h	2713	0	0	2583	0	0	1437	0	1352	1373	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.7	0.0	0.0	3.0	0.0	0.0	9.7	0.0	10.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0	1.6	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.2	0.0	0.0	3.2	0.0	0.0	9.7	0.0	11.7	11.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	B	B	A	A
Approach Vol, veh/h		762			500			90			90	
Approach Delay, s/veh		4.2			3.2			11.4			11.3	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.8		5.7		16.8		5.7				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 34		18.0		* 34		18.0				
Max Q Clear Time (g_c+I1), s		9.4		3.0		5.8		3.7				
Green Ext Time (p_c), s		3.2		0.1		2.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		4.8
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



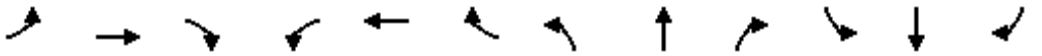
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	375	25	190	236	3	43	53	467	13	22	15
Future Volume (veh/h)	74	375	25	190	236	3	43	53	467	13	22	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	395	22	200	248	2	45	56	74	14	23	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	546	30	260	749	6	268	102	169	206	76	6
Arrive On Green	0.05	0.31	0.31	0.15	0.40	0.40	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	1755	98	1781	1853	15	773	962	1585	289	712	54
Grp Volume(v), veh/h	78	0	417	200	0	250	101	0	74	39	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1853	1781	0	1868	1735	0	1585	1055	0	0
Q Serve(g_s), s	1.2	0.0	5.6	3.0	0.0	2.6	0.0	0.0	1.2	0.2	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	5.6	3.0	0.0	2.6	1.5	0.0	1.2	1.6	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.01	0.45		1.00	0.36		0.05
Lane Grp Cap(c), veh/h	94	0	576	260	0	755	371	0	169	287	0	0
V/C Ratio(X)	0.83	0.00	0.72	0.77	0.00	0.33	0.27	0.00	0.44	0.14	0.00	0.00
Avail Cap(c_a), veh/h	510	0	1246	574	0	1323	1067	0	851	968	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.1	0.0	8.6	11.5	0.0	5.7	11.8	0.0	11.7	11.7	0.0	0.0
Incr Delay (d2), s/veh	6.8	0.0	1.4	1.8	0.0	0.2	0.1	0.0	0.7	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.5	1.0	0.0	0.5	0.4	0.0	0.3	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	10.0	13.3	0.0	5.9	12.0	0.0	12.4	11.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		495			450			175			39	
Approach Delay, s/veh		11.5			9.2			12.1			11.7	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	12.9		7.0	5.5	15.5		7.0				
Change Period (Y+Rc), s	4.0	* 4.2		4.0	4.0	* 4.2		4.0				
Max Green Setting (Gmax), s	9.0	* 19		15.0	8.0	* 20		15.0				
Max Q Clear Time (g_c+I1), s	5.0	7.6		3.5	3.2	4.6		3.6				
Green Ext Time (p_c), s	0.2	1.1		0.1	0.0	0.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		10.7	
HCM 6th LOS		B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	93	350	88	66	9	215	768	25	36	915	6
Future Volume (veh/h)	90	93	350	88	66	9	215	768	25	36	915	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	98	48	93	69	2	226	808	9	38	963	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	166	284	183	135	277	252	978	436	273	1107	
Arrive On Green	0.18	0.18	0.18	0.17	0.17	0.17	0.14	0.28	0.28	0.15	0.31	0.00
Sat Flow, veh/h	899	927	1585	1044	774	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	193	0	48	162	0	2	226	808	9	38	963	0
Grp Sat Flow(s),veh/h/ln	1825	0	1585	1818	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.5	0.0	2.0	6.3	0.0	0.1	9.7	16.6	0.3	1.4	19.9	0.0
Cycle Q Clear(g_c), s	7.5	0.0	2.0	6.3	0.0	0.1	9.7	16.6	0.3	1.4	19.9	0.0
Prop In Lane	0.49		1.00	0.57		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	327	0	284	318	0	277	252	978	436	273	1107	
V/C Ratio(X)	0.59	0.00	0.17	0.51	0.00	0.01	0.90	0.83	0.02	0.14	0.87	
Avail Cap(c_a), veh/h	329	0	285	327	0	285	252	1148	512	273	1193	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.3	0.0	27.0	29.0	0.0	26.5	32.8	26.4	20.5	28.5	25.3	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.1	0.5	0.0	0.0	30.3	4.8	0.0	0.1	7.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.8	2.7	0.0	0.0	6.1	7.1	0.1	0.6	8.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	0.0	27.1	29.5	0.0	26.5	63.1	31.2	20.6	28.6	32.3	0.0
LnGrp LOS	C	A	C	C	A	C	E	C	C	C	C	
Approach Vol, veh/h		241			164			1043			1001	A
Approach Delay, s/veh		30.4			29.5			38.1			32.2	
Approach LOS		C			C			D			C	

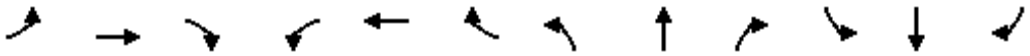
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.9	26.3		17.6	14.0	28.2		17.9				
Change Period (Y+Rc), s	4.0	4.9		4.0	3.0	* 4		4.0				
Max Green Setting (Gmax), s	10.0	25.1		14.0	11.0	* 26		14.0				
Max Q Clear Time (g_c+I1), s	3.4	18.6		8.3	11.7	21.9		9.5				
Green Ext Time (p_c), s	0.0	2.8		0.2	0.0	2.3		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



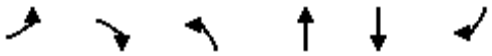
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	487	0	0	473	253	0	0	0	226	0	23
Future Volume (veh/h)	16	487	0	0	473	253	0	0	0	226	0	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	513	0	0	498	266	0	0	0	260	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	2022	0	0	772	651	0	6	0	548	287	0
Arrive On Green	0.02	0.57	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.15	0.00	0.00
Sat Flow, veh/h	1781	3647	0	0	1870	1577	0	1870	0	3563	1870	0
Grp Volume(v), veh/h	17	513	0	0	498	266	0	0	0	260	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1870	1577	0	1870	0	1781	1870	0
Q Serve(g_s), s	0.3	2.1	0.0	0.0	6.1	3.4	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	0.3	2.1	0.0	0.0	6.1	3.4	0.0	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	31	2022	0	0	772	651	0	6	0	548	287	0
V/C Ratio(X)	0.54	0.25	0.00	0.00	0.65	0.41	0.00	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	494	3695	0	0	1426	1203	0	519	0	2716	1426	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.1	3.1	0.0	0.0	6.8	6.0	0.0	0.0	0.0	11.1	0.0	0.0
Incr Delay (d2), s/veh	13.6	0.1	0.0	0.0	0.9	0.4	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.0	1.4	0.7	0.0	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	3.2	0.0	0.0	7.7	6.4	0.0	0.0	0.0	11.8	0.0	0.0
LnGrp LOS	C	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h		530			764			0			260	
Approach Delay, s/veh		4.0			7.2			0.0			11.8	
Approach LOS		A			A						B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		0.0		20.4		8.4	4.5	15.9				
Change Period (Y+Rc), s		4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		8.0		30.0		22.0	8.0	22.0				
Max Q Clear Time (g_c+I1), s		0.0		4.1		3.9	2.3	8.1				
Green Ext Time (p_c), s		0.0		3.6		0.8	0.0	3.6				

Intersection Summary												
HCM 6th Ctrl Delay			6.9									
HCM 6th LOS			A									

Notes

User approved volume balancing among the lanes for turning movement.



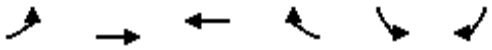
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	507	473	242	135	29	161
Future Volume (veh/h)	507	473	242	135	29	161
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	534	498	198	221	31	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	699	622	256	762	307	258
Arrive On Green	0.39	0.39	0.14	0.41	0.16	0.16
Sat Flow, veh/h	1781	1585	1781	1870	1870	1575
Grp Volume(v), veh/h	534	498	198	221	31	169
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1575
Q Serve(g_s), s	10.4	11.1	4.3	3.2	0.6	4.0
Cycle Q Clear(g_c), s	10.4	11.1	4.3	3.2	0.6	4.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	699	622	256	762	307	258
V/C Ratio(X)	0.76	0.80	0.77	0.29	0.10	0.65
Avail Cap(c_a), veh/h	935	832	445	1448	794	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	10.8	16.5	8.0	14.2	15.7
Incr Delay (d2), s/veh	2.7	4.1	4.9	0.2	0.1	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.7	1.8	1.0	0.2	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.2	14.9	21.4	8.2	14.4	18.5
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	1032			419	200	
Approach Delay, s/veh	14.0			14.4	17.8	
Approach LOS	B			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.3		19.7	9.8	10.6
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		31.0		21.0	10.0	17.0
Max Q Clear Time (g_c+I1), s		5.2		13.1	6.3	6.0
Green Ext Time (p_c), s		1.3		2.6	0.2	0.5

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

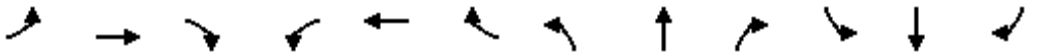
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	46	653	829	74	29	18
Future Volume (veh/h)	46	653	829	74	29	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	687	873	78	31	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	79	2897	1933	598	257	229
Arrive On Green	0.04	0.57	0.38	0.38	0.14	0.14
Sat Flow, veh/h	1781	5274	5274	1581	1781	1585
Grp Volume(v), veh/h	48	687	873	78	31	19
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1581	1781	1585
Q Serve(g_s), s	0.7	1.9	3.6	0.9	0.4	0.3
Cycle Q Clear(g_c), s	0.7	1.9	3.6	0.9	0.4	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	79	2897	1933	598	257	229
V/C Ratio(X)	0.60	0.24	0.45	0.13	0.12	0.08
Avail Cap(c_a), veh/h	514	5339	3682	1140	1477	1314
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	3.0	6.5	5.6	10.3	10.3
Incr Delay (d2), s/veh	7.2	0.0	0.2	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	0.1	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.2	3.0	6.6	5.7	10.5	10.4
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		735	951		50	
Approach Delay, s/veh		4.2	6.6		10.5	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			19.7		8.0	5.2	14.5
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			29.0		23.0	8.0	20.0
Max Q Clear Time (g_c+I1), s			3.9		2.4	2.7	5.6
Green Ext Time (p_c), s			4.3		0.1	0.0	4.9

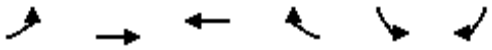
Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	461	69	665	738	357	81	696	285	213	607	84
Future Volume (veh/h)	152	461	69	665	738	357	81	696	285	213	607	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	485	73	700	777	376	85	733	300	224	639	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	965	299	830	1629	506	109	1136	621	265	1583	491
Arrive On Green	0.11	0.19	0.19	0.24	0.32	0.32	0.06	0.22	0.22	0.15	0.31	0.31
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	1781	5106	2790	1781	5106	1585
Grp Volume(v), veh/h	160	485	73	700	777	376	85	733	300	224	639	88
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1781	1702	1395	1781	1702	1585
Q Serve(g_s), s	7.0	6.8	3.1	15.5	9.8	17.0	3.8	10.4	7.5	9.8	7.9	3.2
Cycle Q Clear(g_c), s	7.0	6.8	3.1	15.5	9.8	17.0	3.8	10.4	7.5	9.8	7.9	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	965	299	830	1629	506	109	1136	621	265	1583	491
V/C Ratio(X)	0.82	0.50	0.24	0.84	0.48	0.74	0.78	0.65	0.48	0.85	0.40	0.18
Avail Cap(c_a), veh/h	222	1849	574	1122	2868	890	133	1849	1010	334	2422	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	29.1	27.6	29.0	21.9	24.3	37.1	28.3	27.1	33.2	21.8	20.2
Incr Delay (d2), s/veh	18.7	0.4	0.4	4.5	0.2	2.2	20.8	0.6	0.6	14.9	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	2.6	1.1	6.3	3.5	5.9	2.2	4.0	2.3	5.0	2.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	29.5	28.0	33.5	22.1	26.5	57.9	28.9	27.7	48.1	22.0	20.4
LnGrp LOS	D	C	C	C	C	C	E	C	C	D	C	C
Approach Vol, veh/h		718			1853			1118			951	
Approach Delay, s/veh		34.7			27.3			30.8			28.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	21.8	23.2	19.1	8.9	28.8	12.8	29.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	29.0	26.0	29.0	6.0	38.0	10.0	45.0
Max Q Clear Time (g_c+I1), s	11.8	12.4	17.5	8.8	5.8	9.9	9.0	19.0
Green Ext Time (p_c), s	0.2	5.4	1.8	3.0	0.0	4.5	0.0	6.6

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	884	1610	99	77	116
Future Volume (veh/h)	88	884	1610	99	77	116
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	931	1695	104	81	122
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	118	3314	2435	754	247	219
Arrive On Green	0.07	0.65	0.48	0.48	0.14	0.14
Sat Flow, veh/h	1781	5274	5274	1582	1781	1585
Grp Volume(v), veh/h	93	931	1695	104	81	122
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1582	1781	1585
Q Serve(g_s), s	1.9	2.9	9.8	1.4	1.5	2.7
Cycle Q Clear(g_c), s	1.9	2.9	9.8	1.4	1.5	2.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	118	3314	2435	754	247	219
V/C Ratio(X)	0.79	0.28	0.70	0.14	0.33	0.56
Avail Cap(c_a), veh/h	378	4339	2712	840	946	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	2.8	7.7	5.5	14.6	15.1
Incr Delay (d2), s/veh	11.1	0.0	0.7	0.1	0.8	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.1	1.8	0.2	0.6	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.5	2.9	8.4	5.6	15.4	17.3
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		1024	1799		203	
Approach Delay, s/veh		5.2	8.2		16.6	
Approach LOS		A	A		B	

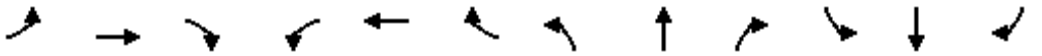
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			28.4		9.2	6.5	22.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			32.0		20.0	8.0	20.0
Max Q Clear Time (g_c+I1), s			4.9		4.7	3.9	11.8
Green Ext Time (p_c), s			6.5		0.5	0.1	6.1

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	951	10	2	1695	13	1
Future Volume (veh/h)	951	10	2	1695	13	1
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1001	11	2	1784	14	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2674	828	5	3290	211	188
Arrive On Green	0.52	0.52	0.00	0.64	0.12	0.12
Sat Flow, veh/h	5274	1582	1781	5274	1781	1585
Grp Volume(v), veh/h	1001	11	2	1784	14	1
Grp Sat Flow(s),veh/h/ln	1702	1582	1781	1702	1781	1585
Q Serve(g_s), s	3.9	0.1	0.0	6.4	0.2	0.0
Cycle Q Clear(g_c), s	3.9	0.1	0.0	6.4	0.2	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2674	828	5	3290	211	188
V/C Ratio(X)	0.37	0.01	0.38	0.54	0.07	0.01
Avail Cap(c_a), veh/h	3480	1078	422	4691	1109	986
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.8	3.9	16.8	3.3	13.2	13.1
Incr Delay (d2), s/veh	0.1	0.0	39.4	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.8	3.9	56.2	3.4	13.3	13.1
LnGrp LOS	A	A	E	A	B	B
Approach Vol, veh/h	1012			1786	15	
Approach Delay, s/veh	4.8			3.5	13.3	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		8.0	4.1	21.7		25.7
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		21.0	8.0	23.0		31.0
Max Q Clear Time (g_c+I1), s		2.2	2.0	5.9		8.4
Green Ext Time (p_c), s		0.0	0.0	6.0		13.3

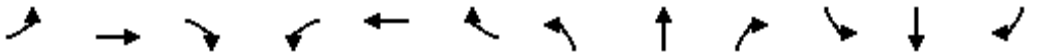
Intersection Summary	
HCM 6th Ctrl Delay	4.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	743	74	124	1560	215	64	77	68	119	77	74
Future Volume (veh/h)	135	743	74	124	1560	215	64	77	68	119	77	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	782	78	131	1642	226	67	81	72	125	81	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	2228	692	166	2190	680	86	155	131	164	237	201
Arrive On Green	0.10	0.44	0.44	0.09	0.43	0.43	0.05	0.08	0.08	0.09	0.13	0.13
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	142	782	78	131	1642	226	67	81	72	125	81	78
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.3	6.9	2.0	4.9	18.3	6.4	2.5	2.8	3.0	4.6	2.7	3.1
Cycle Q Clear(g_c), s	5.3	6.9	2.0	4.9	18.3	6.4	2.5	2.8	3.0	4.6	2.7	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	2228	692	166	2190	680	86	155	131	164	237	201
V/C Ratio(X)	0.79	0.35	0.11	0.79	0.75	0.33	0.78	0.52	0.55	0.76	0.34	0.39
Avail Cap(c_a), veh/h	211	2492	774	184	2416	750	237	885	750	606	1272	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	12.7	11.3	30.0	16.3	12.9	31.8	29.7	29.8	30.0	27.0	27.1
Incr Delay (d2), s/veh	16.2	0.1	0.1	18.7	1.2	0.3	14.0	2.7	3.6	7.1	0.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.4	0.6	2.9	6.6	2.1	1.4	1.3	1.2	2.2	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	12.8	11.4	48.8	17.5	13.1	45.9	32.5	33.4	37.0	27.8	28.3
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1002			1999			220			284	
Approach Delay, s/veh		17.4			19.0			36.8			32.0	
Approach LOS		B			B			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	10.6	11.3	34.5	8.3	13.6	11.8	34.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	23.0	32.0	7.0	33.0	9.0	46.0	8.0	32.0
Max Q Clear Time (g_c+I1), s	6.6	5.0	6.9	8.9	4.5	5.1	7.3	20.3
Green Ext Time (p_c), s	0.3	0.6	0.0	6.1	0.0	0.7	0.0	8.7

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	716	32	416	1494	306	55	767	342	141	1098	332
Future Volume (veh/h)	197	716	32	416	1494	306	55	767	342	141	1098	332
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	754	6	438	1573	156	58	807	112	148	1156	167
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	923	284	722	1620	501	234	1237	549	279	1218	541
Arrive On Green	0.07	0.18	0.18	0.21	0.32	0.32	0.07	0.35	0.35	0.08	0.34	0.34
Sat Flow, veh/h	3456	5106	1572	3456	5106	1578	3456	3554	1578	3456	3554	1578
Grp Volume(v), veh/h	207	754	6	438	1573	156	58	807	112	148	1156	167
Grp Sat Flow(s),veh/h/ln	1728	1702	1572	1728	1702	1578	1728	1777	1578	1728	1777	1578
Q Serve(g_s), s	6.5	15.7	0.3	12.7	33.5	6.2	1.8	21.1	3.0	4.5	34.9	8.6
Cycle Q Clear(g_c), s	6.5	15.7	0.3	12.7	33.5	6.2	1.8	21.1	3.0	4.5	34.9	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	251	923	284	722	1620	501	234	1237	549	279	1218	541
V/C Ratio(X)	0.83	0.82	0.02	0.61	0.97	0.31	0.25	0.65	0.20	0.53	0.95	0.31
Avail Cap(c_a), veh/h	251	1065	328	722	1620	501	282	1237	549	282	1224	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	43.4	37.1	39.5	37.1	16.0	48.7	30.3	7.4	48.7	35.3	26.6
Incr Delay (d2), s/veh	18.7	4.9	0.0	1.1	16.0	0.5	0.2	1.6	0.4	0.9	15.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.7	0.1	5.2	15.3	2.9	0.7	8.6	1.9	1.9	16.4	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.1	48.4	37.2	40.6	53.1	16.5	48.9	31.9	7.7	49.6	50.7	27.3
LnGrp LOS	E	D	D	D	D	B	D	C	A	D	D	C
Approach Vol, veh/h		967			2167			977			1471	
Approach Delay, s/veh		52.7			47.9			30.2			47.9	
Approach LOS		D			D			C			D	

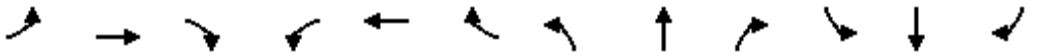
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	44.4	27.1	25.9	13.5	43.8	12.0	41.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	6.0	* 6	4.0	6.0
Max Green Setting (Gmax), s	9.0	38.0	20.0	23.0	9.0	* 38	8.0	35.0
Max Q Clear Time (g_c+I1), s	6.5	23.1	14.7	17.7	3.8	36.9	8.5	35.5
Green Ext Time (p_c), s	0.1	6.5	0.6	2.3	0.0	0.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1187	0	0	2211	279	0	0	0	149	0	4
Future Volume (veh/h)	7	1187	0	0	2211	279	0	0	0	149	0	4
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	7	1249	0	0	2327	294				157	0	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2				2	0	2
Cap, veh/h	20	3125	970	140	2670	829				344	0	306
Arrive On Green	0.01	0.61	0.00	0.00	0.52	0.52				0.19	0.00	0.19
Sat Flow, veh/h	1781	5106	1585	445	5106	1585				1781	0	1585
Grp Volume(v), veh/h	7	1249	0	0	2327	294				157	0	4
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	445	1702	1585				1781	0	1585
Q Serve(g_s), s	0.2	6.4	0.0	0.0	20.5	5.6				4.0	0.0	0.1
Cycle Q Clear(g_c), s	0.2	6.4	0.0	0.0	20.5	5.6				4.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	20	3125	970	140	2670	829				344	0	306
V/C Ratio(X)	0.35	0.40	0.00	0.00	0.87	0.35				0.46	0.00	0.01
Avail Cap(c_a), veh/h	417	4283	1329	142	2689	835				938	0	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	5.1	0.0	0.0	10.7	7.2				18.3	0.0	16.7
Incr Delay (d2), s/veh	3.9	0.1	0.0	0.0	3.5	0.4				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.5	0.0	0.0	6.5	1.5				1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	5.2	0.0	0.0	14.2	7.5				18.7	0.0	16.7
LnGrp LOS	C	A	A	A	B	A				B	A	B
Approach Vol, veh/h		1256			2621						161	
Approach Delay, s/veh		5.4			13.5						18.6	
Approach LOS		A			B						B	

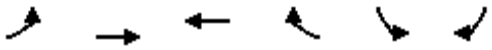
Timer - Assigned Phs				4		6	7	8				
Phs Duration (G+Y+Rc), s				37.4		13.9	4.6	32.8				
Change Period (Y+Rc), s				6.0		4.0	4.0	6.0				
Max Green Setting (Gmax), s				43.0		27.0	12.0	27.0				
Max Q Clear Time (g_c+I1), s				8.4		6.0	2.2	22.5				
Green Ext Time (p_c), s				12.2		0.3	0.0	4.3				

Intersection Summary												
HCM 6th Ctrl Delay			11.2									
HCM 6th LOS			B									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1342	26	204	2481	12	113
Future Volume (veh/h)	1342	26	204	2481	12	113
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1413	27	215	2612	13	119
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2909	903	207	3766	217	193
Arrive On Green	0.57	0.57	0.12	0.74	0.12	0.12
Sat Flow, veh/h	5274	1585	1781	5274	1781	1585
Grp Volume(v), veh/h	1413	27	215	2612	13	119
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1702	1781	1585
Q Serve(g_s), s	12.7	0.6	9.0	21.3	0.5	5.5
Cycle Q Clear(g_c), s	12.7	0.6	9.0	21.3	0.5	5.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2909	903	207	3766	217	193
V/C Ratio(X)	0.49	0.03	1.04	0.69	0.06	0.62
Avail Cap(c_a), veh/h	3364	1044	207	4221	693	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	7.3	34.2	5.5	30.1	32.3
Incr Delay (d2), s/veh	0.2	0.0	72.9	0.5	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.2	8.0	5.1	0.2	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.1	7.3	107.1	6.0	30.1	33.5
LnGrp LOS	B	A	F	A	C	C
Approach Vol, veh/h	1440			2827	132	
Approach Delay, s/veh	10.0			13.7	33.2	
Approach LOS	B			B	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	14.3	13.0	50.1	63.1
Change Period (Y+Rc), s	4.9	4.0	6.0	6.0
Max Green Setting (Gmax), s	30.1	9.0	51.0	64.0
Max Q Clear Time (g_c+I1), s	7.5	11.0	14.7	23.3
Green Ext Time (p_c), s	0.3	0.0	15.0	33.8

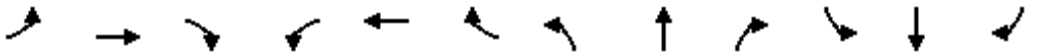
Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	1394	2630	190	215	20
Future Volume (veh/h)	27	1394	2630	190	215	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	1467	2768	200	226	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	65	3427	2933	906	293	260
Arrive On Green	0.04	0.67	0.57	0.57	0.16	0.16
Sat Flow, veh/h	1781	5274	5274	1578	1781	1585
Grp Volume(v), veh/h	28	1467	2768	200	226	21
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1578	1781	1585
Q Serve(g_s), s	1.0	8.8	33.4	4.1	8.0	0.7
Cycle Q Clear(g_c), s	1.0	8.8	33.4	4.1	8.0	0.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	65	3427	2933	906	293	260
V/C Ratio(X)	0.43	0.43	0.94	0.22	0.77	0.08
Avail Cap(c_a), veh/h	215	3707	2937	908	834	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	5.0	13.1	6.9	26.5	23.4
Incr Delay (d2), s/veh	1.7	0.1	7.4	0.2	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.7	10.6	1.0	3.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.9	5.2	20.5	7.1	28.1	23.5
LnGrp LOS	C	A	C	A	C	C
Approach Vol, veh/h		1495	2968		247	
Approach Delay, s/veh		5.7	19.6		27.7	
Approach LOS		A	B		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			50.5		15.8	6.4	44.0
Change Period (Y+Rc), s			6.0		4.9	4.0	6.0
Max Green Setting (Gmax), s			48.1		31.0	8.0	38.1
Max Q Clear Time (g_c+I1), s			10.8		10.0	3.0	35.4
Green Ext Time (p_c), s			14.6		0.5	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	273	467	126	411	72	721	282	7	64	375	0
Future Volume (veh/h)	0	273	467	126	411	72	721	282	7	64	375	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	287	100	133	433	23	759	297	3	67	395	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	495	221	170	1123	501	927	1403	626	153	607	271
Arrive On Green	0.00	0.14	0.14	0.10	0.32	0.32	0.27	0.39	0.39	0.04	0.17	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	0	287	100	133	433	23	759	297	3	67	395	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.0	4.6	3.6	4.5	5.8	0.6	12.6	3.4	0.1	1.2	6.4	0.0
Cycle Q Clear(g_c), s	0.0	4.6	3.6	4.5	5.8	0.6	12.6	3.4	0.1	1.2	6.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	3	495	221	170	1123	501	927	1403	626	153	607	271
V/C Ratio(X)	0.00	0.58	0.45	0.78	0.39	0.05	0.82	0.21	0.00	0.44	0.65	0.00
Avail Cap(c_a), veh/h	203	1681	750	232	1739	776	1240	2377	1060	395	1507	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	24.7	24.2	27.1	16.3	14.5	21.0	12.3	11.2	28.5	23.7	0.0
Incr Delay (d2), s/veh	0.0	1.1	1.5	11.3	0.2	0.0	3.3	0.1	0.0	1.9	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	1.3	2.3	2.1	0.2	4.8	1.1	0.0	0.5	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.8	25.7	38.4	16.5	14.6	24.3	12.3	11.3	30.5	24.9	0.0
LnGrp LOS	A	C	C	D	B	B	C	B	B	C	C	A
Approach Vol, veh/h		387			589			1059			462	
Approach Delay, s/veh		25.8			21.4			20.9			25.7	
Approach LOS		C			C			C			C	

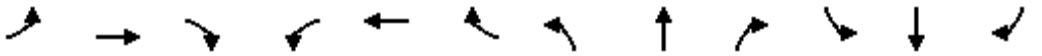
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	29.2	10.8	13.5	21.4	15.5	0.0	24.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	41.0	8.0	29.0	22.0	26.0	7.0	30.0
Max Q Clear Time (g_c+I1), s	3.2	5.4	6.5	6.6	14.6	8.4	0.0	7.8
Green Ext Time (p_c), s	0.0	1.8	0.0	1.9	1.8	2.1	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	359	6	50	525	91	22
Future Volume (veh/h)	359	6	50	525	91	22
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	378	6	53	553	96	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1347	601	624	1347	316	281
Arrive On Green	0.38	0.38	0.38	0.38	0.18	0.18
Sat Flow, veh/h	3647	1585	999	3647	1781	1585
Grp Volume(v), veh/h	378	6	53	553	96	23
Grp Sat Flow(s),veh/h/ln	1777	1585	999	1777	1781	1585
Q Serve(g_s), s	1.7	0.1	0.9	2.6	1.1	0.3
Cycle Q Clear(g_c), s	1.7	0.1	2.5	2.6	1.1	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1347	601	624	1347	316	281
V/C Ratio(X)	0.28	0.01	0.08	0.41	0.30	0.08
Avail Cap(c_a), veh/h	7252	3235	2285	7252	1897	1688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.9	4.4	5.7	5.1	8.1	7.7
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.2	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.2	0.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	4.4	5.8	5.3	8.6	7.9
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	384			606	119	
Approach Delay, s/veh	5.0			5.4	8.5	
Approach LOS	A			A	A	

Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		9.0		13.5		13.5
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		24.0		46.0		46.0
Max Q Clear Time (g_c+I1), s		3.1		3.7		4.6
Green Ext Time (p_c), s		0.3		2.5		4.2

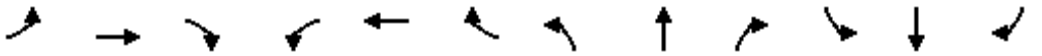
Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	326	10	70	500	330	18	736	48	261	996	180
Future Volume (veh/h)	118	326	10	70	500	330	18	736	48	261	996	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	343	11	74	526	347	19	775	51	275	1048	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	1087	485	153	1030	459	61	1255	389	382	1728	536
Arrive On Green	0.06	0.31	0.31	0.04	0.29	0.29	0.02	0.25	0.25	0.11	0.34	0.34
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	124	343	11	74	526	347	19	775	51	275	1048	189
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	2.4	5.0	0.3	1.4	8.4	13.6	0.4	9.2	1.7	5.2	11.6	6.1
Cycle Q Clear(g_c), s	2.4	5.0	0.3	1.4	8.4	13.6	0.4	9.2	1.7	5.2	11.6	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	1087	485	153	1030	459	61	1255	389	382	1728	536
V/C Ratio(X)	0.59	0.32	0.02	0.48	0.51	0.76	0.31	0.62	0.13	0.72	0.61	0.35
Avail Cap(c_a), veh/h	558	1670	745	558	1670	745	558	3074	954	558	3074	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	18.2	16.5	31.8	20.2	22.0	33.0	22.8	20.0	29.3	18.8	16.9
Incr Delay (d2), s/veh	2.7	0.2	0.0	2.4	0.4	2.6	2.8	0.5	0.2	2.6	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.9	0.1	0.6	3.2	4.8	0.2	3.3	0.6	2.1	4.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	18.3	16.5	34.1	20.6	24.5	35.9	23.3	20.2	31.9	19.1	17.3
LnGrp LOS	C	B	B	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		478			947			845			1512	
Approach Delay, s/veh		22.3			23.1			23.4			21.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	21.7	8.0	25.8	6.2	28.0	9.1	24.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	41.0	11.0	32.0	11.0	41.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	7.2	11.2	3.4	7.0	2.4	13.6	4.4	15.6
Green Ext Time (p_c), s	0.3	5.5	0.1	2.1	0.0	8.4	0.2	4.2

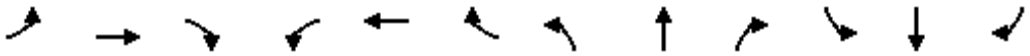
Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	626	9	89	895	35	4	0	34	16	0	0
Future Volume (veh/h)	0	626	9	89	895	35	4	0	34	16	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	659	9	94	942	37	4	0	36	17	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1120	499	124	1792	799	8	0	190	31	248	0
Arrive On Green	0.00	0.32	0.32	0.07	0.50	0.50	0.00	0.00	0.12	0.02	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	0	659	9	94	942	37	4	0	36	17	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.0	5.2	0.1	1.7	6.0	0.4	0.1	0.0	0.7	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.2	0.1	1.7	6.0	0.4	0.1	0.0	0.7	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	5	1120	499	124	1792	799	8	0	190	31	248	0
V/C Ratio(X)	0.00	0.59	0.02	0.76	0.53	0.05	0.51	0.00	0.19	0.55	0.00	0.00
Avail Cap(c_a), veh/h	426	2125	948	426	2125	948	426	0	1469	426	1733	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	9.6	7.9	15.3	5.6	4.2	16.6	0.0	13.3	16.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	9.0	0.2	0.0	44.1	0.0	0.5	14.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.0	0.8	0.7	0.0	0.1	0.0	0.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.1	7.9	24.3	5.8	4.2	60.8	0.0	13.7	30.4	0.0	0.0
LnGrp LOS	A	B	A	C	A	A	E	A	B	C	A	A
Approach Vol, veh/h		668			1073			40			17	
Approach Delay, s/veh		10.1			7.4			18.5			30.4	
Approach LOS		B			A			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	8.0	6.3	14.5	4.1	8.4	0.0	20.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	31.0	8.0	20.0	8.0	31.0	8.0	20.0
Max Q Clear Time (g_c+I1), s	2.3	2.7	3.7	7.2	2.1	0.0	0.0	8.0
Green Ext Time (p_c), s	0.0	0.1	0.1	3.3	0.0	0.0	0.0	4.8

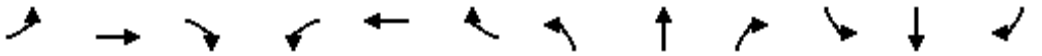
Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	508	44	204	799	31	77	301	287	4	135	44
Future Volume (veh/h)	44	508	44	204	799	31	77	301	287	4	135	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	535	46	215	841	33	81	317	302	4	142	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	815	363	257	1107	43	90	352	378	5	179	58
Arrive On Green	0.06	0.23	0.23	0.14	0.32	0.32	0.24	0.24	0.24	0.14	0.14	0.14
Sat Flow, veh/h	1781	3554	1585	1781	3486	137	377	1475	1585	37	1325	429
Grp Volume(v), veh/h	46	535	46	215	429	445	398	0	302	192	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1846	1852	0	1585	1791	0	0
Q Serve(g_s), s	2.0	11.0	1.8	9.4	17.4	17.4	16.7	0.0	14.4	8.3	0.0	0.0
Cycle Q Clear(g_c), s	2.0	11.0	1.8	9.4	17.4	17.4	16.7	0.0	14.4	8.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.07	0.20		1.00	0.02		0.24
Lane Grp Cap(c), veh/h	100	815	363	257	564	586	441	0	378	242	0	0
V/C Ratio(X)	0.46	0.66	0.13	0.84	0.76	0.76	0.90	0.00	0.80	0.79	0.00	0.00
Avail Cap(c_a), veh/h	266	1342	598	422	826	858	471	0	403	446	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.7	28.1	24.6	33.4	24.6	24.6	29.6	0.0	28.8	33.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.6	0.3	3.4	3.8	3.7	18.8	0.0	9.3	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.5	0.7	4.0	7.2	7.4	9.3	0.0	6.0	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	29.6	24.8	36.8	28.5	28.3	48.4	0.0	38.0	35.9	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	D	A	D	D	A	A
Approach Vol, veh/h		627			1089			700			192	
Approach Delay, s/veh		29.9			30.1			43.9			35.9	
Approach LOS		C			C			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.1	15.6	24.1		24.4	8.5	31.2				
Change Period (Y+Rc), s		5.3	4.0	5.7		5.3	4.0	5.7				
Max Green Setting (Gmax), s		20.0	19.0	30.3		20.4	12.0	37.3				
Max Q Clear Time (g_c+I1), s		10.3	11.4	13.0		18.7	4.0	19.4				
Green Ext Time (p_c), s		0.3	0.2	4.1		0.4	0.0	6.1				

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	584	30	35	705	4	175	396	66	3	190	24
Future Volume (veh/h)	23	584	30	35	705	4	175	396	66	3	190	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	615	29	37	742	1	184	417	66	3	200	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	813	38	47	859	383	198	449	71	4	242	208
Arrive On Green	0.02	0.24	0.24	0.03	0.24	0.24	0.40	0.40	0.40	0.13	0.13	0.13
Sat Flow, veh/h	1781	3455	163	1781	3554	1585	500	1134	179	28	1841	1585
Grp Volume(v), veh/h	24	316	328	37	742	1	667	0	0	203	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1841	1781	1777	1585	1813	0	0	1869	0	1585
Q Serve(g_s), s	1.2	15.3	15.3	1.9	18.5	0.0	32.5	0.0	0.0	9.8	0.0	0.2
Cycle Q Clear(g_c), s	1.2	15.3	15.3	1.9	18.5	0.0	32.5	0.0	0.0	9.8	0.0	0.2
Prop In Lane	1.00		0.09	1.00		1.00	0.28		0.10	0.01		1.00
Lane Grp Cap(c), veh/h	35	418	433	47	859	383	718	0	0	245	0	208
V/C Ratio(X)	0.68	0.76	0.76	0.78	0.86	0.00	0.93	0.00	0.00	0.83	0.00	0.01
Avail Cap(c_a), veh/h	231	467	484	231	933	416	864	0	0	406	0	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	32.9	32.9	44.8	33.6	26.6	26.7	0.0	0.0	39.2	0.0	35.0
Incr Delay (d2), s/veh	8.1	7.4	7.2	10.0	8.6	0.0	13.3	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	7.0	7.3	0.9	8.5	0.0	15.8	0.0	0.0	4.6	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	40.3	40.2	54.8	42.2	26.6	40.0	0.0	0.0	41.9	0.0	35.0
LnGrp LOS	D	D	D	D	D	C	D	A	A	D	A	C
Approach Vol, veh/h		668			780			667			206	
Approach Delay, s/veh		40.7			42.8			40.0			41.8	
Approach LOS		D			D			D			D	

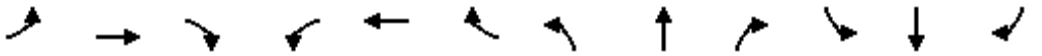
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.0	6.5	27.5		41.6	5.8	28.1				
Change Period (Y+Rc), s		4.9	4.0	5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		20.1	12.0	24.3		44.1	12.0	24.3				
Max Q Clear Time (g_c+I1), s		11.8	3.9	17.3		34.5	3.2	20.5				
Green Ext Time (p_c), s		0.4	0.0	2.5		2.1	0.0	1.9				

Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	788	88	93	1331	94	36
Future Volume (veh/h)	788	88	93	1331	94	36
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	829	93	98	1401	99	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1497	668	124	2215	200	178
Arrive On Green	0.42	0.42	0.07	0.62	0.11	0.11
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	829	93	98	1401	99	38
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	6.7	1.4	2.0	9.3	2.0	0.8
Cycle Q Clear(g_c), s	6.7	1.4	2.0	9.3	2.0	0.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1497	668	124	2215	200	178
V/C Ratio(X)	0.55	0.14	0.79	0.63	0.50	0.21
Avail Cap(c_a), veh/h	3010	1343	330	4139	754	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.3	6.7	17.3	4.4	15.8	15.3
Incr Delay (d2), s/veh	0.3	0.1	10.6	0.3	1.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.3	1.0	0.6	0.8	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.6	6.8	27.9	4.7	17.7	15.9
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	922			1499	137	
Approach Delay, s/veh	8.4			6.2	17.2	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	9.2	7.6	20.9	28.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	16.0	7.0	32.0	44.0
Max Q Clear Time (g_c+I1), s	4.0	4.0	8.7	11.3
Green Ext Time (p_c), s	0.3	0.0	5.8	12.3

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A



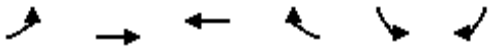
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	510	256	1029	873	136	369	960	504	104	1197	51
Future Volume (veh/h)	71	510	256	1029	873	136	369	960	504	104	1197	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	537	131	1083	919	130	388	1011	212	109	1260	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	673	300	1035	957	135	356	1636	508	270	1508	468
Arrive On Green	0.09	0.19	0.19	0.21	0.31	0.31	0.10	0.32	0.32	0.08	0.30	0.30
Sat Flow, veh/h	3456	3554	1585	5023	3126	442	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	75	537	131	1083	522	527	388	1011	212	109	1260	14
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1674	1777	1791	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	2.0	14.0	7.1	20.0	28.0	28.1	10.0	16.3	10.2	2.9	22.4	0.6
Cycle Q Clear(g_c), s	2.0	14.0	7.1	20.0	28.0	28.1	10.0	16.3	10.2	2.9	22.4	0.6
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	673	300	1035	544	548	356	1636	508	270	1508	468
V/C Ratio(X)	0.24	0.80	0.44	1.05	0.96	0.96	1.09	0.62	0.42	0.40	0.84	0.03
Avail Cap(c_a), veh/h	356	732	327	1035	544	548	356	1700	528	285	1594	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	37.6	34.8	38.5	33.1	33.1	43.5	27.9	25.9	42.6	32.0	24.3
Incr Delay (d2), s/veh	0.1	6.5	1.7	40.8	29.0	28.9	73.8	0.9	1.1	0.4	4.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.3	2.7	11.6	15.4	15.6	7.7	6.2	3.7	1.2	8.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	44.1	36.5	79.3	62.1	62.0	117.4	28.9	26.9	42.9	36.3	24.4
LnGrp LOS	D	D	D	F	E	E	F	C	C	D	D	C
Approach Vol, veh/h		743			2132			1611			1383	
Approach Delay, s/veh		42.5			70.8			49.9			36.7	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	37.1	24.0	24.4	14.0	34.7	12.7	35.7
Change Period (Y+Rc), s	4.0	6.0	4.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	8.0	32.3	20.0	* 20	10.0	30.3	10.0	29.7
Max Q Clear Time (g_c+I1), s	4.9	18.3	22.0	16.0	12.0	24.4	4.0	30.1
Green Ext Time (p_c), s	0.1	8.1	0.0	1.7	0.0	4.3	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	1043	1685	188	137	15
Future Volume (veh/h)	20	1043	1685	188	137	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1098	1774	0	144	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	73	2189	1733		294	
Arrive On Green	0.04	0.62	0.49	0.00	0.17	0.00
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	21	1098	1774	0	144	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.5	7.8	22.3	0.0	3.4	0.0
Cycle Q Clear(g_c), s	0.5	7.8	22.3	0.0	3.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	73	2189	1733		294	
V/C Ratio(X)	0.29	0.50	1.02		0.49	
Avail Cap(c_a), veh/h	312	2642	1733		1013	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	21.3	4.9	11.7	0.0	17.3	0.0
Incr Delay (d2), s/veh	0.8	0.3	27.8	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	11.7	0.0	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.1	5.1	39.5	0.0	17.8	0.0
LnGrp LOS	C	A	F		B	
Approach Vol, veh/h		1119	1774	A	144	A
Approach Delay, s/veh		5.5	39.5		17.8	
Approach LOS		A	D		B	

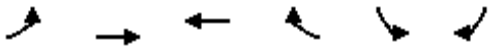
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			34.2		11.6	5.9	28.3
Change Period (Y+Rc), s			6.0		4.0	4.0	* 6
Max Green Setting (Gmax), s			34.0		26.0	8.0	* 22
Max Q Clear Time (g_c+I1), s			9.8		5.4	2.5	24.3
Green Ext Time (p_c), s			8.7		0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



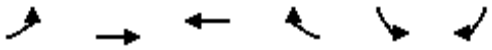
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	1164	1922	40	55	11
Future Volume (veh/h)	14	1164	1922	40	55	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	15	1225	2023	42	58	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	45	2707	2414	50	139	29
Arrive On Green	0.03	0.76	0.68	0.68	0.10	0.10
Sat Flow, veh/h	1781	3647	3654	74	1426	295
Grp Volume(v), veh/h	15	1225	1006	1059	71	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1857	1746	0
Q Serve(g_s), s	0.6	8.6	28.9	29.4	2.6	0.0
Cycle Q Clear(g_c), s	0.6	8.6	28.9	29.4	2.6	0.0
Prop In Lane	1.00			0.04	0.82	0.17
Lane Grp Cap(c), veh/h	45	2707	1205	1259	170	0
V/C Ratio(X)	0.33	0.45	0.83	0.84	0.42	0.00
Avail Cap(c_a), veh/h	207	3118	1275	1332	508	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.9	3.0	8.2	8.3	29.2	0.0
Incr Delay (d2), s/veh	1.6	0.2	5.2	5.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.0	7.7	8.2	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.5	3.2	13.4	13.5	29.8	0.0
LnGrp LOS	C	A	B	B	C	A
Approach Vol, veh/h		1240	2065		71	
Approach Delay, s/veh		3.6	13.5		29.8	
Approach LOS		A	B		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			58.0		10.7	5.7	52.3
Change Period (Y+Rc), s			5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s			60.3		20.0	8.0	49.3
Max Q Clear Time (g_c+I1), s			10.6		4.6	2.6	31.4
Green Ext Time (p_c), s			14.9		0.1	0.0	15.3

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

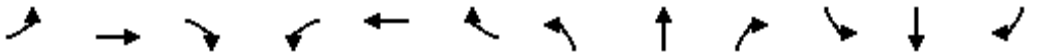
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	37	1173	1913	55	40	32
Future Volume (veh/h)	37	1173	1913	55	40	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1235	2014	56	42	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	95	2737	2326	64	132	118
Arrive On Green	0.05	0.77	0.66	0.66	0.07	0.07
Sat Flow, veh/h	1781	3647	3625	98	1781	1585
Grp Volume(v), veh/h	39	1235	1008	1062	42	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1852	1781	1585
Q Serve(g_s), s	1.5	8.4	30.8	31.6	1.5	0.1
Cycle Q Clear(g_c), s	1.5	8.4	30.8	31.6	1.5	0.1
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	95	2737	1170	1220	132	118
V/C Ratio(X)	0.41	0.45	0.86	0.87	0.32	0.02
Avail Cap(c_a), veh/h	207	3061	1221	1273	518	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	2.8	9.3	9.4	30.2	29.5
Incr Delay (d2), s/veh	1.0	0.2	6.7	6.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	9.1	9.7	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.6	3.0	16.0	16.3	30.7	29.5
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		1274	2070		44	
Approach Delay, s/veh		3.9	16.1		30.7	
Approach LOS		A	B		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			59.7		9.1	7.7	52.0
Change Period (Y+Rc), s			6.7		4.0	4.0	6.7
Max Green Setting (Gmax), s			59.3		20.0	8.0	47.3
Max Q Clear Time (g_c+I1), s			10.4		3.5	3.5	33.6
Green Ext Time (p_c), s			13.8		0.1	0.0	11.8

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	1079	155	701	1732	319	231	391	621	244	837	225
Future Volume (veh/h)	103	1079	155	701	1732	319	231	391	621	244	837	225
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	108	1136	0	738	1823	0	243	412	0	257	881	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	1235		997	2542		249	497		608	902	
Arrive On Green	0.05	0.27	0.00	0.32	0.55	0.00	0.08	0.16	0.00	0.20	0.28	0.00
Sat Flow, veh/h	3110	4595	1427	3110	4595	1427	3110	3198	1427	3110	3198	1427
Grp Volume(v), veh/h	108	1136	0	738	1823	0	243	412	0	257	881	0
Grp Sat Flow(s),veh/h/ln	1555	1532	1427	1555	1532	1427	1555	1599	1427	1555	1599	1427
Q Serve(g_s), s	5.1	36.0	0.0	31.7	44.1	0.0	11.7	18.7	0.0	10.9	40.9	0.0
Cycle Q Clear(g_c), s	5.1	36.0	0.0	31.7	44.1	0.0	11.7	18.7	0.0	10.9	40.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	1235		997	2542		249	497		608	902	
V/C Ratio(X)	0.74	0.92		0.74	0.72		0.98	0.83		0.42	0.98	
Avail Cap(c_a), veh/h	166	1235		997	2542		249	753		608	902	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	70.5	53.3	0.0	45.4	24.8	0.0	68.9	61.4	0.0	52.9	53.4	0.0
Incr Delay (d2), s/veh	11.2	12.5	0.0	2.6	1.1	0.0	50.2	7.0	0.0	0.2	24.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	14.8	0.0	12.2	15.1	0.0	6.3	7.9	0.0	4.2	19.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	65.8	0.0	48.1	26.0	0.0	119.0	68.4	0.0	53.1	77.8	0.0
LnGrp LOS	F	E		D	C		F	E		D	E	
Approach Vol, veh/h		1244	A		2561	A		655	A		1138	A
Approach Delay, s/veh		67.1			32.3			87.2			72.2	
Approach LOS		E			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.0	29.0	53.8	46.0	16.0	48.0	11.1	88.7
Change Period (Y+Rc), s	5.7	* 5.7	5.7	* 5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	19.0	* 35	36.0	* 40	12.0	42.3	8.0	68.3
Max Q Clear Time (g_c+I1), s	12.9	20.7	33.7	38.0	13.7	42.9	7.1	46.1
Green Ext Time (p_c), s	0.3	2.6	0.6	1.6	0.0	0.0	0.0	15.6

Intersection Summary	
HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

Notes

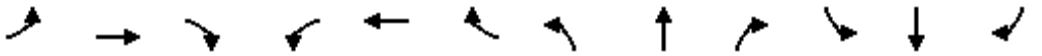
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1729	139	204	2579	21	105
Future Volume (veh/h)	1729	139	204	2579	21	105
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1820	146	215	2715	22	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2831	226	239	3823	148	132
Arrive On Green	0.59	0.59	0.13	0.75	0.08	0.08
Sat Flow, veh/h	4984	385	1781	5274	1781	1585
Grp Volume(v), veh/h	1285	681	215	2715	22	111
Grp Sat Flow(s),veh/h/ln	1702	1797	1781	1702	1781	1585
Q Serve(g_s), s	37.5	37.8	17.8	42.8	1.7	10.4
Cycle Q Clear(g_c), s	37.5	37.8	17.8	42.8	1.7	10.4
Prop In Lane		0.21	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2001	1056	239	3823	148	132
V/C Ratio(X)	0.64	0.65	0.90	0.71	0.15	0.84
Avail Cap(c_a), veh/h	2001	1056	368	3823	322	286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	20.5	63.9	10.1	63.8	67.8
Incr Delay (d2), s/veh	1.6	3.0	12.4	1.1	0.2	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	15.6	8.7	13.3	0.8	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.1	23.6	76.4	11.3	64.0	73.1
LnGrp LOS	C	C	E	B	E	E
Approach Vol, veh/h	1966			2930	133	
Approach Delay, s/veh	22.6			16.0	71.6	
Approach LOS	C			B	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		17.4	24.1	93.9		118.0
Change Period (Y+Rc), s		4.9	4.0	5.7		5.7
Max Green Setting (Gmax), s		27.1	31.0	77.3		112.3
Max Q Clear Time (g_c+I1), s		12.4	19.8	39.8		44.8
Green Ext Time (p_c), s		0.2	0.3	18.7		67.1

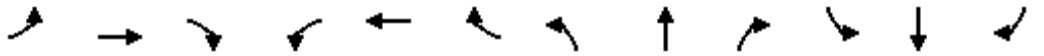
Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	15	37	242	35	109	85	1084	244	93	671	2
Future Volume (veh/h)	10	15	37	242	35	109	85	1084	244	93	671	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	11	16	39	255	37	115	89	1141	257	98	706	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	20	48	277	76	236	107	2676	831	117	1882	839
Arrive On Green	0.01	0.05	0.05	0.17	0.21	0.21	0.07	0.58	0.58	0.07	0.59	0.59
Sat Flow, veh/h	1603	434	1059	1603	361	1121	1603	4595	1427	1603	3198	1427
Grp Volume(v), veh/h	11	0	55	255	0	152	89	1141	257	98	706	2
Grp Sat Flow(s),veh/h/ln	1603	0	1493	1603	0	1482	1603	1532	1427	1603	1599	1427
Q Serve(g_s), s	1.0	0.0	5.5	23.5	0.0	13.5	8.2	20.7	13.8	9.1	17.5	0.1
Cycle Q Clear(g_c), s	1.0	0.0	5.5	23.5	0.0	13.5	8.2	20.7	13.8	9.1	17.5	0.1
Prop In Lane	1.00		0.71	1.00		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	68	277	0	312	107	2676	831	117	1882	839
V/C Ratio(X)	0.92	0.00	0.81	0.92	0.00	0.49	0.83	0.43	0.31	0.84	0.38	0.00
Avail Cap(c_a), veh/h	32	0	179	417	0	533	160	2676	831	160	1882	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.4	0.0	71.0	61.0	0.0	52.1	69.2	17.4	16.0	68.7	16.3	12.7
Incr Delay (d2), s/veh	56.0	0.0	17.8	15.0	0.0	1.0	12.8	0.5	1.0	18.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.4	10.7	0.0	5.2	3.7	7.1	4.8	4.3	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.4	0.0	88.7	76.0	0.0	53.1	82.0	17.9	16.9	87.1	16.5	12.7
LnGrp LOS	F	A	F	E	A	D	F	B	B	F	B	B
Approach Vol, veh/h		66			407			1487			806	
Approach Delay, s/veh		95.7			67.5			21.6			25.1	
Approach LOS		F			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	93.4	29.9	11.8	14.0	94.2	5.1	36.6
Change Period (Y+Rc), s	4.0	6.0	4.0	5.0	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	15.0	59.0	39.0	18.0	15.0	59.0	3.0	54.0
Max Q Clear Time (g_c+I1), s	11.1	22.7	25.5	7.5	10.2	19.5	3.0	15.5
Green Ext Time (p_c), s	0.0	15.0	0.5	0.1	0.0	6.6	0.0	0.6

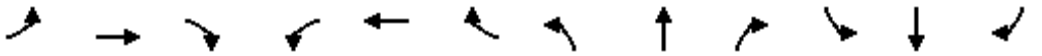
Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	3	9	44	7	53	23	1443	58	59	1154	9
Future Volume (veh/h)	3	3	9	44	7	53	23	1443	58	59	1154	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	3	9	46	7	56	24	1519	61	62	1215	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	49	22	72	180	80	42	1968	611	89	2104	653
Arrive On Green	0.00	0.01	0.01	0.04	0.05	0.05	0.02	0.39	0.39	0.05	0.41	0.41
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	3	3	9	46	7	56	24	1519	61	62	1215	9
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.1	0.0	0.2	1.0	0.1	1.4	0.5	10.2	1.0	1.3	7.2	0.1
Cycle Q Clear(g_c), s	0.1	0.0	0.2	1.0	0.1	1.4	0.5	10.2	1.0	1.3	7.2	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	6	49	22	72	180	80	42	1968	611	89	2104	653
V/C Ratio(X)	0.51	0.06	0.41	0.64	0.04	0.70	0.57	0.77	0.10	0.69	0.58	0.01
Avail Cap(c_a), veh/h	500	2903	1295	500	2903	1295	500	2085	647	500	2104	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	19.1	19.2	18.5	17.7	18.3	18.9	10.5	7.7	18.3	8.9	6.8
Incr Delay (d2), s/veh	56.0	0.5	12.0	9.2	0.1	10.4	11.8	1.7	0.1	9.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.5	0.0	0.6	0.3	2.6	0.2	0.7	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	19.6	31.2	27.7	17.8	28.7	30.7	12.3	7.8	27.6	9.3	6.8
LnGrp LOS	E	B	C	C	B	C	C	B	A	C	A	A
Approach Vol, veh/h		15			109			1604			1286	
Approach Delay, s/veh		37.7			27.6			12.4			10.1	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	20.1	6.6	5.5	5.9	21.1	5.1	7.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	11.0	32.0	11.0	16.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	3.3	12.2	3.0	2.2	2.5	9.2	2.1	3.4
Green Ext Time (p_c), s	0.1	2.9	0.0	0.0	0.0	4.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B



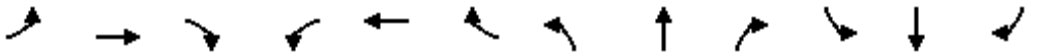
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	76	7	1	115	32	4	1	3	10	4	2
Future Volume (veh/h)	1	76	7	1	115	32	4	1	3	10	4	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	80	7	1	121	34	4	1	3	11	4	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	416	185	5	416	185	8	8	7	521	547	464
Arrive On Green	0.00	0.12	0.12	0.00	0.12	0.12	0.00	0.00	0.00	0.29	0.29	0.29
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	1	80	7	1	121	34	4	1	3	11	4	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	0.7	0.1	0.0	1.1	0.7	0.1	0.0	0.1	0.2	0.1	0.0
Cycle Q Clear(g_c), s	0.0	0.7	0.1	0.0	1.1	0.7	0.1	0.0	0.1	0.2	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	416	185	5	416	185	8	8	7	521	547	464
V/C Ratio(X)	0.19	0.19	0.04	0.19	0.29	0.18	0.51	0.12	0.43	0.02	0.01	0.00
Avail Cap(c_a), veh/h	365	1767	788	365	1819	811	365	1422	1205	573	1587	1345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	13.6	13.4	17.0	13.8	13.6	17.0	17.0	17.0	8.6	8.6	8.6
Incr Delay (d2), s/veh	16.9	0.2	0.1	16.9	0.4	0.5	44.2	6.6	37.6	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.4	0.2	0.1	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	13.9	13.5	34.0	14.2	14.1	61.2	23.5	54.6	8.6	8.6	8.6
LnGrp LOS	C	B	B	C	B	B	E	C	D	A	A	A
Approach Vol, veh/h		88			156			8			17	
Approach Delay, s/veh		14.1			14.3			54.0			8.6	
Approach LOS		B			B			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	5.1	5.0	9.0	5.1	15.0	5.0	9.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	11.0	26.0	7.0	17.0	7.0	29.0	7.0	* 18
Max Q Clear Time (g_c+I1), s	2.2	2.1	2.0	2.7	2.1	2.1	2.0	3.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

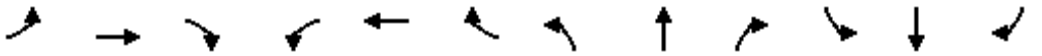
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	64	7	190	102	37	38	1197	182	59	935	40
Future Volume (veh/h)	13	64	7	190	102	37	38	1197	182	59	935	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	67	7	200	107	39	40	1260	192	62	984	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	160	71	248	607	271	56	2370	736	79	2434	756
Arrive On Green	0.01	0.04	0.04	0.14	0.17	0.17	0.03	0.46	0.46	0.04	0.48	0.48
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	14	67	7	200	107	39	40	1260	192	62	984	42
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.5	1.2	0.3	7.2	1.7	1.4	1.5	11.6	4.9	2.3	8.3	0.9
Cycle Q Clear(g_c), s	0.5	1.2	0.3	7.2	1.7	1.4	1.5	11.6	4.9	2.3	8.3	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	24	160	71	248	607	271	56	2370	736	79	2434	756
V/C Ratio(X)	0.57	0.42	0.10	0.81	0.18	0.14	0.71	0.53	0.26	0.79	0.40	0.06
Avail Cap(c_a), veh/h	189	1722	768	944	3336	1488	189	2837	881	189	2837	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	30.7	30.3	27.6	23.4	23.3	31.7	12.6	10.8	31.3	11.2	9.3
Incr Delay (d2), s/veh	7.6	0.7	0.2	2.3	0.1	0.1	6.1	0.5	0.5	6.4	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.1	3.0	0.7	0.5	0.7	3.6	1.6	1.0	2.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	31.4	30.5	29.9	23.5	23.4	37.8	13.1	11.3	37.7	11.5	9.4
LnGrp LOS	D	C	C	C	C	C	D	B	B	D	B	A
Approach Vol, veh/h		88			346			1492			1088	
Approach Delay, s/veh		32.7			27.2			13.5			12.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	36.0	14.2	8.0	7.1	36.8	5.9	16.3
Change Period (Y+Rc), s	5.0	5.3	5.0	5.0	5.0	5.3	5.0	5.0
Max Green Setting (Gmax), s	7.0	36.7	35.0	32.0	7.0	36.7	7.0	62.0
Max Q Clear Time (g_c+I1), s	4.3	13.6	9.2	3.2	3.5	10.3	2.5	3.7
Green Ext Time (p_c), s	0.0	17.1	0.3	0.2	0.0	14.2	0.0	0.5

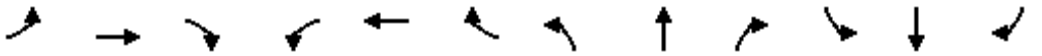
Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	305	0	1	333	0	24	0	1	0	0	2
Future Volume (veh/h)	2	305	0	1	333	0	24	0	1	0	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	321	0	1	351	0	25	0	1	0	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	744	332	6	740	330	44	583	494	6	238	202
Arrive On Green	0.00	0.21	0.00	0.00	0.21	0.00	0.02	0.00	0.31	0.00	0.00	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	2	321	0	1	351	0	25	0	1	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	2.5	0.0	0.0	2.7	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.5	0.0	0.0	2.7	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	6	744	332	6	740	330	44	583	494	6	238	202
V/C Ratio(X)	0.35	0.43	0.00	0.18	0.47	0.00	0.56	0.00	0.00	0.00	0.00	0.01
Avail Cap(c_a), veh/h	397	2944	1313	397	2944	1313	397	1847	1566	397	1728	1465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	10.8	0.0	15.6	10.9	0.0	15.1	0.0	7.4	0.0	0.0	12.0
Incr Delay (d2), s/veh	33.4	0.4	0.0	14.1	0.5	0.0	10.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	0.0	0.0	0.8	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	11.2	0.0	29.8	11.4	0.0	25.8	0.0	7.4	0.0	0.0	12.0
LnGrp LOS	D	B	A	C	B	A	C	A	A	A	A	B
Approach Vol, veh/h		323			352			26			2	
Approach Delay, s/veh		11.4			11.4			25.1			12.0	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	14.8	5.0	11.6	5.8	9.0	5.1	11.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	31.0	7.0	26.0	7.0	29.0	7.0	26.0
Max Q Clear Time (g_c+I1), s	0.0	2.0	2.0	4.5	2.4	2.0	2.0	4.7
Green Ext Time (p_c), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	2.1

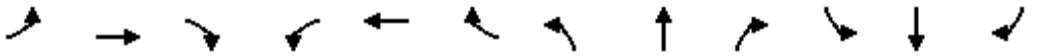
Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	240	47	42	392	6	57	115	19	3	45	42
Future Volume (veh/h)	31	240	47	42	392	6	57	115	19	3	45	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	253	49	44	413	6	60	121	20	3	47	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	722	322	72	793	354	93	331	280	6	240	203
Arrive On Green	0.02	0.20	0.20	0.04	0.22	0.22	0.05	0.18	0.18	0.00	0.13	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	33	253	49	44	413	6	60	121	20	3	47	44
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.6	1.9	0.8	0.8	3.2	0.1	1.0	1.8	0.3	0.1	0.7	0.8
Cycle Q Clear(g_c), s	0.6	1.9	0.8	0.8	3.2	0.1	1.0	1.8	0.3	0.1	0.7	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	37	722	322	72	793	354	93	331	280	6	240	203
V/C Ratio(X)	0.90	0.35	0.15	0.61	0.52	0.02	0.65	0.37	0.07	0.51	0.20	0.22
Avail Cap(c_a), veh/h	428	1877	837	428	1877	837	428	1587	1345	428	1587	1345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	10.7	10.2	14.7	10.7	9.5	14.5	11.3	10.7	15.5	12.2	12.2
Incr Delay (d2), s/veh	46.1	0.3	0.2	8.0	0.5	0.0	7.4	0.7	0.1	55.5	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.5	0.2	0.4	0.9	0.0	0.5	0.6	0.1	0.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	11.0	10.5	22.7	11.2	9.5	21.9	12.0	10.8	71.1	12.6	12.7
LnGrp LOS	E	B	B	C	B	A	C	B	B	E	B	B
Approach Vol, veh/h		335			463			201			94	
Approach Delay, s/veh		15.9			12.3			14.8			14.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	10.0	5.8	10.8	6.1	8.5	5.1	11.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	26.5	7.5	16.5	7.5	26.5	7.5	16.5
Max Q Clear Time (g_c+I1), s	2.1	3.8	2.8	3.9	3.0	2.8	2.6	5.2
Green Ext Time (p_c), s	0.0	0.6	0.0	1.3	0.0	0.3	0.0	2.0

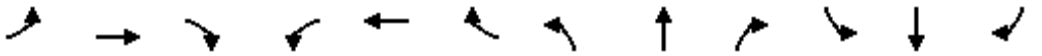
Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	303	18	77	551	0	14	0	36	0	0	5
Future Volume (veh/h)	2	303	18	77	551	0	14	0	36	0	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	319	19	81	580	0	15	0	38	0	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	869	387	111	1081	482	28	505	428	5	211	179
Arrive On Green	0.00	0.24	0.24	0.06	0.30	0.00	0.02	0.00	0.27	0.00	0.00	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	2	319	19	81	580	0	15	0	38	0	0	5
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	2.6	0.3	1.6	4.8	0.0	0.3	0.0	0.6	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	2.6	0.3	1.6	4.8	0.0	0.3	0.0	0.6	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	869	387	111	1081	482	28	505	428	5	211	179
V/C Ratio(X)	0.40	0.37	0.05	0.73	0.54	0.00	0.54	0.00	0.09	0.00	0.00	0.03
Avail Cap(c_a), veh/h	352	3313	1478	352	3313	1478	352	1532	1299	352	1479	1254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	17.6	11.1	10.2	16.3	10.2	0.0	17.3	0.0	9.7	0.0	0.0	14.0
Incr Delay (d2), s/veh	43.9	0.3	0.1	9.0	0.4	0.0	15.6	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	0.1	0.8	1.4	0.0	0.2	0.0	0.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	11.4	10.3	25.3	10.7	0.0	32.9	0.0	9.8	0.0	0.0	14.0
LnGrp LOS	E	B	B	C	B	A	C	A	A	A	A	B
Approach Vol, veh/h		340			661			53			5	
Approach Delay, s/veh		11.6			12.4			16.3			14.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	14.5	7.2	13.7	5.5	9.0	5.1	15.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	29.0	7.0	33.0	7.0	28.0	7.0	33.0
Max Q Clear Time (g_c+I1), s	0.0	2.6	3.6	4.6	2.3	2.1	2.0	6.8
Green Ext Time (p_c), s	0.0	0.1	0.0	2.1	0.0	0.0	0.0	4.0

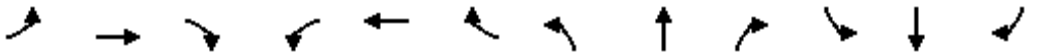
Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	279	42	63	526	0	56	124	94	4	99	46
Future Volume (veh/h)	18	279	42	63	526	0	56	124	94	4	99	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	294	44	66	554	0	59	131	99	4	104	48
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	1067	476	94	1186	529	86	299	253	8	216	183
Arrive On Green	0.02	0.30	0.30	0.05	0.33	0.00	0.05	0.16	0.16	0.00	0.12	0.12
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	19	294	44	66	554	0	59	131	99	4	104	48
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.4	2.4	0.8	1.4	4.8	0.0	1.3	2.5	2.2	0.1	2.0	1.1
Cycle Q Clear(g_c), s	0.4	2.4	0.8	1.4	4.8	0.0	1.3	2.5	2.2	0.1	2.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	34	1067	476	94	1186	529	86	299	253	8	216	183
V/C Ratio(X)	0.56	0.28	0.09	0.71	0.47	0.00	0.68	0.44	0.39	0.52	0.48	0.26
Avail Cap(c_a), veh/h	529	2460	1097	529	2460	1097	529	797	675	529	797	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	10.3	9.7	18.0	10.2	0.0	18.1	14.7	14.6	19.2	16.0	15.6
Incr Delay (d2), s/veh	13.5	0.3	0.2	9.3	0.6	0.0	9.1	1.0	1.0	44.5	1.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	0.2	0.7	1.4	0.0	0.7	0.9	0.7	0.1	0.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	10.6	9.9	27.4	10.8	0.0	27.2	15.7	15.6	63.7	17.7	16.4
LnGrp LOS	C	B	A	C	B	A	C	B	B	E	B	B
Approach Vol, veh/h		357			620			289			156	
Approach Delay, s/veh		11.7			12.6			18.0			18.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	10.7	6.5	16.8	6.4	9.0	5.2	18.1
Change Period (Y+Rc), s	4.5	4.5	4.5	5.2	4.5	4.5	4.5	5.2
Max Green Setting (Gmax), s	11.5	16.5	11.5	26.8	11.5	16.5	11.5	26.8
Max Q Clear Time (g_c+I1), s	2.1	4.5	3.4	4.4	3.3	4.0	2.4	6.8
Green Ext Time (p_c), s	0.0	0.7	0.1	3.6	0.1	0.5	0.0	6.2

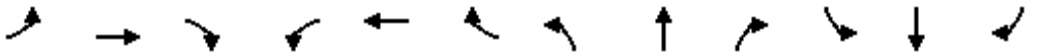
Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	382	0	7	3	0	492	41	1341	23	220	1628	635
Future Volume (veh/h)	382	0	7	3	0	492	41	1341	23	220	1628	635
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	402	0	7	3	0	518	43	1412	24	232	1714	668
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	540	0	0	6	0	0	56	2492	774	283	3145	976
Arrive On Green	0.16	0.00	0.00	0.00	0.00	0.00	0.03	0.49	0.49	0.16	0.62	0.62
Sat Flow, veh/h	3456	402		1781	3		1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	402	32.8		3	96.0		43	1412	24	232	1714	668
Grp Sat Flow(s),veh/h/ln	1728	C		1781	F		1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	8.5			0.1			1.8	14.9	0.6	9.6	14.8	21.4
Cycle Q Clear(g_c), s	8.5			0.1			1.8	14.9	0.6	9.6	14.8	21.4
Prop In Lane	1.00			1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	540			6			56	2492	774	283	3145	976
V/C Ratio(X)	0.74			0.52			0.77	0.57	0.03	0.82	0.55	0.68
Avail Cap(c_a), veh/h	1857			163			163	2492	774	887	4550	1413
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7			38.0			36.7	13.8	10.2	31.0	8.5	9.7
Incr Delay (d2), s/veh	2.1			58.0			19.6	0.3	0.0	5.8	0.1	0.9
Initial Q Delay(d3),s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5			0.1			1.1	4.8	0.2	4.3	4.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8			96.0			56.3	14.1	10.2	36.8	8.6	10.6
LnGrp LOS	C			F			E	B	B	D	A	B
Approach Vol, veh/h								1479			2614	
Approach Delay, s/veh								15.3			11.6	
Approach LOS								B			B	

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	17.1	42.2	5.2		7.4	52.0	16.9					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	38.0	36.0	7.0		7.0	68.0	41.0					
Max Q Clear Time (g_c+I1), s	11.6	16.9	2.1		3.8	23.4	10.5					
Green Ext Time (p_c), s	0.6	9.4	0.0		0.0	23.6	1.4					

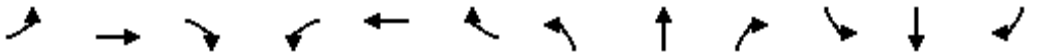
Intersection Summary												
HCM 6th Ctrl Delay			14.8									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1567	72	65	1662	44	0	22	6	148	8	7
Future Volume (veh/h)	17	1567	72	65	1662	44	0	22	6	148	8	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	1649	76	68	1749	46	0	23	6	156	8	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	2076	644	85	2232	693	3	135	115	198	513	434
Arrive On Green	0.02	0.41	0.41	0.05	0.44	0.44	0.00	0.07	0.07	0.11	0.27	0.27
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	18	1649	76	68	1749	46	0	23	6	156	8	7
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.6	15.6	1.7	2.1	16.2	0.9	0.0	0.6	0.2	4.7	0.2	0.2
Cycle Q Clear(g_c), s	0.6	15.6	1.7	2.1	16.2	0.9	0.0	0.6	0.2	4.7	0.2	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	31	2076	644	85	2232	693	3	135	115	198	513	434
V/C Ratio(X)	0.58	0.79	0.12	0.80	0.78	0.07	0.00	0.17	0.05	0.79	0.02	0.02
Avail Cap(c_a), veh/h	129	2217	688	129	2232	693	129	1151	975	258	1286	1090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	14.4	10.2	26.0	13.3	9.0	0.0	24.1	23.9	23.9	14.6	14.6
Incr Delay (d2), s/veh	15.8	2.0	0.1	17.9	1.9	0.0	0.0	0.6	0.2	11.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.9	0.5	1.2	4.9	0.2	0.0	0.3	0.1	2.5	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	16.3	10.3	43.9	15.2	9.1	0.0	24.7	24.1	35.4	14.6	14.6
LnGrp LOS	D	B	B	D	B	A	A	C	C	D	B	B
Approach Vol, veh/h		1743			1863			29			171	
Approach Delay, s/veh		16.3			16.1			24.5			33.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	9.0	7.6	27.5	0.0	20.1	6.0	29.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	34.0	4.0	24.0	4.0	38.0	4.0	24.0
Max Q Clear Time (g_c+I1), s	6.7	2.6	4.1	17.6	0.0	2.2	2.6	18.2
Green Ext Time (p_c), s	0.0	0.1	0.0	4.8	0.0	0.0	0.0	4.6

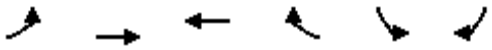
Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	530	1212	59	252	1344	91	80	1002	298	104	711	376
Future Volume (veh/h)	530	1212	59	252	1344	91	80	1002	298	104	711	376
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	558	1276	19	265	1415	28	84	1055	105	109	748	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	490	1919	596	341	1698	527	139	1398	434	170	1443	448
Arrive On Green	0.14	0.38	0.38	0.10	0.33	0.33	0.04	0.27	0.27	0.05	0.28	0.28
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	558	1276	19	265	1415	28	84	1055	105	109	748	184
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	14.0	20.5	0.7	7.4	25.2	1.2	2.4	18.7	5.1	3.1	12.1	9.3
Cycle Q Clear(g_c), s	14.0	20.5	0.7	7.4	25.2	1.2	2.4	18.7	5.1	3.1	12.1	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	1919	596	341	1698	527	139	1398	434	170	1443	448
V/C Ratio(X)	1.14	0.67	0.03	0.78	0.83	0.05	0.61	0.75	0.24	0.64	0.52	0.41
Avail Cap(c_a), veh/h	490	1919	596	490	1863	578	245	1863	578	245	1863	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	25.6	19.5	43.4	30.4	22.4	46.6	32.8	27.9	46.1	29.7	28.7
Incr Delay (d2), s/veh	84.4	0.9	0.0	4.9	3.2	0.0	4.2	1.3	0.3	4.0	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	7.8	0.3	3.3	10.1	0.4	1.1	7.4	1.9	1.4	4.7	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	126.7	26.5	19.5	48.3	33.6	22.4	50.8	34.1	28.2	50.1	30.0	29.3
LnGrp LOS	F	C	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1853			1708			1244			1041	
Approach Delay, s/veh		56.6			35.7			34.7			32.0	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	32.0	14.7	42.1	9.0	32.9	19.0	37.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	36.0	14.0	36.0	7.0	36.0	14.0	36.0
Max Q Clear Time (g_c+I1), s	5.1	20.7	9.4	22.5	4.4	14.1	16.0	27.2
Green Ext Time (p_c), s	0.0	6.3	0.4	6.9	0.0	5.4	0.0	5.6

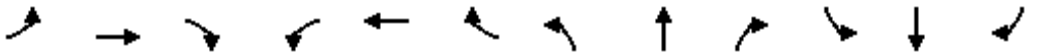
Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	195	1264	1399	99	127	363
Future Volume (veh/h)	195	1264	1399	99	127	363
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	1331	1473	104	134	382
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	257	2896	1770	550	501	445
Arrive On Green	0.14	0.57	0.35	0.35	0.28	0.28
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	205	1331	1473	104	134	382
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	7.3	10.1	17.4	3.0	3.9	15.0
Cycle Q Clear(g_c), s	7.3	10.1	17.4	3.0	3.9	15.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	257	2896	1770	550	501	445
V/C Ratio(X)	0.80	0.46	0.83	0.19	0.27	0.86
Avail Cap(c_a), veh/h	595	3954	1861	578	784	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	8.3	19.8	15.0	18.4	22.4
Incr Delay (d2), s/veh	5.6	0.1	3.3	0.2	0.3	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.6	6.3	1.0	1.5	12.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.8	8.5	23.0	15.2	18.7	28.8
LnGrp LOS	C	A	C	B	B	C
Approach Vol, veh/h		1536	1577		516	
Approach Delay, s/veh		11.7	22.5		26.2	
Approach LOS		B	C		C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	42.3	23.5	14.5	27.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	51.0	29.0	22.0	24.0
Max Q Clear Time (g_c+I1), s	12.1	17.0	9.3	19.4
Green Ext Time (p_c), s	11.4	1.5	0.4	3.4

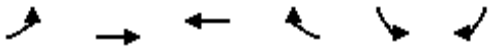
Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	406	944	40	671	1131	303	22	653	315	197	534	345
Future Volume (veh/h)	406	944	40	671	1131	303	22	653	315	197	534	345
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	427	994	10	706	1191	205	23	687	70	207	562	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	529	1372	426	790	1759	546	67	1016	315	272	1318	409
Arrive On Green	0.15	0.27	0.27	0.23	0.34	0.34	0.02	0.20	0.20	0.08	0.26	0.26
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	427	994	10	706	1191	205	23	687	70	207	562	94
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	10.6	15.7	0.4	17.6	17.7	8.7	0.6	11.1	3.3	5.2	8.2	4.2
Cycle Q Clear(g_c), s	10.6	15.7	0.4	17.6	17.7	8.7	0.6	11.1	3.3	5.2	8.2	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	529	1372	426	790	1759	546	67	1016	315	272	1318	409
V/C Ratio(X)	0.81	0.72	0.02	0.89	0.68	0.38	0.34	0.68	0.22	0.76	0.43	0.23
Avail Cap(c_a), veh/h	816	2067	642	855	2124	659	272	2067	642	272	2182	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	29.5	23.9	33.2	24.9	22.0	43.0	33.0	29.9	40.1	27.5	26.0
Incr Delay (d2), s/veh	3.5	0.7	0.0	11.2	0.7	0.4	3.0	0.8	0.4	11.9	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	6.1	0.1	8.1	6.6	3.0	0.3	4.4	1.2	2.6	3.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	30.3	24.0	44.5	25.6	22.4	46.0	33.8	30.2	52.0	27.7	26.3
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1431			2102			780			863	
Approach Delay, s/veh		33.1			31.6			33.8			33.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	22.7	25.3	28.9	6.7	28.0	18.6	35.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	36.0	22.0	36.0	7.0	38.0	21.0	37.0
Max Q Clear Time (g_c+I1), s	7.2	13.1	19.6	17.7	2.6	10.2	12.6	19.7
Green Ext Time (p_c), s	0.0	4.6	0.7	6.2	0.0	4.0	1.0	8.0

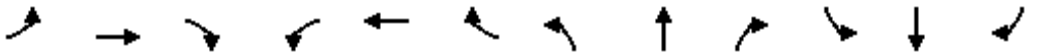
Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1455	1945	90	0	160
Future Volume (veh/h)	0	1455	1945	90	0	160
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1532	2047	95	0	168
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	4	3291	3291	1022	270	240
Arrive On Green	0.00	0.64	0.64	0.64	0.00	0.15
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	0	1532	2047	95	0	168
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	0.0	7.5	11.7	1.1	0.0	4.9
Cycle Q Clear(g_c), s	0.0	7.5	11.7	1.1	0.0	4.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	4	3291	3291	1022	270	240
V/C Ratio(X)	0.00	0.47	0.62	0.09	0.00	0.70
Avail Cap(c_a), veh/h	145	5202	4265	1324	1089	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.4	5.2	3.3	0.0	19.8
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	1.5	0.1	0.0	4.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	4.5	5.4	3.3	0.0	23.4
LnGrp LOS	A	A	A	A	A	C
Approach Vol, veh/h		1532	2142		168	
Approach Delay, s/veh		4.5	5.3		23.4	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			36.6		12.4	0.0	36.6
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			50.0		30.0	4.0	41.0
Max Q Clear Time (g_c+I1), s			9.5		6.9	0.0	13.7
Green Ext Time (p_c), s			14.3		0.5	0.0	18.0

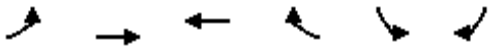
Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1231	146	18	1858	195	153	93	10	105	66	24
Future Volume (veh/h)	77	1231	146	18	1858	195	153	93	10	105	66	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	81	1296	154	19	1956	205	161	98	11	111	69	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	2342	727	33	2140	664	206	213	180	144	148	125
Arrive On Green	0.06	0.46	0.46	0.02	0.42	0.42	0.12	0.11	0.11	0.08	0.08	0.08
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	81	1296	154	19	1956	205	161	98	11	111	69	25
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.5	10.1	3.2	0.6	19.8	4.7	4.8	2.7	0.3	3.3	1.9	0.8
Cycle Q Clear(g_c), s	2.5	10.1	3.2	0.6	19.8	4.7	4.8	2.7	0.3	3.3	1.9	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	2342	727	33	2140	664	206	213	180	144	148	125
V/C Ratio(X)	0.79	0.55	0.21	0.58	0.91	0.31	0.78	0.46	0.06	0.77	0.47	0.20
Avail Cap(c_a), veh/h	163	2342	727	163	2143	665	325	1161	984	325	1161	984
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	10.8	8.9	26.7	15.0	10.6	23.6	22.7	21.7	24.7	24.1	23.6
Incr Delay (d2), s/veh	12.4	0.5	0.3	15.3	6.8	0.5	6.4	1.6	0.1	8.4	2.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.8	0.9	0.4	6.9	1.3	2.2	1.2	0.1	1.6	0.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	11.2	9.2	42.0	21.8	11.1	29.9	24.3	21.8	33.0	26.4	24.4
LnGrp LOS	D	B	A	D	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1531			2180			270			205	
Approach Delay, s/veh		12.4			21.0			27.5			29.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	10.2	5.0	31.1	10.3	8.3	7.2	29.0
Change Period (Y+Rc), s	4.0	4.0	4.0	6.0	4.0	4.0	4.0	6.0
Max Green Setting (Gmax), s	10.0	34.0	5.0	23.0	10.0	34.0	5.0	23.0
Max Q Clear Time (g_c+I1), s	5.3	4.7	2.6	12.1	6.8	3.9	4.5	21.8
Green Ext Time (p_c), s	0.1	0.5	0.0	8.5	0.1	0.4	0.0	1.2

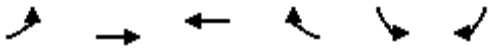
Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	158	1189	1794	120	194	277
Future Volume (veh/h)	158	1189	1794	120	194	277
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	1252	1888	126	204	292
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	214	2889	1780	553	428	381
Arrive On Green	0.12	0.57	0.35	0.35	0.24	0.24
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	166	1252	1888	126	204	292
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	4.7	7.3	18.0	2.9	5.1	8.9
Cycle Q Clear(g_c), s	4.7	7.3	18.0	2.9	5.1	8.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	214	2889	1780	553	428	381
V/C Ratio(X)	0.77	0.43	1.06	0.23	0.48	0.77
Avail Cap(c_a), veh/h	414	3461	1780	553	1035	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	6.4	16.8	11.9	16.8	18.3
Incr Delay (d2), s/veh	5.9	0.1	39.5	0.2	0.8	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.5	11.8	0.8	1.9	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	6.6	56.3	12.1	17.6	21.5
LnGrp LOS	C	A	F	B	B	C
Approach Vol, veh/h		1418	2014		496	
Approach Delay, s/veh		9.1	53.6		19.9	
Approach LOS		A	D		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			34.2		17.4	11.2	23.0
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			35.0		30.0	12.0	18.0
Max Q Clear Time (g_c+I1), s			9.3		10.9	6.7	20.0
Green Ext Time (p_c), s			9.3		1.6	0.2	0.0

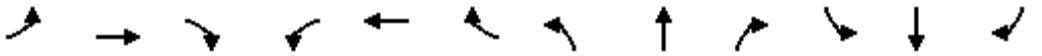
Intersection Summary	
HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	107	1276	1905	55	73	10
Future Volume (veh/h)	107	1276	1905	55	73	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	113	1343	2005	58	77	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	145	3433	2479	770	167	148
Arrive On Green	0.08	0.67	0.49	0.49	0.09	0.09
Sat Flow, veh/h	1781	5274	5274	1585	1781	1585
Grp Volume(v), veh/h	113	1343	2005	58	77	11
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1781	1585
Q Serve(g_s), s	2.7	5.0	14.2	0.8	1.7	0.3
Cycle Q Clear(g_c), s	2.7	5.0	14.2	0.8	1.7	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	145	3433	2479	770	167	148
V/C Ratio(X)	0.78	0.39	0.81	0.08	0.46	0.07
Avail Cap(c_a), veh/h	313	4003	2569	798	1313	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	3.1	9.3	5.9	18.3	17.7
Incr Delay (d2), s/veh	8.6	0.1	2.0	0.0	2.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.2	3.2	0.2	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	3.2	11.3	5.9	20.3	17.9
LnGrp LOS	C	A	B	A	C	B
Approach Vol, veh/h		1456	2063		88	
Approach Delay, s/veh		5.1	11.1		20.0	
Approach LOS		A	B		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			34.2		8.5	8.0	26.2
Change Period (Y+Rc), s			5.5		4.5	4.5	5.5
Max Green Setting (Gmax), s			33.5		31.5	7.5	21.5
Max Q Clear Time (g_c+I1), s			7.0		3.7	4.7	16.2
Green Ext Time (p_c), s			10.2		0.2	0.1	4.5

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A



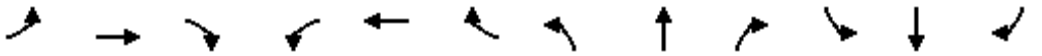
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	601	1020	135	356	1419	193	158	706	397	257	1211	306
Future Volume (veh/h)	601	1020	135	356	1419	193	158	706	397	257	1211	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	633	1074	39	375	1494	114	166	743	157	271	1275	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	2	4	4	2	2	2	2	2	2
Cap, veh/h	609	1673	528	444	1433	445	221	1423	442	261	1482	460
Arrive On Green	0.18	0.33	0.33	0.13	0.29	0.29	0.06	0.28	0.28	0.08	0.29	0.29
Sat Flow, veh/h	3456	5025	1585	3456	5025	1560	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	633	1074	39	375	1494	114	166	743	157	271	1275	153
Grp Sat Flow(s),veh/h/ln	1728	1675	1585	1728	1675	1560	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	21.0	21.6	2.0	12.7	34.0	6.7	5.6	14.6	9.5	9.0	28.2	9.0
Cycle Q Clear(g_c), s	21.0	21.6	2.0	12.7	34.0	6.7	5.6	14.6	9.5	9.0	28.2	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	609	1673	528	444	1433	445	221	1423	442	261	1482	460
V/C Ratio(X)	1.04	0.64	0.07	0.85	1.04	0.26	0.75	0.52	0.36	1.04	0.86	0.33
Avail Cap(c_a), veh/h	609	1673	528	551	1433	445	232	1499	465	261	1542	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	33.8	27.2	50.8	42.6	32.9	54.9	36.3	34.4	55.1	40.0	33.2
Incr Delay (d2), s/veh	47.3	1.1	0.1	9.7	35.7	0.3	12.3	0.6	0.9	66.3	5.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	8.4	0.8	5.9	18.2	2.5	2.8	6.2	3.7	6.2	11.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.4	34.9	27.3	60.5	78.3	33.2	67.2	36.9	35.4	121.4	45.5	34.0
LnGrp LOS	F	C	C	E	F	C	E	D	D	F	D	C
Approach Vol, veh/h		1746			1983			1066			1699	
Approach Delay, s/veh		57.0			72.4			41.4			56.5	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	39.2	20.3	45.7	12.6	40.6	26.0	40.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	* 6
Max Green Setting (Gmax), s	9.0	35.0	19.0	35.0	8.0	36.0	21.0	* 34
Max Q Clear Time (g_c+I1), s	11.0	16.6	14.7	23.6	7.6	30.2	23.0	36.0
Green Ext Time (p_c), s	0.0	7.0	0.7	9.9	0.0	4.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.0
HCM 6th LOS	E

Notes

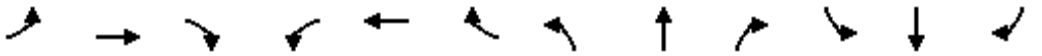
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	745	1041	0	0	1082	109	0	0	0	66	0	871
Future Volume (veh/h)	745	1041	0	0	1082	109	0	0	0	66	0	871
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	0	0	1870	0	1870
Adj Flow Rate, veh/h	784	1096	0	0	1139	53	0	0	0	69	0	377
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	0	2	0	2
Cap, veh/h	910	2723	0	0	1589	709	2	0	0	167	0	0
Arrive On Green	0.26	0.77	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.09	0.00	0.00
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1781	0		1781	69	
Grp Volume(v), veh/h	784	1096	0	0	1139	53	0	0.0		69	31.2	
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1781			1781	C	
Q Serve(g_s), s	15.5	7.5	0.0	0.0	18.7	1.4	0.0			2.6		
Cycle Q Clear(g_c), s	15.5	7.5	0.0	0.0	18.7	1.4	0.0			2.6		
Prop In Lane	1.00		0.00	0.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	910	2723	0	0	1589	709	2			167		
V/C Ratio(X)	0.86	0.40	0.00	0.00	0.72	0.07	0.00			0.41		
Avail Cap(c_a), veh/h	1159	3080	0	0	1689	753	598			249		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00			1.00		
Uniform Delay (d), s/veh	25.1	2.8	0.0	0.0	16.1	11.3	0.0			30.6		
Incr Delay (d2), s/veh	4.6	0.1	0.0	0.0	1.6	0.1	0.0			0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(50%),veh/ln	6.1	0.7	0.0	0.0	6.4	0.4	0.0			1.1		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	3.0	0.0	0.0	17.7	11.4	0.0			31.2		
LnGrp LOS	C	A	A	A	B	B	A			C		
Approach Vol, veh/h		1880			1192							
Approach Delay, s/veh		14.1			17.4							
Approach LOS		B			B							

Timer - Assigned Phs	1			4	5		7	8				
Phs Duration (G+Y+Rc), s	10.7			60.8	0.0		22.8	38.0				
Change Period (Y+Rc), s	4.0			6.0	4.0		4.0	6.0				
Max Green Setting (Gmax), s	10.0			62.0	24.0		24.0	34.0				
Max Q Clear Time (g_c+I1), s	4.6			9.5	0.0		17.5	20.7				
Green Ext Time (p_c), s	0.0			32.3	0.0		1.4	11.3				

Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									



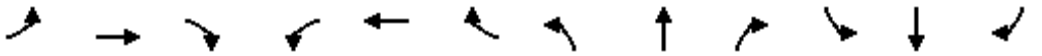
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	1005	77	49	1114	0	124	274	54	142	548	57
Future Volume (veh/h)	75	1005	77	49	1114	0	124	274	54	142	548	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	1058	24	52	1173	0	131	288	9	149	577	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	1099	486	67	1042		111	245	306	125	484	
Arrive On Green	0.05	0.31	0.31	0.04	0.29	0.00	0.19	0.19	0.19	0.33	0.33	0.00
Sat Flow, veh/h	1781	3554	1572	1781	3554	1585	576	1266	1585	380	1471	1585
Grp Volume(v), veh/h	79	1058	24	52	1173	0	419	0	9	726	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1572	1781	1777	1585	1842	0	1585	1851	0	1585
Q Serve(g_s), s	6.6	43.9	1.6	4.3	44.0	0.0	29.0	0.0	0.7	49.3	0.0	0.0
Cycle Q Clear(g_c), s	6.6	43.9	1.6	4.3	44.0	0.0	29.0	0.0	0.7	49.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.31		1.00	0.21		1.00
Lane Grp Cap(c), veh/h	95	1099	486	67	1042		356	0	306	608	0	
V/C Ratio(X)	0.83	0.96	0.05	0.78	1.13		1.18	0.00	0.03	1.19	0.00	
Avail Cap(c_a), veh/h	95	1099	486	95	1042		356	0	306	608	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	70.3	51.0	36.3	71.6	53.0	0.0	60.5	0.0	49.1	50.4	0.0	0.0
Incr Delay (d2), s/veh	41.7	19.0	0.1	13.9	69.0	0.0	105.1	0.0	0.0	102.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	21.9	0.6	2.2	29.1	0.0	23.7	0.0	0.3	39.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.0	70.0	36.4	85.5	122.0	0.0	165.6	0.0	49.1	152.8	0.0	0.0
LnGrp LOS	F	E	D	F	F		F	A	D	F	A	
Approach Vol, veh/h		1161			1225	A		428			726	A
Approach Delay, s/veh		72.2			120.5			163.1			152.8	
Approach LOS		E			F			F			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.0	9.6	52.4		55.0	12.0	50.0				
Change Period (Y+Rc), s		4.0	4.0	6.0		5.7	4.0	6.0				
Max Green Setting (Gmax), s		29.0	8.0	44.0		49.3	8.0	44.0				
Max Q Clear Time (g_c+I1), s		31.0	6.3	45.9		51.3	8.6	46.0				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		116.4
HCM 6th LOS		F

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	275	366	93	420	117	537	1493	86	145	1938	175
Future Volume (veh/h)	208	275	366	93	420	117	537	1493	86	145	1938	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	219	289	150	98	442	34	565	1572	43	153	2040	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	581	259	104	507	226	605	2604	808	181	2228	
Arrive On Green	0.08	0.16	0.16	0.06	0.14	0.14	0.17	0.51	0.51	0.10	0.44	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	219	289	150	98	442	34	565	1572	43	153	2040	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1702	1585	1781	1702	1585
Q Serve(g_s), s	7.5	8.9	10.5	6.6	14.6	2.3	19.3	26.2	1.6	10.1	45.0	0.0
Cycle Q Clear(g_c), s	7.5	8.9	10.5	6.6	14.6	2.3	19.3	26.2	1.6	10.1	45.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	581	259	104	507	226	605	2604	808	181	2228	
V/C Ratio(X)	0.80	0.50	0.58	0.94	0.87	0.15	0.93	0.60	0.05	0.85	0.92	
Avail Cap(c_a), veh/h	288	592	264	104	533	238	605	2604	808	267	2228	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.3	45.7	46.4	56.3	50.4	45.1	48.8	20.8	14.8	53.0	31.7	0.0
Incr Delay (d2), s/veh	12.9	1.1	4.2	69.3	15.5	0.6	21.8	1.0	0.1	10.2	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.9	4.3	4.9	7.4	0.9	9.8	9.7	0.6	4.9	18.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	46.8	50.6	125.6	65.8	45.7	70.7	21.9	14.9	63.2	38.3	0.0
LnGrp LOS	E	D	D	F	E	D	E	C	B	E	D	
Approach Vol, veh/h		658			574			2180			2193	A
Approach Delay, s/veh		54.5			74.8			34.4			40.1	
Approach LOS		D			E			C			D	

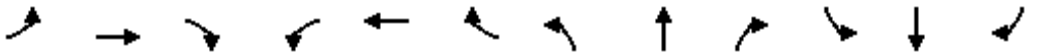
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	67.2	11.0	25.6	25.0	58.4	13.5	23.1
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	* 6
Max Green Setting (Gmax), s	18.0	55.0	7.0	20.0	21.0	52.0	10.0	* 18
Max Q Clear Time (g_c+I1), s	12.1	28.2	8.6	12.5	21.3	47.0	9.5	16.6
Green Ext Time (p_c), s	0.1	10.8	0.0	1.8	0.0	4.4	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	416	292	291	648	493	216	645	244	322	1397	7
Future Volume (veh/h)	136	416	292	291	648	493	216	645	244	322	1397	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	438	0	306	682	462	227	679	182	339	1471	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	571		379	659	489	297	1337	768	430	1512	
Arrive On Green	0.10	0.16	0.00	0.11	0.19	0.19	0.09	0.38	0.38	0.12	0.43	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1572	3456	3554	1579	3456	3554	1585
Grp Volume(v), veh/h	143	438	0	306	682	462	227	679	182	339	1471	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1572	1728	1777	1579	1728	1777	1585
Q Serve(g_s), s	3.6	10.8	0.0	7.9	17.0	17.0	5.9	13.5	6.1	8.7	37.2	0.0
Cycle Q Clear(g_c), s	3.6	10.8	0.0	7.9	17.0	17.0	5.9	13.5	6.1	8.7	37.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	571		379	659	489	297	1337	768	430	1512	
V/C Ratio(X)	0.43	0.77		0.81	1.03	0.95	0.76	0.51	0.24	0.79	0.97	
Avail Cap(c_a), veh/h	339	582		415	659	489	302	1337	768	679	1512	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.1	36.8	0.0	39.8	37.3	30.9	41.0	22.0	13.7	39.0	25.8	0.0
Incr Delay (d2), s/veh	0.3	5.4	0.0	10.5	44.2	27.5	9.8	0.4	0.2	3.3	17.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.1	0.0	3.9	11.3	13.3	2.7	5.1	2.1	3.6	16.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	42.2	0.0	50.3	81.6	58.4	50.8	22.5	13.9	42.2	42.8	0.0
LnGrp LOS	D	D		D	F	E	D	C	B	D	D	
Approach Vol, veh/h		581	A		1450			1088			1810	A
Approach Delay, s/veh		41.5			67.6			26.9			42.7	
Approach LOS		D			E			C			D	

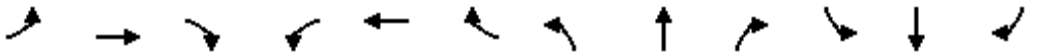
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	40.5	15.1	19.7	11.9	45.0	12.8	22.0
Change Period (Y+Rc), s	5.0	6.0	5.0	* 5	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	18.0	26.0	11.0	* 15	8.0	39.0	9.0	17.0
Max Q Clear Time (g_c+I1), s	10.7	15.5	9.9	12.8	7.9	39.2	5.6	19.0
Green Ext Time (p_c), s	0.7	2.6	0.1	0.5	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	828	69	46	922	388	106	445	49	396	1276	131
Future Volume (veh/h)	120	828	69	46	922	388	106	445	49	396	1276	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	872	21	48	971	0	112	468	0	417	1343	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	999	443	262	905		278	1116		440	1283	570
Arrive On Green	0.10	0.28	0.28	0.08	0.25	0.00	0.08	0.31	0.00	0.13	0.36	0.36
Sat Flow, veh/h	3456	3554	1577	3456	3554	1585	3456	3554	1585	3456	3554	1578
Grp Volume(v), veh/h	126	872	21	48	971	0	112	468	0	417	1343	60
Grp Sat Flow(s),veh/h/ln	1728	1777	1577	1728	1777	1585	1728	1777	1585	1728	1777	1578
Q Serve(g_s), s	3.2	22.0	0.9	1.2	24.0	0.0	2.9	9.8	0.0	11.3	34.0	2.4
Cycle Q Clear(g_c), s	3.2	22.0	0.9	1.2	24.0	0.0	2.9	9.8	0.0	11.3	34.0	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	353	999	443	262	905		278	1116		440	1283	570
V/C Ratio(X)	0.36	0.87	0.05	0.18	1.07		0.40	0.42		0.95	1.05	0.11
Avail Cap(c_a), veh/h	367	999	443	367	905		293	1132		440	1283	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	32.3	24.7	40.8	35.1	0.0	41.2	25.5	0.0	40.8	30.1	20.0
Incr Delay (d2), s/veh	0.2	8.3	0.0	0.1	51.3	0.0	0.4	0.5	0.0	29.5	38.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	10.4	0.3	0.5	16.6	0.0	1.2	4.1	0.0	6.5	20.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	40.6	24.7	40.9	86.4	0.0	41.5	26.0	0.0	70.3	68.5	20.2
LnGrp LOS	D	D	C	D	F		D	C		E	F	C
Approach Vol, veh/h		1019			1019	A		580	A		1820	
Approach Delay, s/veh		40.1			84.3			29.0			67.3	
Approach LOS		D			F			C			E	

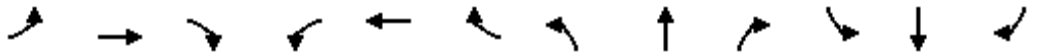
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	35.6	11.2	31.5	11.6	40.0	13.6	29.0
Change Period (Y+Rc), s	4.0	6.0	4.0	* 5	4.0	6.0	4.0	5.0
Max Green Setting (Gmax), s	12.0	30.0	10.0	* 25	8.0	34.0	10.0	24.0
Max Q Clear Time (g_c+I1), s	13.3	11.8	3.2	24.0	4.9	36.0	5.2	26.0
Green Ext Time (p_c), s	0.0	3.8	0.0	0.4	0.1	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

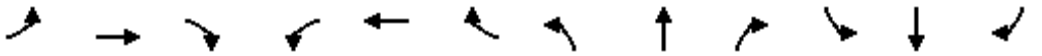
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	4	80	26	6	0	149	1271	16	4	1185	14
Future Volume (veh/h)	9	4	80	26	6	0	149	1271	16	4	1185	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	4	84	27	6	0	157	1338	17	4	1247	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	39	110	41	9	0	202	2123	947	6	1732	772
Arrive On Green	0.07	0.07	0.07	0.03	0.03	0.00	0.11	0.60	0.60	0.00	0.49	0.49
Sat Flow, veh/h	1252	556	1585	1470	327	0	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	13	0	84	33	0	0	157	1338	17	4	1247	15
Grp Sat Flow(s),veh/h/ln	1808	0	1585	1797	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.4	0.0	3.1	1.1	0.0	0.0	5.2	14.7	0.3	0.1	16.7	0.3
Cycle Q Clear(g_c), s	0.4	0.0	3.1	1.1	0.0	0.0	5.2	14.7	0.3	0.1	16.7	0.3
Prop In Lane	0.69		1.00	0.82		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	0	110	51	0	0	202	2123	947	6	1732	772
V/C Ratio(X)	0.10	0.00	0.76	0.65	0.00	0.00	0.78	0.63	0.02	0.70	0.72	0.02
Avail Cap(c_a), veh/h	474	0	415	119	0	0	532	2298	1025	236	1732	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	27.6	29.0	0.0	0.0	26.0	7.8	4.9	30.0	12.2	8.0
Incr Delay (d2), s/veh	0.1	0.0	4.1	5.2	0.0	0.0	2.4	0.6	0.0	43.7	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.2	0.5	0.0	0.0	2.0	3.3	0.1	0.1	5.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	31.6	34.2	0.0	0.0	28.4	8.5	5.0	73.7	13.8	8.0
LnGrp LOS	C	A	C	C	A	A	C	A	A	E	B	A
Approach Vol, veh/h		97			33			1512			1266	
Approach Delay, s/veh		30.9			34.2			10.5			14.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.2	42.0		5.7	10.8	35.4		8.4				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.2				
Max Green Setting (Gmax), s	8.0	39.0		4.0	18.0	24.0		15.8				
Max Q Clear Time (g_c+I1), s	2.1	16.7		3.1	7.2	18.7		5.1				
Green Ext Time (p_c), s	0.0	19.4		0.0	0.2	4.9		0.1				

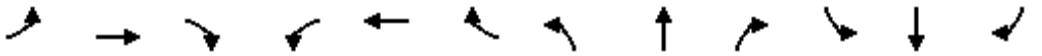
Intersection Summary												
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	0	11	40	0	71	105	926	19	20	1149	8
Future Volume (veh/h)	22	0	11	40	0	71	105	926	19	20	1149	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	0	12	42	0	75	111	975	20	21	1209	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	0	113	261	0	232	163	1717	35	60	1535	10
Arrive On Green	0.07	0.00	0.07	0.15	0.00	0.15	0.09	0.48	0.48	0.03	0.42	0.42
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3561	73	1781	3619	24
Grp Volume(v), veh/h	23	0	12	42	0	75	111	486	509	21	594	623
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1857	1781	1777	1866
Q Serve(g_s), s	0.8	0.0	0.5	1.4	0.0	2.8	4.0	13.0	13.0	0.8	19.2	19.2
Cycle Q Clear(g_c), s	0.8	0.0	0.5	1.4	0.0	2.8	4.0	13.0	13.0	0.8	19.2	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	128	0	113	261	0	232	163	857	895	60	754	792
V/C Ratio(X)	0.18	0.00	0.11	0.16	0.00	0.32	0.68	0.57	0.57	0.35	0.79	0.79
Avail Cap(c_a), veh/h	268	0	238	1098	0	977	214	890	930	214	890	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	28.9	24.8	0.0	25.4	29.3	12.3	12.3	31.4	16.6	16.6
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.1	0.0	0.3	2.6	1.2	1.1	1.3	4.9	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.2	0.6	0.0	1.0	1.7	4.4	4.6	0.3	7.5	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	0.0	29.0	24.9	0.0	25.7	31.9	13.5	13.4	32.7	21.4	21.2
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	C	C
Approach Vol, veh/h		35			117			1106			1238	
Approach Delay, s/veh		29.2			25.4			15.3			21.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	8.8	10.1	33.9	13.7	6.3	37.8
Change Period (Y+Rc), s	4.0	4.0	5.7	4.0	4.0	5.7
Max Green Setting (Gmax), s	10.0	8.0	33.3	41.0	8.0	33.3
Max Q Clear Time (g_c+I1), s	2.8	6.0	21.2	4.8	2.8	15.0
Green Ext Time (p_c), s	0.0	0.0	7.0	0.3	0.0	7.3

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	658	566	184	499	99	388	594	75	579	823	38
Future Volume (veh/h)	26	658	566	184	499	99	388	594	75	579	823	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2001	1924	1924	2001	1924	1924	2001	1924	1924	1954	1879	1879
Adj Flow Rate, veh/h	27	693	536	194	525	32	408	625	17	609	866	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	100	842	602	232	1096	486	519	972	431	695	1135	504
Arrive On Green	0.05	0.23	0.23	0.12	0.30	0.30	0.14	0.27	0.27	0.19	0.32	0.32
Sat Flow, veh/h	1906	3656	1620	1906	3656	1623	3698	3656	1622	3611	3571	1585
Grp Volume(v), veh/h	27	693	536	194	525	32	408	625	17	609	866	9
Grp Sat Flow(s),veh/h/ln	1906	1828	1620	1906	1828	1623	1849	1828	1622	1806	1785	1585
Q Serve(g_s), s	1.4	18.4	23.6	10.2	12.0	1.4	10.9	15.5	0.8	16.8	22.3	0.4
Cycle Q Clear(g_c), s	1.4	18.4	23.6	10.2	12.0	1.4	10.9	15.5	0.8	16.8	22.3	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	842	602	232	1096	486	519	972	431	695	1135	504
V/C Ratio(X)	0.27	0.82	0.89	0.84	0.48	0.07	0.79	0.64	0.04	0.88	0.76	0.02
Avail Cap(c_a), veh/h	186	904	629	354	1226	544	940	1226	544	777	1135	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	37.4	30.3	43.9	29.3	25.6	42.5	33.3	27.9	40.1	31.4	23.9
Incr Delay (d2), s/veh	0.5	6.5	15.1	6.1	0.6	0.1	1.0	1.3	0.1	9.5	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.5	13.8	5.0	5.0	0.5	4.8	6.6	0.3	7.9	9.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	43.9	45.4	50.0	29.8	25.7	43.5	34.5	27.9	49.6	34.9	24.0
LnGrp LOS	D	D	D	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1256			751			1050			1484	
Approach Delay, s/veh		44.6			34.9			37.9			40.8	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	29.3	18.3	38.2	9.4	36.4	23.7	32.9
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	19.0	25.3	26.0	30.3	10.0	34.3	22.0	34.3
Max Q Clear Time (g_c+I1), s	12.2	20.4	12.9	24.3	3.4	14.0	18.8	17.5
Green Ext Time (p_c), s	0.3	3.1	1.4	4.8	0.0	8.7	0.9	9.2

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

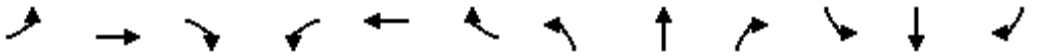
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1286	73	123	935	52	82
Future Volume (veh/h)	1286	73	123	935	52	82
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1354	77	129	984	55	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1621	723	221	2315	311	277
Arrive On Green	0.46	0.46	0.12	0.65	0.17	0.17
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1354	77	129	984	55	86
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	18.7	1.6	3.8	7.5	1.5	2.6
Cycle Q Clear(g_c), s	18.7	1.6	3.8	7.5	1.5	2.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1621	723	221	2315	311	277
V/C Ratio(X)	0.84	0.11	0.58	0.42	0.18	0.31
Avail Cap(c_a), veh/h	1737	775	255	2608	829	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	8.7	23.1	4.7	19.6	20.1
Incr Delay (d2), s/veh	3.9	0.1	1.0	0.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.4	1.4	1.2	0.6	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.2	8.8	24.2	4.9	19.7	20.3
LnGrp LOS	B	A	C	A	B	C
Approach Vol, veh/h	1431			1113	141	
Approach Delay, s/veh	16.8			7.1	20.1	
Approach LOS	B			A	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	13.8	10.9	31.2	42.1
Change Period (Y+Rc), s	4.0	4.0	5.7	* 5.7
Max Green Setting (Gmax), s	26.0	8.0	27.3	* 41
Max Q Clear Time (g_c+I1), s	4.6	5.8	20.7	9.5
Green Ext Time (p_c), s	0.3	0.0	4.8	9.5

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	415	746	44	274	72	385	1244	54	164	1849	92
Future Volume (veh/h)	131	415	746	44	274	72	385	1244	54	164	1849	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	437	0	46	288	0	405	1309	0	173	1946	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	515		226	484		474	2425		462	2494	
Arrive On Green	0.07	0.15	0.00	0.07	0.14	0.00	0.14	0.47	0.00	0.13	0.49	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	138	437	0	46	288	0	405	1309	0	173	1946	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	4.6	14.4	0.0	1.5	9.1	0.0	13.7	21.7	0.0	5.5	37.8	0.0
Cycle Q Clear(g_c), s	4.6	14.4	0.0	1.5	9.1	0.0	13.7	21.7	0.0	5.5	37.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	515		226	484		474	2425		462	2494	
V/C Ratio(X)	0.54	0.85		0.20	0.60		0.85	0.54		0.37	0.78	
Avail Cap(c_a), veh/h	259	572		288	613		720	2425		462	2494	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.6	50.0	0.0	53.1	48.7	0.0	50.6	22.2	0.0	47.4	25.4	0.0
Incr Delay (d2), s/veh	1.1	11.7	0.0	0.2	2.0	0.0	4.1	0.9	0.0	0.2	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.0	0.0	0.6	4.1	0.0	5.9	8.1	0.0	2.3	14.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	61.7	0.0	53.3	50.7	0.0	54.7	23.1	0.0	47.6	27.1	0.0
LnGrp LOS	D	E		D	D		D	C		D	C	
Approach Vol, veh/h		575	A		334	A		1714	A		2119	A
Approach Delay, s/veh		60.0			51.1			30.6			28.8	
Approach LOS		E			D			C			C	

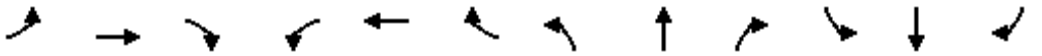
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	63.0	11.8	23.1	20.5	64.6	12.9	22.0
Change Period (Y+Rc), s	6.0	* 6	4.0	5.7	4.0	6.0	4.0	* 5.7
Max Green Setting (Gmax), s	14.0	* 57	10.0	19.3	25.0	46.0	9.0	* 21
Max Q Clear Time (g_c+I1), s	7.5	23.7	3.5	16.4	15.7	39.8	6.6	11.1
Green Ext Time (p_c), s	0.2	11.5	0.0	0.8	0.7	5.2	0.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



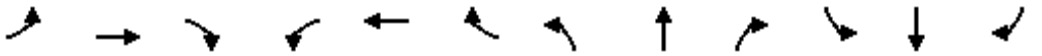
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	847	0	5	997	514	0	0	0	330	0	111
Future Volume (veh/h)	96	847	0	5	997	514	0	0	0	330	0	111
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1841	1841	0	1841	1841	1841				1841	0	1841
Adj Flow Rate, veh/h	101	892	0	5	1049	541				347	0	117
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	4	4	0	4	4	4				4	0	4
Cap, veh/h	129	1965	0	0	1445	640				428	0	496
Arrive On Green	0.07	0.56	0.00	0.00	0.41	0.41				0.24	0.00	0.24
Sat Flow, veh/h	1753	3589	0	0	3497	1550				1753	0	1560
Grp Volume(v), veh/h	101	892	0	0	1049	541				347	0	117
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1550				1753	0	1560
Q Serve(g_s), s	3.0	8.0	0.0	0.0	13.4	16.7				9.9	0.0	2.9
Cycle Q Clear(g_c), s	3.0	8.0	0.0	0.0	13.4	16.7				9.9	0.0	2.9
Prop In Lane	1.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	129	1965	0	0	1445	640				428	0	496
V/C Ratio(X)	0.78	0.45	0.00	0.00	0.73	0.84				0.81	0.00	0.24
Avail Cap(c_a), veh/h	264	1965	0	0	1558	691				923	0	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	6.9	0.0	0.0	13.1	14.1				18.9	0.0	13.4
Incr Delay (d2), s/veh	3.9	0.2	0.0	0.0	1.6	8.9				1.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.8	0.0	0.0	4.2	5.9				3.8	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	7.0	0.0	0.0	14.7	23.0				20.3	0.0	13.5
LnGrp LOS	C	A	A	A	B	C				C	A	B
Approach Vol, veh/h		993			1590						464	
Approach Delay, s/veh		9.2			17.5						18.6	
Approach LOS		A			B						B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	0.0	35.6		17.6	7.9	27.7
Change Period (Y+Rc), s	4.0	5.7		4.6	4.0	5.7
Max Green Setting (Gmax), s	28.0	24.7		28.0	8.0	23.7
Max Q Clear Time (g_c+I1), s	0.0	10.0		11.9	5.0	18.7
Green Ext Time (p_c), s	0.0	3.7		1.1	0.0	3.2

Intersection Summary		
HCM 6th Ctrl Delay		15.0
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	1015	21	7	1297	344	16	16	12	83	24	241
Future Volume (veh/h)	152	1015	21	7	1297	344	16	16	12	83	24	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1885	1826	1826	1885	1885	1885	1791	1791	1732
Adj Flow Rate, veh/h	160	1068	22	7	1365	362	17	17	13	87	25	254
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	1	5	5	1	1	1	1	1	5
Cap, veh/h	190	1795	37	10	1432	631	60	33	25	272	78	293
Arrive On Green	0.11	0.52	0.52	0.01	0.41	0.41	0.03	0.03	0.03	0.20	0.20	0.20
Sat Flow, veh/h	1739	3476	72	1795	3469	1529	1795	991	758	1339	385	1446
Grp Volume(v), veh/h	160	533	557	7	1365	362	17	0	30	112	0	254
Grp Sat Flow(s),veh/h/ln	1739	1735	1813	1795	1735	1529	1795	0	1749	1724	0	1446
Q Serve(g_s), s	6.6	15.7	15.7	0.3	27.9	13.4	0.7	0.0	1.2	4.1	0.0	12.5
Cycle Q Clear(g_c), s	6.6	15.7	15.7	0.3	27.9	13.4	0.7	0.0	1.2	4.1	0.0	12.5
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.43	0.78		1.00
Lane Grp Cap(c), veh/h	190	896	936	10	1432	631	60	0	59	350	0	293
V/C Ratio(X)	0.84	0.59	0.59	0.72	0.95	0.57	0.28	0.00	0.51	0.32	0.00	0.87
Avail Cap(c_a), veh/h	190	896	936	196	1434	632	196	0	191	376	0	316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.0	12.4	12.4	36.4	20.8	16.6	34.6	0.0	34.8	24.9	0.0	28.3
Incr Delay (d2), s/veh	26.4	1.1	1.0	30.3	14.1	1.3	2.5	0.0	6.7	0.5	0.0	20.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	5.1	5.3	0.2	12.3	4.2	0.3	0.0	0.6	1.7	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	13.4	13.4	66.7	35.0	17.8	37.1	0.0	41.5	25.4	0.0	48.7
LnGrp LOS	E	B	B	E	C	B	D	A	D	C	A	D
Approach Vol, veh/h		1250			1734			47			366	
Approach Delay, s/veh		19.2			31.5			39.9			41.6	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	43.6		6.5	12.0	36.0		18.9				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	30.3		8.0	8.0	30.3		16.0				
Max Q Clear Time (g_c+I1), s	2.3	17.7		3.2	8.6	29.9		14.5				
Green Ext Time (p_c), s	0.0	7.9		0.0	0.0	0.3		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			28.2									
HCM 6th LOS			C									

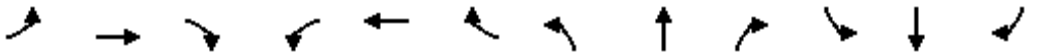
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	781	347	311	1547	252	558
Future Volume (veh/h)	781	347	311	1547	252	558
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.99	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	822	365	327	1628	265	587
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	995	733	499	2274	329	736
Arrive On Green	0.28	0.28	0.28	0.64	0.18	0.18
Sat Flow, veh/h	3647	1571	1781	3647	1781	1585
Grp Volume(v), veh/h	822	365	327	1628	265	587
Grp Sat Flow(s),veh/h/ln	1777	1571	1781	1777	1781	1585
Q Serve(g_s), s	16.2	12.2	12.1	22.8	10.7	2.6
Cycle Q Clear(g_c), s	16.2	12.2	12.1	22.8	10.7	2.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	995	733	499	2274	329	736
V/C Ratio(X)	0.83	0.50	0.66	0.72	0.81	0.80
Avail Cap(c_a), veh/h	1137	795	499	2274	404	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.90	0.90	1.00	1.00
Uniform Delay (d), s/veh	25.3	14.0	23.8	9.0	29.3	17.1
Incr Delay (d2), s/veh	4.6	0.5	2.2	1.8	7.7	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	5.5	4.9	6.3	5.0	13.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.9	14.5	26.1	10.7	37.0	21.7
LnGrp LOS	C	B	C	B	D	C
Approach Vol, veh/h	1187			1955	852	
Approach Delay, s/veh	25.1			13.3	26.4	
Approach LOS	C			B	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	27.0	27.0		17.9		54.0
Change Period (Y+Rc), s	6.0	* 6		4.0		6.0
Max Green Setting (Gmax), s	20.0	* 24		17.0		48.0
Max Q Clear Time (g_c+I1), s	14.1	18.2		12.7		24.8
Green Ext Time (p_c), s	0.4	2.8		1.2		8.1

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	919	252	99	1204	36	348	731	24	57	1101	117
Future Volume (veh/h)	113	919	252	99	1204	36	348	731	24	57	1101	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	967	0	104	1267	0	366	769	0	60	1159	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	1150		125	1232		443	2412		77	1304	
Arrive On Green	0.05	0.32	0.00	0.07	0.35	0.00	0.25	0.47	0.00	0.04	0.26	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	119	967	0	104	1267	0	366	769	0	60	1159	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	5.1	37.9	0.0	8.6	52.0	0.0	29.1	14.0	0.0	5.0	32.8	0.0
Cycle Q Clear(g_c), s	5.1	37.9	0.0	8.6	52.0	0.0	29.1	14.0	0.0	5.0	32.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	1150		125	1232		443	2412		77	1304	
V/C Ratio(X)	0.73	0.84		0.83	1.03		0.83	0.32		0.78	0.89	
Avail Cap(c_a), veh/h	184	1150		143	1232		443	2412		131	1304	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	70.5	47.1	0.0	68.9	49.0	0.0	53.3	24.6	0.0	71.1	53.8	0.0
Incr Delay (d2), s/veh	9.7	6.0	0.0	26.5	33.2	0.0	11.5	0.1	0.0	6.4	9.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	17.3	0.0	4.8	28.0	0.0	14.2	5.6	0.0	2.4	14.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.2	53.2	0.0	95.4	82.2	0.0	64.7	24.7	0.0	77.5	63.1	0.0
LnGrp LOS	F	D		F	F		E	C		E	E	
Approach Vol, veh/h		1086	A		1371	A		1135	A		1219	A
Approach Delay, s/veh		56.1			83.2			37.6			63.8	
Approach LOS		E			F			D			E	

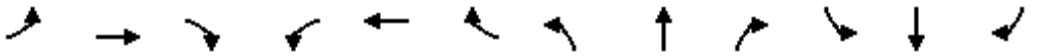
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	54.5	43.0	44.0	11.1	58.0	10.4	76.6
Change Period (Y+Rc), s	4.0	* 6	5.7	* 5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	12.0	* 48	32.0	* 38	8.0	52.0	11.0	59.3
Max Q Clear Time (g_c+I1), s	10.6	39.9	31.1	34.8	7.1	54.0	7.0	16.0
Green Ext Time (p_c), s	0.0	4.3	0.1	2.4	0.0	0.0	0.0	6.9

Intersection Summary	
HCM 6th Ctrl Delay	61.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	462	171	62	208	155	301	1438	75	157	1622	79
Future Volume (veh/h)	123	462	171	62	208	155	301	1438	75	157	1622	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	486	0	65	219	0	317	1514	0	165	1707	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	552		82	415		340	2393		188	2015	
Arrive On Green	0.08	0.16	0.00	0.05	0.12	0.00	0.19	0.47	0.00	0.11	0.39	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	129	486	0	65	219	0	317	1514	0	165	1707	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	10.7	20.1	0.0	5.4	8.7	0.0	26.3	33.6	0.0	13.7	45.6	0.0
Cycle Q Clear(g_c), s	10.7	20.1	0.0	5.4	8.7	0.0	26.3	33.6	0.0	13.7	45.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	552		82	415		340	2393		188	2015	
V/C Ratio(X)	0.85	0.88		0.79	0.53		0.93	0.63		0.88	0.85	
Avail Cap(c_a), veh/h	190	654		107	488		416	2393		273	2015	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.7	62.0	0.0	70.8	62.3	0.0	59.7	30.1	0.0	66.1	41.3	0.0
Incr Delay (d2), s/veh	21.5	12.1	0.0	19.1	1.4	0.0	23.1	1.3	0.0	14.6	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	9.8	0.0	2.9	4.0	0.0	13.8	13.6	0.0	6.9	19.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.2	74.1	0.0	89.9	63.8	0.0	82.8	31.4	0.0	80.8	45.1	0.0
LnGrp LOS	F	E		F	E		F	C		F	D	
Approach Vol, veh/h		615	A		284	A		1831	A		1872	A
Approach Delay, s/veh		77.2			69.7			40.3			48.2	
Approach LOS		E			E			D			D	

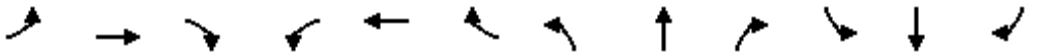
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	29.7	32.7	64.9	16.7	23.9	21.5	76.0
Change Period (Y+Rc), s	4.0	6.4	4.0	5.7	4.0	6.4	5.7	* 5.7
Max Green Setting (Gmax), s	9.0	27.6	35.0	58.3	16.0	20.6	23.0	* 70
Max Q Clear Time (g_c+I1), s	7.4	22.1	28.3	47.6	12.7	10.7	15.7	35.6
Green Ext Time (p_c), s	0.0	1.2	0.4	8.2	0.1	0.8	0.2	16.0

Intersection Summary	
HCM 6th Ctrl Delay	50.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

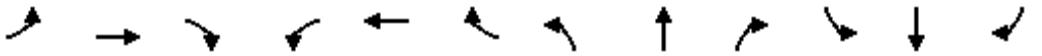
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1248	12	1	878	14	6	0	2	15	4	39
Future Volume (veh/h)	63	1248	12	1	878	14	6	0	2	15	4	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	1314	13	1	924	15	6	0	2	16	4	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	1870	18	3	1565	25	37	0	33	163	41	179
Arrive On Green	0.08	0.52	0.52	0.00	0.44	0.44	0.02	0.00	0.02	0.11	0.11	0.11
Sat Flow, veh/h	1781	3605	36	1781	3579	58	1781	0	1585	1439	360	1585
Grp Volume(v), veh/h	66	647	680	1	459	480	6	0	2	20	0	41
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1860	1781	0	1585	1798	0	1585
Q Serve(g_s), s	1.8	14.1	14.2	0.0	10.0	10.0	0.2	0.0	0.1	0.5	0.0	1.2
Cycle Q Clear(g_c), s	1.8	14.1	14.2	0.0	10.0	10.0	0.2	0.0	0.1	0.5	0.0	1.2
Prop In Lane	1.00		0.02	1.00		0.03	1.00		1.00	0.80		1.00
Lane Grp Cap(c), veh/h	148	922	967	3	777	813	37	0	33	204	0	179
V/C Ratio(X)	0.45	0.70	0.70	0.29	0.59	0.59	0.16	0.00	0.06	0.10	0.00	0.23
Avail Cap(c_a), veh/h	243	1223	1283	243	1223	1281	695	0	618	702	0	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.4	9.3	9.3	25.6	10.9	10.9	24.7	0.0	24.6	20.4	0.0	20.7
Incr Delay (d2), s/veh	0.8	1.9	1.8	16.0	1.2	1.2	0.7	0.0	0.3	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.0	4.2	0.0	3.2	3.3	0.1	0.0	0.0	0.2	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	11.2	11.1	41.6	12.2	12.1	25.4	0.0	24.9	20.5	0.0	20.9
LnGrp LOS	C	B	B	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1393			940			8			61	
Approach Delay, s/veh		11.7			12.2			25.3			20.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	32.3		5.1	8.3	28.1		9.8				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	7.0	35.3		20.0	7.0	35.3		20.0				
Max Q Clear Time (g_c+I1), s	2.0	16.2		2.2	3.8	12.0		3.2				
Green Ext Time (p_c), s	0.0	10.4		0.0	0.0	7.5		0.1				

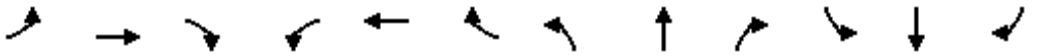
Intersection Summary			
HCM 6th Ctrl Delay		12.2	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1195	51	57	736	9	35	3	28	10	8	5
Future Volume (veh/h)	26	1195	51	57	736	9	35	3	28	10	8	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	1258	54	60	775	9	37	3	29	11	8	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	1717	74	91	1813	809	201	16	193	57	42	86
Arrive On Green	0.04	0.49	0.49	0.05	0.51	0.51	0.12	0.12	0.12	0.05	0.05	0.05
Sat Flow, veh/h	1781	3472	149	1781	3554	1585	1654	134	1585	1052	765	1585
Grp Volume(v), veh/h	27	643	669	60	775	9	40	0	29	19	0	5
Grp Sat Flow(s),veh/h/ln	1781	1777	1844	1781	1777	1585	1788	0	1585	1818	0	1585
Q Serve(g_s), s	0.9	18.3	18.3	2.1	8.7	0.2	1.3	0.0	1.0	0.6	0.0	0.2
Cycle Q Clear(g_c), s	0.9	18.3	18.3	2.1	8.7	0.2	1.3	0.0	1.0	0.6	0.0	0.2
Prop In Lane	1.00		0.08	1.00		1.00	0.92		1.00	0.58		1.00
Lane Grp Cap(c), veh/h	64	879	912	91	1813	809	218	0	193	99	0	86
V/C Ratio(X)	0.42	0.73	0.73	0.66	0.43	0.01	0.18	0.00	0.15	0.19	0.00	0.06
Avail Cap(c_a), veh/h	224	957	993	224	1914	854	309	0	274	599	0	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.1	12.7	12.8	29.7	9.8	7.7	25.1	0.0	25.0	28.8	0.0	28.6
Incr Delay (d2), s/veh	1.7	5.3	5.2	3.0	0.7	0.0	0.1	0.0	0.1	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.9	7.2	0.9	2.8	0.1	0.5	0.0	0.4	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	18.1	17.9	32.6	10.5	7.7	25.3	0.0	25.1	29.1	0.0	28.7
LnGrp LOS	C	B	B	C	B	A	C	A	C	C	A	C
Approach Vol, veh/h		1339			844			69			24	
Approach Delay, s/veh		18.3			12.0			25.2			29.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.8	7.3	37.2		7.5	6.3	38.2				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		11.0	8.0	34.3		21.0	8.0	34.3				
Max Q Clear Time (g_c+I1), s		3.3	4.1	20.3		2.6	2.9	10.7				
Green Ext Time (p_c), s		0.0	0.0	11.2		0.0	0.0	10.7				

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	696	481	67	493	238	117	1317	35	285	1516	211
Future Volume (veh/h)	105	696	481	67	493	238	117	1317	35	285	1516	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	733	0	71	519	0	123	1386	0	300	1596	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	848		261	843		255	2015		360	2098	
Arrive On Green	0.08	0.24	0.00	0.08	0.24	0.00	0.07	0.39	0.00	0.10	0.41	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	111	733	0	71	519	0	123	1386	0	300	1596	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	7.4	23.7	0.0	2.3	15.7	0.0	4.1	27.1	0.0	10.2	32.1	0.0
Cycle Q Clear(g_c), s	7.4	23.7	0.0	2.3	15.7	0.0	4.1	27.1	0.0	10.2	32.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	848		261	843		255	2015		360	2098	
V/C Ratio(X)	0.81	0.86		0.27	0.62		0.48	0.69		0.83	0.76	
Avail Cap(c_a), veh/h	223	957		288	843		259	2015		461	2098	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.5	43.8	0.0	52.4	40.9	0.0	53.4	30.2	0.0	52.7	30.3	0.0
Incr Delay (d2), s/veh	4.4	8.4	0.0	0.2	1.7	0.0	0.5	1.2	0.0	8.1	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	11.1	0.0	1.0	6.8	0.0	1.7	10.5	0.0	4.7	12.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	52.2	0.0	52.6	42.6	0.0	53.9	31.4	0.0	60.9	33.0	0.0
LnGrp LOS	E	D		D	D		D	C		E	C	
Approach Vol, veh/h		844	A		590	A		1509	A		1896	A
Approach Delay, s/veh		53.1			43.8			33.2			37.4	
Approach LOS		D			D			C			D	

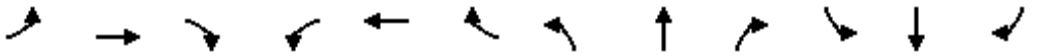
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	53.1	13.1	34.3	14.6	55.0	13.2	34.2
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	5.7	* 5.7	4.0	5.7
Max Green Setting (Gmax), s	16.0	42.3	10.0	32.3	9.0	* 49	15.0	27.3
Max Q Clear Time (g_c+I1), s	12.2	29.1	4.3	25.7	6.1	34.1	9.4	17.7
Green Ext Time (p_c), s	0.3	8.3	0.0	2.9	0.1	10.4	0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

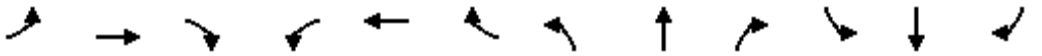
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	487	0	0	615	371	1	1	0	424	0	13
Future Volume (veh/h)	5	487	0	0	615	371	1	1	0	424	0	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	513	0	0	647	391	1	1	0	446	0	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	1686	0	0	887	1215	2	2	0	520	0	463
Arrive On Green	0.00	0.47	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.29	0.00	0.29
Sat Flow, veh/h	0	3647	0	0	1870	1585	912	912	0	1781	0	1585
Grp Volume(v), veh/h	0	513	0	0	647	391	2	0	0	446	0	14
Grp Sat Flow(s),veh/h/ln	0	1777	0	0	1870	1585	1825	0	0	1781	0	1585
Q Serve(g_s), s	0.0	4.9	0.0	0.0	15.5	4.3	0.1	0.0	0.0	13.2	0.0	0.4
Cycle Q Clear(g_c), s	0.0	4.9	0.0	0.0	15.5	4.3	0.1	0.0	0.0	13.2	0.0	0.4
Prop In Lane	0.00		0.00	0.00		1.00	0.50		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	1686	0	0	887	1215	4	0	0	520	0	463
V/C Ratio(X)	0.00	0.30	0.00	0.00	0.73	0.32	0.50	0.00	0.00	0.86	0.00	0.03
Avail Cap(c_a), veh/h	0	4599	0	0	1414	1661	721	0	0	1215	0	1081
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.0	0.0	0.0	11.8	2.0	27.8	0.0	0.0	18.6	0.0	14.1
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	1.2	0.2	31.8	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.0	0.0	5.1	2.6	0.1	0.0	0.0	5.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.1	0.0	0.0	13.0	2.2	59.6	0.0	0.0	20.3	0.0	14.1
LnGrp LOS	A	A	A	A	B	A	E	A	A	C	A	B
Approach Vol, veh/h		513			1038			2			460	
Approach Delay, s/veh		9.1			8.9			59.6			20.1	
Approach LOS		A			A			E			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		31.3		4.1	0.0	31.3		20.3				
Change Period (Y+Rc), s		4.9		4.0	4.0	4.9		4.0				
Max Green Setting (Gmax), s		72.1		22.0	26.0	42.1		38.0				
Max Q Clear Time (g_c+I1), s		6.9		2.1	0.0	17.5		15.2				
Green Ext Time (p_c), s		2.8		0.0	0.0	8.9		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			11.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	953	9	3	949	0	19	0	19	76	5	18
Future Volume (veh/h)	0	953	9	3	949	0	19	0	19	76	5	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1003	0	3	999	0	20	0	20	80	5	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	1462		12	1806	0	59	0	59	232	44	169
Arrive On Green	0.00	0.41	0.00	0.01	0.51	0.00	0.07	0.00	0.07	0.13	0.13	0.13
Sat Flow, veh/h	0	3741	0	1781	3647	0	839	0	839	1781	341	1296
Grp Volume(v), veh/h	0	1003	0	3	999	0	40	0	0	80	0	24
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	0	1677	0	0	1781	0	1637
Q Serve(g_s), s	0.0	10.3	0.0	0.1	8.5	0.0	1.0	0.0	0.0	1.8	0.0	0.6
Cycle Q Clear(g_c), s	0.0	10.3	0.0	0.1	8.5	0.0	1.0	0.0	0.0	1.8	0.0	0.6
Prop In Lane	0.00		0.00	1.00		0.00	0.50		0.50	1.00		0.79
Lane Grp Cap(c), veh/h	0	1462		12	1806	0	118	0	0	232	0	213
V/C Ratio(X)	0.00	0.69		0.26	0.55	0.00	0.34	0.00	0.00	0.34	0.00	0.11
Avail Cap(c_a), veh/h	0	1773		322	2735	0	757	0	0	804	0	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.7	0.0	21.9	7.5	0.0	19.6	0.0	0.0	17.5	0.0	17.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	4.2	0.3	0.0	0.6	0.0	0.0	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.0	0.0	0.0	1.9	0.0	0.4	0.0	0.0	0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.6	0.0	26.1	7.7	0.0	20.2	0.0	0.0	17.9	0.0	17.1
LnGrp LOS	A	B		C	A	A	C	A	A	B	A	B
Approach Vol, veh/h		1003	A		1002			40			104	
Approach Delay, s/veh		11.6			7.8			20.2			17.7	
Approach LOS		B			A			C			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	4.3	23.1		7.1		27.4		9.8				
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9		4.0				
Max Green Setting (Gmax), s	8.0	22.1		20.0		34.1		20.0				
Max Q Clear Time (g_c+I1), s	2.1	12.3		3.0		10.5		3.8				
Green Ext Time (p_c), s	0.0	6.0		0.0		10.4		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		10.3	
HCM 6th LOS		B	

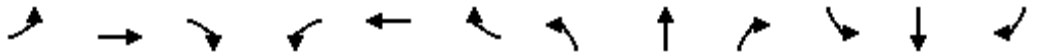
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1003	52	162	482	44	221
Future Volume (veh/h)	1003	52	162	482	44	221
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1056	55	171	507	46	233
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1447	75	218	2231	328	292
Arrive On Green	0.42	0.42	0.12	0.63	0.18	0.18
Sat Flow, veh/h	3530	179	1781	3647	1781	1585
Grp Volume(v), veh/h	546	565	171	507	46	233
Grp Sat Flow(s),veh/h/ln	1777	1838	1781	1777	1781	1585
Q Serve(g_s), s	12.2	12.2	4.4	2.9	1.0	6.7
Cycle Q Clear(g_c), s	12.2	12.2	4.4	2.9	1.0	6.7
Prop In Lane		0.10	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	748	774	218	2231	328	292
V/C Ratio(X)	0.73	0.73	0.79	0.23	0.14	0.80
Avail Cap(c_a), veh/h	867	897	301	2334	564	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	11.5	20.2	3.8	16.2	18.5
Incr Delay (d2), s/veh	2.7	2.6	5.9	0.1	0.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	4.0	1.9	0.5	0.4	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	14.1	26.1	3.9	16.2	20.4
LnGrp LOS	B	B	C	A	B	C
Approach Vol, veh/h	1111			678	279	
Approach Delay, s/veh	14.1			9.5	19.7	
Approach LOS	B			A	B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.8	24.8		12.7		34.6
Change Period (Y+Rc), s	4.0	4.9		4.0		4.9
Max Green Setting (Gmax), s	8.0	23.1		15.0		31.1
Max Q Clear Time (g_c+I1), s	6.4	14.2		8.7		4.9
Green Ext Time (p_c), s	0.0	5.8		0.3		5.9

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B



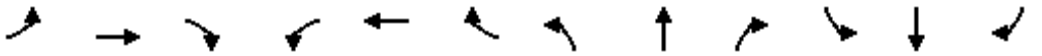
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1149	4	16	1231	90	5	4	12	478	4	57
Future Volume (veh/h)	60	1149	4	16	1231	90	5	4	12	478	4	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	1209	4	17	1296	95	5	4	13	506	0	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	2380	8	20	2085	152	7	5	17	589	0	262
Arrive On Green	0.05	0.66	0.66	0.01	0.62	0.62	0.02	0.02	0.02	0.17	0.00	0.17
Sat Flow, veh/h	1781	3633	12	1781	3357	246	380	304	989	3563	0	1585
Grp Volume(v), veh/h	63	591	622	17	684	707	22	0	0	506	0	60
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1826	1673	0	0	1781	0	1585
Q Serve(g_s), s	4.2	20.6	20.6	1.1	28.5	28.7	1.6	0.0	0.0	16.6	0.0	3.9
Cycle Q Clear(g_c), s	4.2	20.6	20.6	1.1	28.5	28.7	1.6	0.0	0.0	16.6	0.0	3.9
Prop In Lane	1.00		0.01	1.00		0.13	0.23		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	81	1164	1224	20	1103	1134	29	0	0	589	0	262
V/C Ratio(X)	0.78	0.51	0.51	0.84	0.62	0.62	0.76	0.00	0.00	0.86	0.00	0.23
Avail Cap(c_a), veh/h	134	1164	1224	119	1103	1134	271	0	0	754	0	336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.7	10.7	10.7	59.2	14.0	14.1	58.7	0.0	0.0	48.7	0.0	43.5
Incr Delay (d2), s/veh	5.8	1.6	1.5	17.9	0.7	0.7	25.4	0.0	0.0	7.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.8	8.2	0.6	10.9	11.3	0.9	0.0	0.0	8.0	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	12.3	12.2	77.1	14.7	14.7	84.1	0.0	0.0	56.2	0.0	43.8
LnGrp LOS	E	B	B	E	B	B	F	A	A	E	A	D
Approach Vol, veh/h		1276			1408			22			566	
Approach Delay, s/veh		14.7			15.5			84.1			54.9	
Approach LOS		B			B			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	83.5		6.7	9.5	79.4		24.4				
Change Period (Y+Rc), s	4.0	4.9		4.6	4.0	4.9		4.6				
Max Green Setting (Gmax), s	8.0	49.1		19.4	9.0	48.1		25.4				
Max Q Clear Time (g_c+I1), s	3.1	22.6		3.6	6.2	30.7		18.6				
Green Ext Time (p_c), s	0.0	20.5		0.0	0.0	15.6		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			22.4									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.



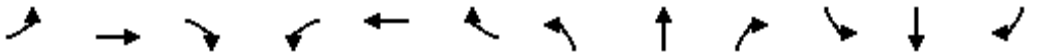
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	390	1755	375	346	1767	199	475	1280	219	217	1165	54
Future Volume (veh/h)	390	1755	375	346	1767	199	475	1280	219	217	1165	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	411	1847	209	364	1860	0	500	1347	0	228	1226	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	403	1787	550	346	1787		490	1460		288	1162	356
Arrive On Green	0.12	0.35	0.35	0.10	0.35	0.00	0.14	0.29	0.00	0.08	0.23	0.23
Sat Flow, veh/h	3456	5106	1571	3456	5106	1585	3456	5106	1585	3456	5106	1564
Grp Volume(v), veh/h	411	1847	209	364	1860	0	500	1347	0	228	1226	11
Grp Sat Flow(s),veh/h/ln	1728	1702	1571	1728	1702	1585	1728	1702	1585	1728	1702	1564
Q Serve(g_s), s	14.0	42.0	7.8	12.0	42.0	0.0	17.0	30.7	0.0	7.8	27.3	0.7
Cycle Q Clear(g_c), s	14.0	42.0	7.8	12.0	42.0	0.0	17.0	30.7	0.0	7.8	27.3	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	403	1787	550	346	1787		490	1460		288	1162	356
V/C Ratio(X)	1.02	1.03	0.38	1.05	1.04		1.02	0.92		0.79	1.06	0.03
Avail Cap(c_a), veh/h	403	1787	550	346	1787		490	1460		288	1162	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	39.0	12.5	54.0	39.0	0.0	51.5	41.6	0.0	54.0	46.3	36.1
Incr Delay (d2), s/veh	49.8	30.5	2.0	63.1	32.8	0.0	46.2	10.2	0.0	12.9	42.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	21.6	4.3	8.1	22.0	0.0	10.2	13.4	0.0	3.8	15.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.8	69.5	14.5	117.1	71.8	0.0	97.7	51.8	0.0	66.9	88.7	36.1
LnGrp LOS	F	F	B	F	F		F	D		E	F	D
Approach Vol, veh/h		2467			2224	A		1847	A		1465	
Approach Delay, s/veh		70.4			79.2			64.2			84.9	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	48.0	21.0	33.0	18.0	48.0	14.0	40.0
Change Period (Y+Rc), s	6.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	12.0	42.0	17.0	27.3	14.0	42.0	10.0	34.3
Max Q Clear Time (g_c+I1), s	14.0	44.0	19.0	29.3	16.0	44.0	9.8	32.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	74.0
HCM 6th LOS	E

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



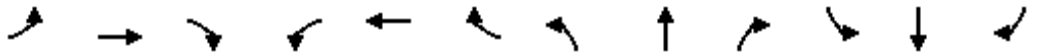
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1629	115	348	1419	4	52	4	425	8	2	15
Future Volume (veh/h)	44	1629	115	348	1419	4	52	4	425	8	2	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2106	2106	2106	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	1715	118	366	1494	4	55	4	387	8	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	1882	128	383	2468	7	168	12	500	13	3	14
Arrive On Green	0.03	0.50	0.50	0.43	1.00	1.00	0.10	0.10	0.10	0.01	0.01	0.00
Sat Flow, veh/h	2006	3801	259	1781	3636	10	1666	121	1585	1439	360	1585
Grp Volume(v), veh/h	46	895	938	366	730	768	59	0	387	10	0	0
Grp Sat Flow(s),veh/h/ln	2006	2001	2059	1781	1777	1869	1787	0	1585	1798	0	1585
Q Serve(g_s), s	3.4	61.3	63.3	29.9	0.0	0.0	4.6	0.0	15.1	0.8	0.0	0.0
Cycle Q Clear(g_c), s	3.4	61.3	63.3	29.9	0.0	0.0	4.6	0.0	15.1	0.8	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.01	0.93		1.00	0.80		1.00
Lane Grp Cap(c), veh/h	62	990	1019	383	1206	1268	180	0	500	16	0	14
V/C Ratio(X)	0.74	0.90	0.92	0.96	0.61	0.61	0.33	0.00	0.77	0.61	0.00	0.00
Avail Cap(c_a), veh/h	120	991	1020	392	1206	1268	180	0	500	78	0	69
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	72.1	34.6	35.1	42.1	0.0	0.0	62.7	0.0	46.5	74.1	0.0	0.0
Incr Delay (d2), s/veh	6.2	11.6	13.1	25.2	1.4	1.4	0.4	0.0	6.8	13.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	31.9	34.2	13.3	0.5	0.5	2.1	0.0	13.8	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	46.2	48.2	67.3	1.4	1.4	63.1	0.0	53.3	87.0	0.0	0.0
LnGrp LOS	E	D	D	E	A	A	E	A	D	F	A	A
Approach Vol, veh/h		1879			1864			446			10	
Approach Delay, s/veh		48.0			14.3			54.6			87.0	
Approach LOS		D			B			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	36.2	80.0		7.1	8.7	107.5		20.8				
Change Period (Y+Rc), s	4.0	5.7		5.7	4.0	* 5.7		5.7				
Max Green Setting (Gmax), s	33.0	74.3		6.5	9.0	* 1E2		15.1				
Max Q Clear Time (g_c+I1), s	31.9	65.3		2.8	5.4	2.0		17.1				
Green Ext Time (p_c), s	0.4	8.9		0.0	0.1	96.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		33.8
HCM 6th LOS		C

Notes

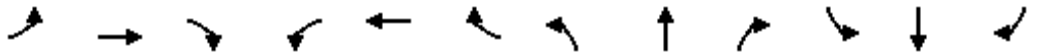
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1553	400	121	1685	0	81	0	32	0	5	0
Future Volume (veh/h)	0	1553	400	121	1685	0	81	0	32	0	5	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	0	1870	0	1870	0
Adj Flow Rate, veh/h	0	1635	405	127	1774	0	85	0	0	0	5	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0	2	0	2	0	2	0
Cap, veh/h	0	1734	412	131	2518	0	95	0	0	0	9	0
Arrive On Green	0.00	0.61	0.61	0.07	0.71	0.00	0.05	0.00	0.00	0.00	0.01	0.00
Sat Flow, veh/h	0	2942	677	1781	3647	0	1781	85		0	1870	0
Grp Volume(v), veh/h	0	994	1046	127	1774	0	85	128.8		0	5	0
Grp Sat Flow(s),veh/h/ln	0	1777	1749	1781	1777	0	1781	F		0	1870	0
Q Serve(g_s), s	0.0	74.5	87.4	10.7	43.6	0.0	7.1			0.0	0.4	0.0
Cycle Q Clear(g_c), s	0.0	74.5	87.4	10.7	43.6	0.0	7.1			0.0	0.4	0.0
Prop In Lane	0.00		0.39	1.00		0.00	1.00			0.00		0.00
Lane Grp Cap(c), veh/h	0	1082	1064	131	2518	0	95			0	9	0
V/C Ratio(X)	0.00	0.92	0.98	0.97	0.70	0.00	0.89			0.00	0.53	0.00
Avail Cap(c_a), veh/h	0	1082	1064	131	2518	0	95			0	287	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	0.39	0.39	1.00	1.00	0.00	1.00			0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	26.1	28.6	69.3	12.7	0.0	70.6			0.0	74.4	0.0
Incr Delay (d2), s/veh	0.0	5.7	13.5	69.6	1.7	0.0	58.2			0.0	30.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	30.9	37.8	7.3	16.2	0.0	4.8			0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.8	42.1	139.0	14.4	0.0	128.8			0.0	105.1	0.0
LnGrp LOS	A	C	D	F	B	A	F			A	F	A
Approach Vol, veh/h		2040			1901						5	
Approach Delay, s/veh		37.0			22.7						105.1	
Approach LOS		D			C						F	

Timer - Assigned Phs	1	2	3	4		6
Phs Duration (G+Y+Rc), s	15.0	97.0	12.0	3.8		112.0
Change Period (Y+Rc), s	4.0	5.7	4.0	3.0		5.7
Max Green Setting (Gmax), s	11.0	91.3	8.0	23.0		106.3
Max Q Clear Time (g_c+I1), s	12.7	89.4	9.1	2.4		45.6
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0		28.5

Intersection Summary	
HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	771	572	513	909	65	590	1258	248	204	1499	238
Future Volume (veh/h)	360	771	572	513	909	65	590	1258	248	204	1499	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	379	812	0	540	957	64	621	1324	176	215	1578	152
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	822		530	977	65	599	1490	653	230	1654	504
Arrive On Green	0.11	0.23	0.00	0.15	0.29	0.29	0.06	0.14	0.14	0.07	0.32	0.32
Sat Flow, veh/h	3456	3554	1585	3456	3376	226	3456	3554	1558	3456	5106	1555
Grp Volume(v), veh/h	379	812	0	540	504	517	621	1324	176	215	1578	152
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1824	1728	1777	1558	1728	1702	1555
Q Serve(g_s), s	16.0	34.1	0.0	23.0	42.2	42.2	26.0	54.9	15.2	9.3	45.4	11.0
Cycle Q Clear(g_c), s	16.0	34.1	0.0	23.0	42.2	42.2	26.0	54.9	15.2	9.3	45.4	11.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	822		530	514	528	599	1490	653	230	1654	504
V/C Ratio(X)	1.03	0.99		1.02	0.98	0.98	1.04	0.89	0.27	0.93	0.95	0.30
Avail Cap(c_a), veh/h	369	822		530	514	528	599	1490	653	230	1654	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.69	0.69	0.69	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.0	57.4	0.0	63.5	52.9	52.9	70.7	61.2	44.1	69.7	49.6	38.0
Incr Delay (d2), s/veh	54.3	28.3	0.0	44.0	34.5	34.0	40.4	5.9	0.7	40.7	13.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	18.3	0.0	13.2	23.4	23.9	15.5	27.5	6.5	5.4	20.9	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.3	85.7	0.0	107.5	87.3	86.8	111.2	67.1	44.8	110.4	62.6	38.5
LnGrp LOS	F	F		F	F	F	F	E	D	F	E	D
Approach Vol, veh/h		1191	A		1561			2121			1945	
Approach Delay, s/veh		97.0			94.1			78.2			66.0	
Approach LOS		F			F			E			E	

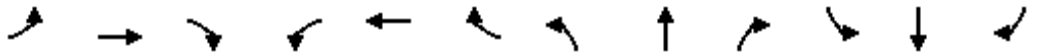
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.3	40.4	30.0	53.9	20.0	48.7	15.3	68.6
Change Period (Y+Rc), s	5.3	* 5.7	4.0	5.3	4.0	5.3	5.3	* 5.7
Max Green Setting (Gmax), s	23.0	* 35	26.0	47.3	16.0	42.1	10.0	* 63
Max Q Clear Time (g_c+I1), s	25.0	36.1	28.0	47.4	18.0	44.2	11.3	56.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3

Intersection Summary	
HCM 6th Ctrl Delay	81.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



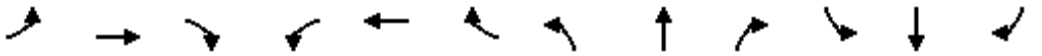
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	1042	10	162	1300	15	18	19	41	30	237	241
Future Volume (veh/h)	89	1042	10	162	1300	15	18	19	41	30	237	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	1097	11	171	1368	16	19	20	0	32	249	156
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	1498	15	194	1624	19	34	36	61	35	273	262
Arrive On Green	0.06	0.42	0.42	0.11	0.45	0.45	0.04	0.04	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1781	3604	36	1781	3597	42	890	936	1585	212	1648	1585
Grp Volume(v), veh/h	94	541	567	171	675	709	39	0	0	281	0	156
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1863	1826	0	1585	1860	0	1585
Q Serve(g_s), s	7.8	38.4	38.4	14.2	50.5	50.5	3.1	0.0	0.0	22.3	0.0	13.7
Cycle Q Clear(g_c), s	7.8	38.4	38.4	14.2	50.5	50.5	3.1	0.0	0.0	22.3	0.0	13.7
Prop In Lane	1.00		0.02	1.00		0.02	0.49		1.00	0.11		1.00
Lane Grp Cap(c), veh/h	115	738	774	194	802	841	70	0	61	308	0	262
V/C Ratio(X)	0.82	0.73	0.73	0.88	0.84	0.84	0.56	0.00	0.00	0.91	0.00	0.59
Avail Cap(c_a), veh/h	190	738	774	273	802	841	243	0	211	360	0	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.3	36.8	36.8	65.9	36.4	36.4	70.9	0.0	0.0	61.5	0.0	57.9
Incr Delay (d2), s/veh	5.3	4.4	4.2	16.4	10.4	10.1	2.5	0.0	0.0	23.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	17.3	18.1	7.3	23.6	24.7	1.5	0.0	0.0	12.6	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.6	41.3	41.1	82.2	46.9	46.5	73.4	0.0	0.0	84.6	0.0	58.9
LnGrp LOS	E	D	D	F	D	D	E	A	A	F	A	E
Approach Vol, veh/h		1202			1555			39			437	
Approach Delay, s/veh		43.8			50.6			73.4			75.4	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.4	67.6		28.8	15.0	73.0		9.8				
Change Period (Y+Rc), s	4.0	5.3		4.0	5.3	* 5.3		4.0				
Max Green Setting (Gmax), s	23.0	60.7		29.0	16.0	* 68		20.0				
Max Q Clear Time (g_c+I1), s	16.2	40.4		24.3	9.8	52.5		5.1				
Green Ext Time (p_c), s	0.2	9.5		0.5	0.1	10.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		51.7
HCM 6th LOS		D

Notes

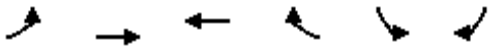
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1054	0	7	1522	14	10	0	5	19	0	27
Future Volume (veh/h)	29	1054	0	7	1522	14	10	0	5	19	0	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	1109	0	7	1602	15	11	0	5	20	0	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	2130	0	10	2103	20	192	0	14	258	0	66
Arrive On Green	0.02	0.60	0.00	0.01	0.58	0.58	0.04	0.00	0.04	0.04	0.00	0.04
Sat Flow, veh/h	1781	3647	0	1781	3607	34	733	0	333	1603	0	1585
Grp Volume(v), veh/h	31	1109	0	7	789	828	16	0	0	20	0	28
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1864	1066	0	0	1603	0	1585
Q Serve(g_s), s	0.7	6.8	0.0	0.1	12.5	12.6	0.4	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	0.7	6.8	0.0	0.1	12.5	12.6	0.8	0.0	0.0	0.4	0.0	0.6
Prop In Lane	1.00		0.00	1.00		0.02	0.69		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	39	2130	0	10	1036	1087	206	0	0	258	0	66
V/C Ratio(X)	0.79	0.52	0.00	0.70	0.76	0.76	0.08	0.00	0.00	0.08	0.00	0.42
Avail Cap(c_a), veh/h	378	2141	0	378	1071	1123	948	0	0	986	0	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	4.4	0.0	18.7	5.9	5.9	17.9	0.0	0.0	17.5	0.0	17.6
Incr Delay (d2), s/veh	12.2	0.3	0.0	27.7	3.3	3.1	0.1	0.0	0.0	0.1	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.8	0.0	0.1	2.4	2.5	0.1	0.0	0.0	0.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	4.6	0.0	46.4	9.1	9.0	18.0	0.0	0.0	17.6	0.0	20.7
LnGrp LOS	C	A	A	D	A	A	B	A	A	B	A	C
Approach Vol, veh/h		1140			1624			16			48	
Approach Delay, s/veh		5.4			9.2			18.0			19.4	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	27.3		5.6	4.2	27.9		5.6				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	22.7		21.0	8.0	22.7		21.0				
Max Q Clear Time (g_c+I1), s	2.7	14.6		2.8	2.1	8.8		2.6				
Green Ext Time (p_c), s	0.0	7.4		0.0	0.0	9.7		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			7.9									
HCM 6th LOS			A									



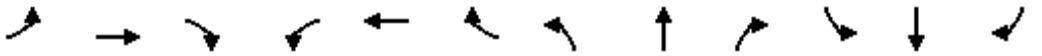
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	616	481	695	215	749	742
Future Volume (veh/h)	616	481	695	215	749	742
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	648	506	732	189	788	760
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1050	551	806	208	932	895
Arrive On Green	0.29	0.29	0.29	0.29	0.27	0.27
Sat Flow, veh/h	3563	1870	2889	722	3456	1585
Grp Volume(v), veh/h	648	506	465	456	788	760
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1740	1728	1585
Q Serve(g_s), s	12.8	21.3	20.6	20.6	17.6	22.0
Cycle Q Clear(g_c), s	12.8	21.3	20.6	20.6	17.6	22.0
Prop In Lane	1.00			0.41	1.00	1.00
Lane Grp Cap(c), veh/h	1050	551	512	502	932	895
V/C Ratio(X)	0.62	0.92	0.91	0.91	0.85	0.85
Avail Cap(c_a), veh/h	1092	573	567	555	932	895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	27.8	28.0	28.0	28.2	12.5
Incr Delay (d2), s/veh	0.7	18.9	16.6	16.9	6.9	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	11.7	10.4	10.2	7.6	16.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.5	46.8	44.6	44.9	35.0	19.9
LnGrp LOS	C	D	D	D	D	B
Approach Vol, veh/h		1154	921		1548	
Approach Delay, s/veh		34.8	44.7		27.6	
Approach LOS		C	D		C	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	27.5				28.0	26.0
Change Period (Y+Rc), s	4.0				4.0	4.0
Max Green Setting (Gmax), s	26.0				25.0	22.0
Max Q Clear Time (g_c+I1), s	22.6				23.3	24.0
Green Ext Time (p_c), s	0.9				0.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	766	171	42	665	12	53	9	9	21	14	344
Future Volume (veh/h)	61	766	171	42	665	12	53	9	9	21	14	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	806	180	44	700	13	56	9	9	22	15	362
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	1054	235	101	1241	23	365	59	39	359	213	437
Arrive On Green	0.07	0.37	0.37	0.06	0.35	0.35	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	2887	645	1781	3569	66	801	214	141	827	773	1585
Grp Volume(v), veh/h	64	496	490	44	348	365	74	0	0	37	0	362
Grp Sat Flow(s),veh/h/ln	1781	1777	1754	1781	1777	1858	1156	0	0	1600	0	1585
Q Serve(g_s), s	1.5	10.8	10.8	1.1	7.0	7.0	1.2	0.0	0.0	0.0	0.0	9.4
Cycle Q Clear(g_c), s	1.5	10.8	10.8	1.1	7.0	7.0	1.8	0.0	0.0	0.6	0.0	9.4
Prop In Lane	1.00		0.37	1.00		0.04	0.76		0.12	0.59		1.00
Lane Grp Cap(c), veh/h	132	649	640	101	618	646	463	0	0	572	0	437
V/C Ratio(X)	0.49	0.76	0.76	0.44	0.56	0.56	0.16	0.00	0.00	0.06	0.00	0.83
Avail Cap(c_a), veh/h	324	756	746	324	756	790	663	0	0	850	0	721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	12.3	12.3	20.1	11.6	11.6	12.1	0.0	0.0	11.8	0.0	14.9
Incr Delay (d2), s/veh	1.0	4.7	4.8	1.1	1.3	1.2	0.1	0.0	0.0	0.0	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.9	3.9	0.4	2.2	2.3	0.5	0.0	0.0	0.2	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	17.0	17.1	21.2	12.9	12.9	12.2	0.0	0.0	11.8	0.0	16.6
LnGrp LOS	C	B	B	C	B	B	B	A	A	B	A	B
Approach Vol, veh/h		1050			757			74			399	
Approach Delay, s/veh		17.3			13.4			12.2			16.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	21.4		16.1	7.3	20.6		16.1				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	18.7		20.0	8.0	18.7		20.0				
Max Q Clear Time (g_c+I1), s	3.1	12.8		3.8	3.5	9.0		11.4				
Green Ext Time (p_c), s	0.0	3.2		0.2	0.0	3.3		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		15.6	
HCM 6th LOS		B	

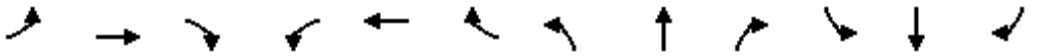
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	522	380	312	339	347	555
Future Volume (veh/h)	522	380	312	339	347	555
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	474	480	328	357	365	584
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	582	527	467	914	407	1004
Arrive On Green	0.33	0.33	0.25	0.25	0.23	0.54
Sat Flow, veh/h	1781	1610	1870	1585	1781	1870
Grp Volume(v), veh/h	474	480	328	357	365	584
Grp Sat Flow(s),veh/h/ln	1781	1610	1870	1585	1781	1870
Q Serve(g_s), s	16.7	19.5	10.9	8.4	13.6	14.4
Cycle Q Clear(g_c), s	16.7	19.5	10.9	8.4	13.6	14.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	582	527	467	914	407	1004
V/C Ratio(X)	0.81	0.91	0.70	0.39	0.90	0.58
Avail Cap(c_a), veh/h	626	566	731	1138	417	1279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	22.0	23.3	7.9	25.6	10.6
Incr Delay (d2), s/veh	6.9	17.6	3.0	0.4	20.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	9.0	4.8	5.2	7.5	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.0	39.6	26.4	8.3	46.0	11.5
LnGrp LOS	C	D	C	A	D	B
Approach Vol, veh/h	954		685			949
Approach Delay, s/veh	33.8		17.0			24.8
Approach LOS	C		B			C

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		42.0			19.6	22.3	26.3
Change Period (Y+Rc), s		5.3			4.0	5.3	4.0
Max Green Setting (Gmax), s		46.7			16.0	26.7	24.0
Max Q Clear Time (g_c+I1), s		16.4			15.6	12.9	21.5
Green Ext Time (p_c), s		4.7			0.0	4.2	0.8

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Notes

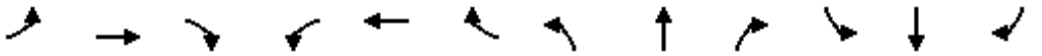
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	8	35	75	10	64	92	677	150	96	752	63
Future Volume (veh/h)	23	8	35	75	10	64	92	677	150	96	752	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	8	37	79	11	67	97	713	158	101	792	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	75	63	107	143	121	123	1486	461	128	1501	466
Arrive On Green	0.02	0.04	0.04	0.06	0.08	0.08	0.07	0.29	0.29	0.07	0.29	0.29
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	24	8	37	79	11	67	97	713	158	101	792	66
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.5	0.2	0.9	1.6	0.2	1.5	2.0	4.3	2.9	2.1	4.8	1.1
Cycle Q Clear(g_c), s	0.5	0.2	0.9	1.6	0.2	1.5	2.0	4.3	2.9	2.1	4.8	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	75	63	107	143	121	123	1486	461	128	1501	466
V/C Ratio(X)	0.57	0.11	0.58	0.74	0.08	0.55	0.79	0.48	0.34	0.79	0.53	0.14
Avail Cap(c_a), veh/h	383	1608	1362	718	1959	1661	335	2606	809	335	2606	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	17.2	17.6	17.2	16.0	16.6	17.1	10.9	10.4	17.0	11.0	9.7
Incr Delay (d2), s/veh	11.6	0.6	8.2	9.6	0.2	3.9	10.8	0.2	0.4	10.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.4	0.8	0.1	0.6	1.0	1.1	0.8	1.0	1.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	17.9	25.8	26.8	16.2	20.5	27.9	11.1	10.8	27.3	11.3	9.8
LnGrp LOS	C	B	C	C	B	C	C	B	B	C	B	A
Approach Vol, veh/h		69			157			968			959	
Approach Delay, s/veh		26.2			23.3			12.7			12.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	15.8	7.2	6.5	7.6	15.9	5.9	7.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	19.0	15.0	32.0	7.0	19.0	8.0	39.0
Max Q Clear Time (g_c+I1), s	4.1	6.3	3.6	2.9	4.0	6.8	2.5	3.5
Green Ext Time (p_c), s	0.1	4.1	0.1	0.1	0.0	4.1	0.0	0.2

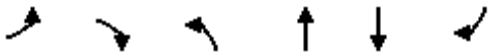
Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	3	43	0	5	61	115	1090	0	48	861	51
Future Volume (veh/h)	20	3	43	0	5	61	115	1090	0	48	861	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	3	45	0	5	64	121	1147	0	51	906	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	367	311	4	99	84	158	2011	624	77	1779	552
Arrive On Green	0.02	0.20	0.20	0.00	0.05	0.05	0.09	0.39	0.00	0.04	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	21	3	45	0	5	64	121	1147	0	51	906	54
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.5	0.1	1.0	0.0	0.1	1.6	2.7	7.2	0.0	1.2	5.7	0.9
Cycle Q Clear(g_c), s	0.5	0.1	1.0	0.0	0.1	1.6	2.7	7.2	0.0	1.2	5.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	37	367	311	4	99	84	158	2011	624	77	1779	552
V/C Ratio(X)	0.57	0.01	0.14	0.00	0.05	0.76	0.77	0.57	0.00	0.67	0.51	0.10
Avail Cap(c_a), veh/h	479	1464	1241	479	1464	1241	479	3247	1008	479	3247	1008
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	13.2	13.6	0.0	18.4	19.1	18.2	9.7	0.0	19.3	10.6	9.0
Incr Delay (d2), s/veh	13.0	0.0	0.2	0.0	0.2	13.0	7.6	0.3	0.0	9.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	0.0	0.0	0.8	1.2	1.7	0.0	0.6	1.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	13.2	13.8	0.0	18.6	32.1	25.8	9.9	0.0	28.8	10.8	9.1
LnGrp LOS	C	B	B	A	B	C	C	A	A	C	B	A
Approach Vol, veh/h		69			69			1268			1011	
Approach Delay, s/veh		19.6			31.1			11.5			11.6	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	21.1	0.0	13.0	8.6	19.2	5.8	7.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	26.0	11.0	32.0	11.0	26.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	3.2	9.2	0.0	3.0	4.7	7.7	2.5	3.6
Green Ext Time (p_c), s	0.0	6.9	0.0	0.1	0.1	5.7	0.0	0.2

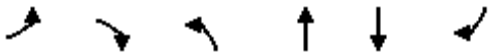
Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	78	46	89	1033	1232	191
Future Volume (veh/h)	78	46	89	1033	1232	191
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	48	94	1087	1297	201
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	153	136	126	3383	2379	737
Arrive On Green	0.09	0.09	0.07	0.66	0.47	0.47
Sat Flow, veh/h	1781	1585	1781	5274	5274	1582
Grp Volume(v), veh/h	82	48	94	1087	1297	201
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1702	1702	1582
Q Serve(g_s), s	1.4	0.9	1.6	2.9	5.8	2.5
Cycle Q Clear(g_c), s	1.4	0.9	1.6	2.9	5.8	2.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	153	136	126	3383	2379	737
V/C Ratio(X)	0.54	0.35	0.74	0.32	0.55	0.27
Avail Cap(c_a), veh/h	1120	997	448	5138	3211	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	13.7	14.5	2.3	6.1	5.2
Incr Delay (d2), s/veh	2.9	1.5	8.3	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.8	0.0	0.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.8	15.2	22.8	2.4	6.3	5.4
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	130			1181	1498	
Approach Delay, s/veh	16.2			4.0	6.2	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		25.1		6.7	6.3	18.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		32.0		20.0	8.0	20.0
Max Q Clear Time (g_c+I1), s		4.9		3.4	3.6	7.8
Green Ext Time (p_c), s		7.9		0.3	0.1	7.0

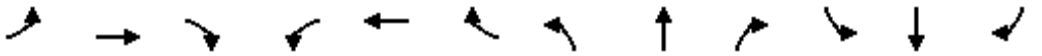
Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	21	42	1104	1223	56
Future Volume (veh/h)	18	21	42	1104	1223	56
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	22	44	1162	1287	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	69	61	73	3515	2609	808
Arrive On Green	0.04	0.04	0.04	0.69	0.51	0.51
Sat Flow, veh/h	1781	1585	1781	5274	5274	1582
Grp Volume(v), veh/h	19	22	44	1162	1287	59
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1702	1702	1582
Q Serve(g_s), s	0.3	0.4	0.7	2.7	4.8	0.6
Cycle Q Clear(g_c), s	0.3	0.4	0.7	2.7	4.8	0.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	69	61	73	3515	2609	808
V/C Ratio(X)	0.28	0.36	0.60	0.33	0.49	0.07
Avail Cap(c_a), veh/h	1215	1081	486	5572	4179	1295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	13.7	13.8	1.8	4.7	3.6
Incr Delay (d2), s/veh	2.1	3.5	7.7	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.3	0.0	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.8	17.2	21.5	1.9	4.8	3.7
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	41			1206	1346	
Approach Delay, s/veh	16.6			2.6	4.8	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		24.2		5.1	5.2	19.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		32.0		20.0	8.0	24.0
Max Q Clear Time (g_c+I1), s		4.7		2.4	2.7	6.8
Green Ext Time (p_c), s		8.6		0.1	0.0	8.1

Intersection Summary	
HCM 6th Ctrl Delay	4.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	0	42	13	0	4	98	1055	31	13	1381	84
Future Volume (veh/h)	26	0	42	13	0	4	98	1055	31	13	1381	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	0	44	14	0	4	103	1111	33	14	1454	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	0	68	38	0	11	132	2705	838	25	2399	743
Arrive On Green	0.07	0.00	0.07	0.03	0.00	0.03	0.07	0.53	0.53	0.01	0.47	0.47
Sat Flow, veh/h	626	0	1021	1346	0	385	1781	5106	1582	1781	5106	1582
Grp Volume(v), veh/h	71	0	0	18	0	0	103	1111	33	14	1454	88
Grp Sat Flow(s),veh/h/ln	1647	0	0	1731	0	0	1781	1702	1582	1781	1702	1582
Q Serve(g_s), s	1.9	0.0	0.0	0.5	0.0	0.0	2.5	5.8	0.4	0.3	9.3	1.4
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.5	0.0	0.0	2.5	5.8	0.4	0.3	9.3	1.4
Prop In Lane	0.38		0.62	0.78		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	0	0	49	0	0	132	2705	838	25	2399	743
V/C Ratio(X)	0.65	0.00	0.00	0.37	0.00	0.00	0.78	0.41	0.04	0.55	0.61	0.12
Avail Cap(c_a), veh/h	1414	0	0	1486	0	0	322	3345	1036	322	3345	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	0.0	21.1	0.0	0.0	20.1	6.3	5.0	21.7	8.7	6.6
Incr Delay (d2), s/veh	6.4	0.0	0.0	4.5	0.0	0.0	9.5	0.1	0.0	17.2	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.2	0.0	0.0	1.2	1.1	0.1	0.2	2.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	0.0	25.6	0.0	0.0	29.6	6.4	5.0	38.9	8.9	6.7
LnGrp LOS	C	A	A	C	A	A	C	A	A	D	A	A
Approach Vol, veh/h		71			18			1247			1556	
Approach Delay, s/veh		26.6			25.6			8.2			9.1	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	27.5		6.9	7.3	24.8		5.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	29.0		38.0	8.0	29.0		38.0				
Max Q Clear Time (g_c+I1), s	2.3	7.8		3.9	4.5	11.3		2.5				
Green Ext Time (p_c), s	0.0	7.6		0.4	0.1	9.5		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

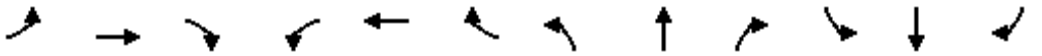
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	825	25	39	908	41	15
Future Volume (veh/h)	825	25	39	908	41	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	868	26	41	956	43	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1774	791	80	2257	187	167
Arrive On Green	0.50	0.50	0.04	0.64	0.11	0.11
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	868	26	41	956	43	16
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	7.1	0.4	1.0	5.9	1.0	0.4
Cycle Q Clear(g_c), s	7.1	0.4	1.0	5.9	1.0	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1774	791	80	2257	187	167
V/C Ratio(X)	0.49	0.03	0.51	0.42	0.23	0.10
Avail Cap(c_a), veh/h	1992	888	325	2858	812	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.3	5.6	20.5	4.0	18.0	17.8
Incr Delay (d2), s/veh	0.4	0.0	1.9	0.2	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.4	0.8	0.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.6	5.6	22.4	4.2	18.2	17.8
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	894			997	59	
Approach Delay, s/veh	7.6			5.0	18.1	
Approach LOS	A			A	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.0	27.6				33.6	10.3
Change Period (Y+Rc), s	4.0	5.7				* 5.7	5.7
Max Green Setting (Gmax), s	8.0	24.6				* 35	20.0
Max Q Clear Time (g_c+I1), s	3.0	9.1				7.9	3.0
Green Ext Time (p_c), s	0.0	11.8				20.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

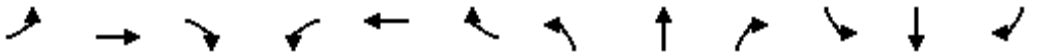
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	22	28	21	12	34	56	722	53	67	872	137
Future Volume (veh/h)	46	22	28	21	12	34	56	722	53	67	872	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	23	29	22	13	36	59	760	56	71	918	144
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	118	100	39	80	68	88	1572	488	100	1608	499
Arrive On Green	0.04	0.06	0.06	0.02	0.04	0.04	0.05	0.31	0.31	0.06	0.31	0.31
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	48	23	29	22	13	36	59	760	56	71	918	144
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.0	0.4	0.6	0.4	0.2	0.8	1.2	4.4	0.9	1.4	5.5	2.5
Cycle Q Clear(g_c), s	1.0	0.4	0.6	0.4	0.2	0.8	1.2	4.4	0.9	1.4	5.5	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	118	100	39	80	68	88	1572	488	100	1608	499
V/C Ratio(X)	0.64	0.19	0.29	0.56	0.16	0.53	0.67	0.48	0.11	0.71	0.57	0.29
Avail Cap(c_a), veh/h	441	1648	1396	343	1493	1265	343	2530	785	343	2249	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	16.1	16.2	17.6	16.8	17.0	17.0	10.2	9.0	16.8	10.4	9.4
Incr Delay (d2), s/veh	8.6	0.8	1.6	12.1	0.9	6.2	8.5	0.2	0.1	8.8	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.2	0.3	0.1	0.4	0.6	1.0	0.3	0.7	1.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	16.9	17.8	29.7	17.7	23.3	25.5	10.5	9.1	25.6	10.7	9.7
LnGrp LOS	C	B	B	C	B	C	C	B	A	C	B	A
Approach Vol, veh/h		100			71			875			1133	
Approach Delay, s/veh		21.4			24.2			11.4			11.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	16.2	5.8	7.3	6.8	16.4	6.5	6.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	18.0	7.0	32.0	7.0	16.0	9.0	29.0
Max Q Clear Time (g_c+I1), s	3.4	6.4	2.4	2.6	3.2	7.5	3.0	2.8
Green Ext Time (p_c), s	0.0	3.8	0.0	0.2	0.0	4.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	55	43	134	91	0	92	806	233	1	831	87
Future Volume (veh/h)	25	55	43	134	91	0	92	806	233	1	831	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	58	45	141	96	0	97	848	245	1	875	92
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	126	107	188	277	235	124	2085	647	4	1736	539
Arrive On Green	0.03	0.07	0.07	0.11	0.15	0.00	0.07	0.41	0.41	0.00	0.34	0.34
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	26	58	45	141	96	0	97	848	245	1	875	92
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.6	1.2	1.1	3.1	1.9	0.0	2.2	4.8	4.4	0.0	5.6	1.7
Cycle Q Clear(g_c), s	0.6	1.2	1.1	3.1	1.9	0.0	2.2	4.8	4.4	0.0	5.6	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	126	107	188	277	235	124	2085	647	4	1736	539
V/C Ratio(X)	0.58	0.46	0.42	0.75	0.35	0.00	0.78	0.41	0.38	0.23	0.50	0.17
Avail Cap(c_a), veh/h	481	1515	1284	787	1836	1556	350	2131	661	350	2131	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	18.3	18.2	17.7	15.6	0.0	18.7	8.6	8.4	20.3	10.7	9.4
Incr Delay (d2), s/veh	11.5	2.6	2.6	5.9	0.7	0.0	10.3	0.4	1.0	24.6	0.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.4	1.4	0.7	0.0	1.1	1.1	1.2	0.0	1.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	20.9	20.8	23.6	16.3	0.0	29.0	8.9	9.4	44.9	11.3	9.8
LnGrp LOS	C	C	C	C	B	A	C	A	A	D	B	A
Approach Vol, veh/h		129			237			1190			968	
Approach Delay, s/veh		22.9			20.6			10.7			11.2	
Approach LOS		C			C			B			B	

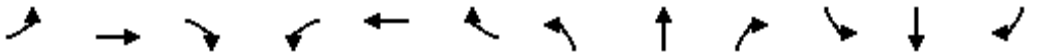
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.0	21.6	8.3	6.8	6.8	18.9	5.0	10.0
Change Period (Y+Rc), s	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	17.0	18.0	33.0	8.0	17.0	11.0	40.0
Max Q Clear Time (g_c+I1), s	2.0	6.8	5.1	3.2	4.2	7.6	2.6	3.9
Green Ext Time (p_c), s	0.0	7.1	0.3	0.4	0.1	6.3	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	34	0	1125	75	0	1009
Future Volume (veh/h)	34	0	1125	75	0	1009
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	0	1184	79	0	1062
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	63	56	2766	859	8	2766
Arrive On Green	0.04	0.00	0.54	0.54	0.00	0.54
Sat Flow, veh/h	1781	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	36	0	1184	79	0	1062
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1781	1702
Q Serve(g_s), s	0.5	0.0	3.3	0.6	0.0	2.8
Cycle Q Clear(g_c), s	0.5	0.0	3.3	0.6	0.0	2.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	63	56	2766	859	8	2766
V/C Ratio(X)	0.57	0.00	0.43	0.09	0.00	0.38
Avail Cap(c_a), veh/h	2183	1943	4316	1340	828	7769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.2	0.0	3.2	2.6	0.0	3.1
Incr Delay (d2), s/veh	7.7	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.0	0.0	3.3	2.7	0.0	3.2
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h	36		1263			1062
Approach Delay, s/veh	19.0		3.3			3.2
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	0.0	17.8			17.8	5.8
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	20.0			36.0	29.0
Max Q Clear Time (g_c+I1), s	0.0	5.3			4.8	2.5
Green Ext Time (p_c), s	0.0	6.9			8.0	0.1

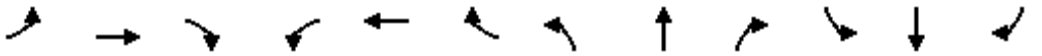
Intersection Summary	
HCM 6th Ctrl Delay	3.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	29	18	52	14	6	69	1197	198	9	1006	117
Future Volume (veh/h)	214	29	18	52	14	6	69	1197	198	9	1006	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	225	31	19	55	15	6	73	1260	208	9	1059	123
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	255	216	79	39	33	96	1790	556	17	1564	485
Arrive On Green	0.16	0.14	0.14	0.04	0.02	0.02	0.05	0.35	0.35	0.01	0.31	0.31
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	225	31	19	55	15	6	73	1260	208	9	1059	123
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	5.3	0.6	0.5	1.3	0.3	0.2	1.8	9.3	4.3	0.2	7.9	2.5
Cycle Q Clear(g_c), s	5.3	0.6	0.5	1.3	0.3	0.2	1.8	9.3	4.3	0.2	7.9	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	255	216	79	39	33	96	1790	556	17	1564	485
V/C Ratio(X)	0.79	0.12	0.09	0.69	0.39	0.18	0.76	0.70	0.37	0.53	0.68	0.25
Avail Cap(c_a), veh/h	450	1373	1164	654	1588	1346	450	1875	582	450	1875	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	16.5	16.4	20.5	21.1	21.0	20.3	12.2	10.6	21.5	13.2	11.4
Incr Delay (d2), s/veh	4.8	0.2	0.2	10.2	6.3	2.7	11.6	1.2	0.4	23.7	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.3	0.2	0.7	0.2	0.1	0.9	2.6	1.3	0.2	2.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	16.7	16.6	30.8	27.4	23.6	32.0	13.4	11.0	45.2	14.0	11.6
LnGrp LOS	C	B	B	C	C	C	C	B	B	D	B	B
Approach Vol, veh/h		275			76			1541			1191	
Approach Delay, s/veh		21.4			29.5			13.9			14.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	20.3	6.9	10.9	7.3	18.3	12.0	5.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	16.0	32.0	11.0	16.0	11.0	37.0
Max Q Clear Time (g_c+I1), s	2.2	11.3	3.3	2.6	3.8	9.9	7.3	2.3
Green Ext Time (p_c), s	0.0	3.3	0.1	0.1	0.1	3.4	0.2	0.0

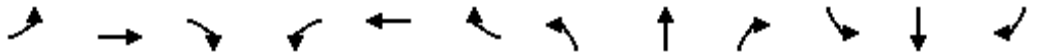
Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	33	5	9	4	33	5	500	38	100	1348	72
Future Volume (veh/h)	28	33	5	9	4	33	5	500	38	100	1348	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	35	5	9	4	35	5	526	40	105	1419	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	196	165	21	156	131	22	1726	768	137	1956	871
Arrive On Green	0.03	0.10	0.10	0.01	0.08	0.08	0.01	0.49	0.49	0.08	0.55	0.55
Sat Flow, veh/h	1781	1870	1576	1781	1870	1576	1781	3554	1582	1781	3554	1582
Grp Volume(v), veh/h	29	35	5	9	4	35	5	526	40	105	1419	76
Grp Sat Flow(s),veh/h/ln	1781	1870	1576	1781	1870	1576	1781	1777	1582	1781	1777	1582
Q Serve(g_s), s	0.8	0.9	0.1	0.3	0.1	1.0	0.1	4.5	0.7	2.9	14.9	1.1
Cycle Q Clear(g_c), s	0.8	0.9	0.1	0.3	0.1	1.0	0.1	4.5	0.7	2.9	14.9	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	196	165	21	156	131	22	1726	768	137	1956	871
V/C Ratio(X)	0.49	0.18	0.03	0.43	0.03	0.27	0.23	0.30	0.05	0.77	0.73	0.09
Avail Cap(c_a), veh/h	286	976	822	286	976	822	322	2853	1270	286	2710	1207
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	20.4	20.0	24.5	21.0	21.4	24.4	7.7	6.8	22.6	8.4	5.3
Incr Delay (d2), s/veh	6.2	0.4	0.1	13.3	0.1	1.1	5.4	0.1	0.0	8.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.0	0.2	0.0	0.4	0.1	1.1	0.2	1.4	3.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	20.8	20.1	37.8	21.0	22.5	29.8	7.8	6.8	31.2	9.0	5.3
LnGrp LOS	C	C	C	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		69			48			571			1600	
Approach Delay, s/veh		24.5			25.2			8.0			10.3	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	28.2	4.6	9.2	4.6	31.4	5.7	8.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	40.0	8.0	26.0	9.0	38.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	4.9	6.5	2.3	2.9	2.1	16.9	2.8	3.0
Green Ext Time (p_c), s	0.1	3.6	0.0	0.1	0.0	10.5	0.0	0.1

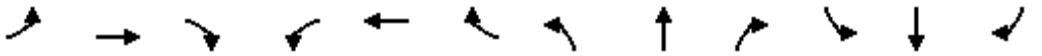
Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	774	5	5	1569	198	5	5	5	81	5	32
Future Volume (veh/h)	81	774	5	5	1569	198	5	5	5	81	5	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	85	815	5	5	1652	208	5	5	5	85	5	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	2117	944	414	1753	782	181	130	110	149	367	311
Arrive On Green	0.07	0.66	0.66	0.55	0.55	0.55	0.08	0.08	0.08	0.09	0.22	0.22
Sat Flow, veh/h	1603	3198	1427	600	3198	1427	1232	1683	1427	1603	1683	1427
Grp Volume(v), veh/h	85	815	5	5	1652	208	5	5	5	85	5	34
Grp Sat Flow(s),veh/h/ln	1603	1599	1427	600	1599	1427	1232	1683	1427	1603	1683	1427
Q Serve(g_s), s	4.4	9.6	0.1	0.3	40.2	6.4	0.3	0.2	0.3	4.2	0.2	1.6
Cycle Q Clear(g_c), s	4.4	9.6	0.1	0.5	40.2	6.4	0.3	0.2	0.3	4.2	0.2	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	2117	944	414	1753	782	181	130	110	149	367	311
V/C Ratio(X)	0.81	0.38	0.01	0.01	0.94	0.27	0.03	0.04	0.05	0.57	0.01	0.11
Avail Cap(c_a), veh/h	154	2150	959	417	1766	788	249	222	188	173	485	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	6.4	4.8	8.6	17.6	10.0	35.6	35.6	35.6	36.2	25.5	26.1
Incr Delay (d2), s/veh	11.0	0.2	0.0	0.0	10.9	0.3	0.0	0.0	0.1	1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.4	0.0	0.0	14.5	1.9	0.1	0.1	0.1	1.7	0.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	6.6	4.8	8.7	28.5	10.3	35.6	35.6	35.7	37.5	25.5	26.1
LnGrp LOS	D	A	A	A	C	B	D	D	D	D	C	C
Approach Vol, veh/h		905			1865			15			124	
Approach Delay, s/veh		10.6			26.4			35.6			33.9	
Approach LOS		B			C			D			C	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		61.1		22.2	9.5	51.7	11.7	10.4				
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0	4.0	4.0				
Max Green Setting (Gmax), s		56.0		24.0	8.0	46.0	9.0	11.0				
Max Q Clear Time (g_c+I1), s		11.6		3.6	6.4	42.2	6.2	2.3				
Green Ext Time (p_c), s		8.7		0.1	0.0	3.4	0.0	0.0				

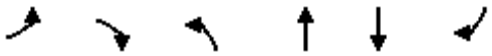
Intersection Summary												
HCM 6th Ctrl Delay			21.9									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	2	88	16	2	4	348	816	39	13	1449	91
Future Volume (veh/h)	41	2	88	16	2	4	348	816	39	13	1449	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	2	93	17	2	4	366	859	41	14	1525	96
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	6	123	30	3	29	398	2722	1214	374	1765	787
Arrive On Green	0.08	0.08	0.08	0.02	0.02	0.02	0.22	0.77	0.77	0.50	0.50	0.50
Sat Flow, veh/h	1706	79	1585	1602	188	1585	1781	3554	1585	619	3554	1585
Grp Volume(v), veh/h	45	0	93	19	0	4	366	859	41	14	1525	96
Grp Sat Flow(s),veh/h/ln	1785	0	1585	1790	0	1585	1781	1777	1585	619	1777	1585
Q Serve(g_s), s	2.6	0.0	6.3	1.1	0.0	0.3	21.8	8.1	0.7	1.3	41.1	3.5
Cycle Q Clear(g_c), s	2.6	0.0	6.3	1.1	0.0	0.3	21.8	8.1	0.7	1.3	41.1	3.5
Prop In Lane	0.96		1.00	0.89		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	0	123	33	0	29	398	2722	1214	374	1765	787
V/C Ratio(X)	0.32	0.00	0.76	0.58	0.00	0.14	0.92	0.32	0.03	0.04	0.86	0.12
Avail Cap(c_a), veh/h	312	0	277	263	0	233	459	3104	1384	419	2026	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0	49.2	53.0	0.0	52.5	41.3	3.9	3.1	14.1	24.1	14.7
Incr Delay (d2), s/veh	1.3	0.0	9.1	14.9	0.0	2.1	22.0	0.1	0.0	0.0	3.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.8	0.7	0.0	0.1	11.6	2.0	0.2	0.2	16.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	0.0	58.2	67.8	0.0	54.6	63.3	4.0	3.1	14.1	27.9	14.7
LnGrp LOS	D	A	E	E	A	D	E	A	A	B	C	B
Approach Vol, veh/h		138			23			1266			1635	
Approach Delay, s/veh		55.2			65.5			21.1			27.0	
Approach LOS		E			E			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		88.3		13.4	29.3	59.0		7.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		95.0		19.0	28.0	62.0		16.0				
Max Q Clear Time (g_c+I1), s		10.1		8.3	23.8	43.1		3.1				
Green Ext Time (p_c), s		6.7		0.3	0.5	10.9		0.0				

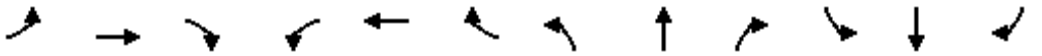
Intersection Summary												
HCM 6th Ctrl Delay			26.1									
HCM 6th LOS			C									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	87	121	164	1095	1331	153
Future Volume (veh/h)	87	121	164	1095	1331	153
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	127	173	1153	1401	161
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	271	241	219	2393	1707	762
Arrive On Green	0.15	0.15	0.12	0.67	0.48	0.48
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	92	127	173	1153	1401	161
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	2.6	4.2	5.4	9.0	19.4	3.4
Cycle Q Clear(g_c), s	2.6	4.2	5.4	9.0	19.4	3.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	271	241	219	2393	1707	762
V/C Ratio(X)	0.34	0.53	0.79	0.48	0.82	0.21
Avail Cap(c_a), veh/h	622	553	373	2790	1798	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	22.4	24.4	4.5	12.8	8.6
Incr Delay (d2), s/veh	0.3	0.7	2.4	0.3	3.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.1	1.5	6.2	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	23.1	26.8	4.8	16.2	8.9
LnGrp LOS	C	C	C	A	B	A
Approach Vol, veh/h	219			1326	1562	
Approach Delay, s/veh	22.6			7.7	15.5	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.6		12.7	11.1	33.5
Change Period (Y+Rc), s		6.0		4.0	4.0	6.0
Max Green Setting (Gmax), s		45.0		20.0	12.0	29.0
Max Q Clear Time (g_c+I1), s		11.0		6.2	7.4	21.4
Green Ext Time (p_c), s		13.4		0.4	0.1	6.2

Intersection Summary						
HCM 6th Ctrl Delay			12.6			
HCM 6th LOS			B			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	33	86	73	64	70	116	769	41	25	1199	202
Future Volume (veh/h)	126	33	86	73	64	70	116	769	41	25	1199	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	35	91	77	67	74	122	809	43	26	1262	213
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	218	185	206	217	184	172	1655	738	79	1471	656
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.10	0.47	0.47	0.04	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	133	35	91	77	67	74	122	809	43	26	1262	213
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.5	1.3	4.1	3.1	2.5	3.3	5.1	12.1	1.1	1.1	24.8	7.0
Cycle Q Clear(g_c), s	5.5	1.3	4.1	3.1	2.5	3.3	5.1	12.1	1.1	1.1	24.8	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	218	185	206	217	184	172	1655	738	79	1471	656
V/C Ratio(X)	0.64	0.16	0.49	0.37	0.31	0.40	0.71	0.49	0.06	0.33	0.86	0.32
Avail Cap(c_a), veh/h	463	486	412	463	486	412	278	1655	738	278	1534	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	30.6	31.8	31.4	31.2	31.5	33.7	14.2	11.3	35.6	20.5	15.3
Incr Delay (d2), s/veh	3.4	0.4	2.1	1.2	0.8	1.5	2.0	0.4	0.1	0.9	5.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.6	1.7	1.3	1.1	1.3	2.1	4.0	0.3	0.5	9.4	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	30.9	34.0	32.6	32.0	33.0	35.8	14.6	11.3	36.5	25.9	15.8
LnGrp LOS	D	C	C	C	C	C	D	B	B	D	C	B
Approach Vol, veh/h		259			218			974			1501	
Approach Delay, s/veh		34.5			32.6			17.1			24.7	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	41.8		13.8	11.4	37.8		13.9				
Change Period (Y+Rc), s	4.0	6.0		4.9	4.0	6.0		4.9				
Max Green Setting (Gmax), s	12.0	33.2		20.0	12.0	33.2		20.0				
Max Q Clear Time (g_c+I1), s	3.1	14.1		5.3	7.1	26.8		7.5				
Green Ext Time (p_c), s	0.0	6.9		0.7	0.1	5.0		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		23.6	
HCM 6th LOS		C	

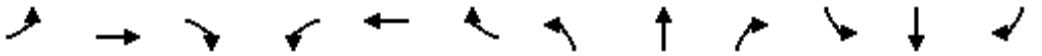
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	31	26	1380	61	37	1601
Future Volume (veh/h)	31	26	1380	61	37	1601
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	27	1453	64	39	1685
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	47	39	2398	744	65	3336
Arrive On Green	0.05	0.05	0.47	0.47	0.04	0.65
Sat Flow, veh/h	914	748	5274	1585	1781	5274
Grp Volume(v), veh/h	61	0	1453	64	39	1685
Grp Sat Flow(s),veh/h/ln	1690	0	1702	1585	1781	1702
Q Serve(g_s), s	1.2	0.0	7.2	0.8	0.7	5.8
Cycle Q Clear(g_c), s	1.2	0.0	7.2	0.8	0.7	5.8
Prop In Lane	0.54	0.44		1.00	1.00	
Lane Grp Cap(c), veh/h	87	0	2398	744	65	3336
V/C Ratio(X)	0.70	0.00	0.61	0.09	0.60	0.51
Avail Cap(c_a), veh/h	1446	0	3013	935	578	5424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	6.7	5.0	16.1	3.0
Incr Delay (d2), s/veh	9.7	0.0	0.2	0.0	8.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.0	0.1	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.5	0.0	6.9	5.0	24.8	3.2
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	61		1517			1724
Approach Delay, s/veh	25.5		6.8			3.6
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.2	20.9			27.1	6.7
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	20.0			36.0	29.0
Max Q Clear Time (g_c+I1), s	2.7	9.2			7.8	3.2
Green Ext Time (p_c), s	0.0	6.8			14.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A

Notes

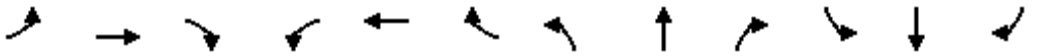
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	4	234	18	2	14	29	1288	46	34	1498	100
Future Volume (veh/h)	139	4	234	18	2	14	29	1288	46	34	1498	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	4	246	19	2	15	31	1356	48	36	1577	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	6	342	33	25	189	49	2241	694	55	2258	699
Arrive On Green	0.10	0.22	0.22	0.02	0.13	0.13	0.03	0.44	0.44	0.03	0.44	0.44
Sat Flow, veh/h	1781	25	1559	1781	189	1418	1781	5106	1581	1781	5106	1581
Grp Volume(v), veh/h	146	0	250	19	0	17	31	1356	48	36	1577	105
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1607	1781	1702	1581	1781	1702	1581
Q Serve(g_s), s	4.4	0.0	8.0	0.6	0.0	0.5	0.9	11.1	1.0	1.1	13.6	2.2
Cycle Q Clear(g_c), s	4.4	0.0	8.0	0.6	0.0	0.5	0.9	11.1	1.0	1.1	13.6	2.2
Prop In Lane	1.00		0.98	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	187	0	348	33	0	214	49	2241	694	55	2258	699
V/C Ratio(X)	0.78	0.00	0.72	0.58	0.00	0.08	0.63	0.61	0.07	0.66	0.70	0.15
Avail Cap(c_a), veh/h	261	0	898	261	0	911	261	2241	694	261	2258	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	0.0	19.8	26.6	0.0	20.8	26.3	11.7	8.9	26.2	12.3	9.1
Incr Delay (d2), s/veh	9.8	0.0	2.8	15.3	0.0	0.2	12.8	1.2	0.2	12.5	1.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	2.8	0.4	0.0	0.2	0.5	3.3	0.3	0.6	4.1	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	0.0	22.6	41.9	0.0	20.9	39.1	12.9	9.1	38.7	14.1	9.6
LnGrp LOS	C	A	C	D	A	C	D	B	A	D	B	A
Approach Vol, veh/h		396			36			1435			1718	
Approach Delay, s/veh		26.7			32.0			13.4			14.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	28.0	5.0	16.0	5.5	28.2	9.7	11.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	24.0	8.0	31.0	8.0	24.0	8.0	31.0
Max Q Clear Time (g_c+I1), s	3.1	13.1	2.6	10.0	2.9	15.6	6.4	2.5
Green Ext Time (p_c), s	0.0	6.4	0.0	1.4	0.0	5.9	0.1	0.0

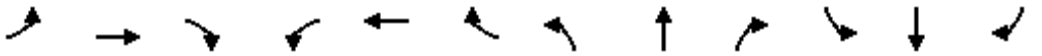
Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	5	64	53	5	17	146	245	123	51	625	158
Future Volume (veh/h)	33	5	64	53	5	17	146	245	123	51	625	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	5	67	56	5	18	154	258	129	54	658	166
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	15	110	94	8	91	201	1247	556	79	1004	448
Arrive On Green	0.07	0.07	0.07	0.06	0.06	0.06	0.11	0.35	0.35	0.04	0.28	0.28
Sat Flow, veh/h	1568	224	1585	1642	147	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	40	0	67	61	0	18	154	258	129	54	658	166
Grp Sat Flow(s),veh/h/ln	1792	0	1585	1788	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.9	0.0	1.7	1.4	0.0	0.5	3.5	2.1	2.4	1.2	6.8	3.5
Cycle Q Clear(g_c), s	0.9	0.0	1.7	1.4	0.0	0.5	3.5	2.1	2.4	1.2	6.8	3.5
Prop In Lane	0.87		1.00	0.92		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	0	110	103	0	91	201	1247	556	79	1004	448
V/C Ratio(X)	0.32	0.00	0.61	0.59	0.00	0.20	0.76	0.21	0.23	0.68	0.66	0.37
Avail Cap(c_a), veh/h	1113	0	985	1111	0	985	468	1444	644	468	1444	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	18.9	19.2	0.0	18.8	18.0	9.5	9.6	19.7	13.2	12.0
Incr Delay (d2), s/veh	1.5	0.0	5.4	5.4	0.0	1.0	5.9	0.1	0.2	9.8	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.7	0.6	0.0	0.2	1.5	0.6	0.6	0.6	2.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	0.0	24.3	24.6	0.0	19.9	24.0	9.6	9.8	29.5	14.0	12.5
LnGrp LOS	C	A	C	C	A	B	C	A	A	C	B	B
Approach Vol, veh/h		107			79			541			878	
Approach Delay, s/veh		22.7			23.5			13.7			14.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	19.7		7.9	9.7	16.8		7.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	11.0	17.0		26.0	11.0	17.0		26.0				
Max Q Clear Time (g_c+I1), s	3.2	4.4		3.7	5.5	8.8		3.4				
Green Ext Time (p_c), s	0.0	1.5		0.3	0.2	3.0		0.3				

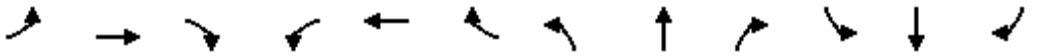
Intersection Summary			
HCM 6th Ctrl Delay		15.3	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	10	72	12	73	73	118	402	36	34	636	72
Future Volume (veh/h)	40	10	72	12	73	73	118	402	36	34	636	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	11	76	13	77	77	124	423	38	36	669	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	30	128	25	146	146	161	1254	559	57	1048	467
Arrive On Green	0.08	0.08	0.08	0.09	0.09	0.09	0.09	0.35	0.35	0.03	0.29	0.29
Sat Flow, veh/h	1426	373	1585	268	1589	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	53	0	76	90	0	77	124	423	38	36	669	76
Grp Sat Flow(s),veh/h/ln	1799	0	1585	1857	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.3	0.0	2.1	2.1	0.0	2.1	3.1	4.0	0.7	0.9	7.4	1.6
Cycle Q Clear(g_c), s	1.3	0.0	2.1	2.1	0.0	2.1	3.1	4.0	0.7	0.9	7.4	1.6
Prop In Lane	0.79		1.00	0.14		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	145	0	128	171	0	146	161	1254	559	57	1048	467
V/C Ratio(X)	0.37	0.00	0.60	0.53	0.00	0.53	0.77	0.34	0.07	0.63	0.64	0.16
Avail Cap(c_a), veh/h	1035	0	912	1068	0	912	355	1258	561	670	1887	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	20.1	19.6	0.0	19.6	20.1	10.7	9.7	21.6	13.8	11.8
Incr Delay (d2), s/veh	1.5	0.0	4.4	2.5	0.0	3.0	7.6	0.2	0.1	10.8	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.8	0.9	0.0	0.8	1.4	1.2	0.2	0.5	2.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	0.0	24.5	22.1	0.0	22.5	27.7	10.9	9.7	32.4	14.5	12.0
LnGrp LOS	C	A	C	C	A	C	C	B	A	C	B	B
Approach Vol, veh/h		129			167			585			781	
Approach Delay, s/veh		23.1			22.3			14.4			15.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	20.9		8.6	9.1	18.3		9.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	17.0	16.0		26.0	9.0	24.0		26.0				
Max Q Clear Time (g_c+I1), s	2.9	6.0		4.1	5.1	9.4		4.1				
Green Ext Time (p_c), s	0.0	1.9		0.4	0.1	3.9		0.6				

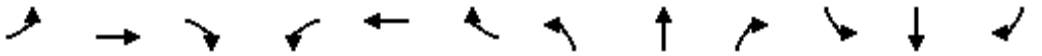
Intersection Summary			
HCM 6th Ctrl Delay		16.2	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	5	28	5	5	5	36	329	5	5	1011	31
Future Volume (veh/h)	9	5	28	5	5	5	36	329	5	5	1011	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	5	29	5	5	5	38	346	5	5	1064	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	11	66	10	82	69	63	1630	727	10	1523	679
Arrive On Green	0.01	0.05	0.05	0.01	0.04	0.04	0.04	0.46	0.46	0.01	0.43	0.43
Sat Flow, veh/h	1781	238	1383	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	9	0	34	5	5	5	38	346	5	5	1064	33
Grp Sat Flow(s),veh/h/ln	1781	0	1621	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.2	0.0	0.7	0.1	0.1	0.1	0.7	1.9	0.1	0.1	8.1	0.4
Cycle Q Clear(g_c), s	0.2	0.0	0.7	0.1	0.1	0.1	0.7	1.9	0.1	0.1	8.1	0.4
Prop In Lane	1.00		0.85	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	0	78	10	82	69	63	1630	727	10	1523	679
V/C Ratio(X)	0.53	0.00	0.44	0.52	0.06	0.07	0.60	0.21	0.01	0.52	0.70	0.05
Avail Cap(c_a), veh/h	430	0	1125	430	1297	1099	430	1929	860	430	1929	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	15.4	16.4	15.2	15.2	15.8	5.4	4.9	16.4	7.7	5.5
Incr Delay (d2), s/veh	22.8	0.0	3.8	36.8	0.3	0.4	8.7	0.1	0.0	36.8	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.1	0.0	0.0	0.4	0.3	0.0	0.1	1.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	0.0	19.2	53.3	15.5	15.6	24.5	5.4	4.9	53.3	8.5	5.6
LnGrp LOS	D	A	B	D	B	B	C	A	A	D	A	A
Approach Vol, veh/h		43			15			389			1102	
Approach Delay, s/veh		23.4			28.1			7.3			8.7	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.2	19.2	4.2	5.6	5.2	18.2	4.3	5.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	18.0	8.0	23.0	8.0	18.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	2.1	3.9	2.1	2.7	2.7	10.1	2.2	2.1
Green Ext Time (p_c), s	0.0	1.7	0.0	0.1	0.0	4.1	0.0	0.0

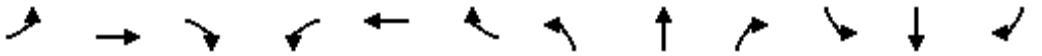
Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	13	7	223	36	38	12	311	82	40	961	38
Future Volume (veh/h)	15	13	7	223	36	38	12	311	82	40	961	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	14	7	235	38	40	13	327	86	42	1012	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	35	65	343	360	304	24	1322	588	65	1404	625
Arrive On Green	0.04	0.04	0.04	0.19	0.19	0.19	0.01	0.37	0.37	0.04	0.40	0.40
Sat Flow, veh/h	972	850	1574	1781	1870	1580	1781	3554	1581	1781	3554	1581
Grp Volume(v), veh/h	30	0	7	235	38	40	13	327	86	42	1012	40
Grp Sat Flow(s),veh/h/ln	1822	0	1574	1781	1870	1580	1781	1777	1581	1781	1777	1581
Q Serve(g_s), s	0.7	0.0	0.2	5.5	0.7	0.9	0.3	2.8	1.6	1.0	10.8	0.7
Cycle Q Clear(g_c), s	0.7	0.0	0.2	5.5	0.7	0.9	0.3	2.8	1.6	1.0	10.8	0.7
Prop In Lane	0.53		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	0	65	343	360	304	24	1322	588	65	1404	625
V/C Ratio(X)	0.40	0.00	0.11	0.69	0.11	0.13	0.55	0.25	0.15	0.65	0.72	0.06
Avail Cap(c_a), veh/h	1263	0	1092	1235	1297	1096	319	1829	813	319	1829	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	20.6	16.8	14.9	15.0	21.9	9.7	9.3	21.3	11.4	8.4
Incr Delay (d2), s/veh	3.4	0.0	0.7	2.4	0.1	0.2	18.2	0.1	0.1	10.4	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	2.2	0.3	0.3	0.2	0.8	0.4	0.6	3.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	0.0	21.4	19.2	15.0	15.1	40.1	9.8	9.4	31.6	12.4	8.4
LnGrp LOS	C	A	C	B	B	B	D	A	A	C	B	A
Approach Vol, veh/h		37			313			426			1094	
Approach Delay, s/veh		23.7			18.2			10.7			13.0	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	20.6		5.8	4.6	21.7		12.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	23.0		31.0	8.0	23.0		31.0				
Max Q Clear Time (g_c+I1), s	3.0	4.8		2.7	2.3	12.8		7.5				
Green Ext Time (p_c), s	0.0	2.1		0.1	0.0	4.8		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	2	35	9	3	20	39	484	11	46	1226	108
Future Volume (veh/h)	72	2	35	9	3	20	39	484	11	46	1226	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	2	37	9	3	21	41	509	12	48	1291	114
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	6	211	87	29	102	75	1598	38	67	1473	130
Arrive On Green	0.13	0.13	0.13	0.06	0.06	0.06	0.04	0.45	0.45	0.04	0.45	0.45
Sat Flow, veh/h	1738	46	1585	1352	451	1585	1781	3549	84	1781	3304	291
Grp Volume(v), veh/h	78	0	37	12	0	21	41	255	266	48	693	712
Grp Sat Flow(s),veh/h/ln	1783	0	1585	1803	0	1585	1781	1777	1855	1781	1777	1818
Q Serve(g_s), s	2.2	0.0	1.2	0.4	0.0	0.7	1.3	5.2	5.2	1.5	19.9	20.1
Cycle Q Clear(g_c), s	2.2	0.0	1.2	0.4	0.0	0.7	1.3	5.2	5.2	1.5	19.9	20.1
Prop In Lane	0.97		1.00	0.75		1.00	1.00		0.05	1.00		0.16
Lane Grp Cap(c), veh/h	238	0	211	116	0	102	75	800	835	67	792	810
V/C Ratio(X)	0.33	0.00	0.17	0.10	0.00	0.21	0.55	0.32	0.32	0.72	0.87	0.88
Avail Cap(c_a), veh/h	634	0	563	640	0	563	380	800	835	380	798	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	0.0	21.6	24.8	0.0	25.0	26.4	9.9	9.9	26.8	14.2	14.2
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.1	0.0	0.4	2.3	0.3	0.3	5.3	10.8	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.4	0.1	0.0	0.3	0.5	1.6	1.6	0.7	8.2	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	21.8	24.9	0.0	25.3	28.7	10.2	10.2	32.1	24.9	25.2
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	C	C
Approach Vol, veh/h		115			33			562			1453	
Approach Delay, s/veh		22.2			25.2			11.6			25.3	
Approach LOS		C			C			B			C	

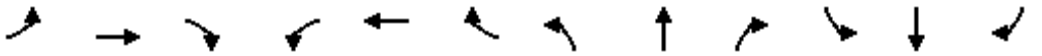
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	31.1		7.6	6.4	30.8		11.5				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	25.3		20.0	12.0	25.3		20.0				
Max Q Clear Time (g_c+I1), s	3.5	7.2		2.7	3.3	22.1		4.2				
Green Ext Time (p_c), s	0.0	6.5		0.0	0.0	3.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		21.6	
HCM 6th LOS		C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	16	37	15	2	12	67	486	28	10	1110	98
Future Volume (veh/h)	51	16	37	15	2	12	67	486	28	10	1110	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	17	39	16	2	13	71	512	29	11	1168	103
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	52	191	54	7	44	109	1601	91	30	1401	123
Arrive On Green	0.12	0.12	0.12	0.06	0.06	0.06	0.06	0.47	0.47	0.02	0.42	0.42
Sat Flow, veh/h	1370	431	1585	877	110	712	1781	3419	193	1781	3304	291
Grp Volume(v), veh/h	71	0	39	31	0	0	71	266	275	11	627	644
Grp Sat Flow(s),veh/h/ln	1802	0	1585	1698	0	0	1781	1777	1836	1781	1777	1818
Q Serve(g_s), s	1.9	0.0	1.2	0.9	0.0	0.0	2.1	5.0	5.0	0.3	16.8	16.8
Cycle Q Clear(g_c), s	1.9	0.0	1.2	0.9	0.0	0.0	2.1	5.0	5.0	0.3	16.8	16.8
Prop In Lane	0.76		1.00	0.52		0.42	1.00		0.11	1.00		0.16
Lane Grp Cap(c), veh/h	217	0	191	106	0	0	109	832	860	30	754	771
V/C Ratio(X)	0.33	0.00	0.20	0.29	0.00	0.00	0.65	0.32	0.32	0.37	0.83	0.83
Avail Cap(c_a), veh/h	473	0	416	382	0	0	401	832	860	401	810	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	21.1	23.9	0.0	0.0	24.5	8.9	8.9	25.9	13.7	13.7
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.6	0.0	0.0	2.5	0.3	0.3	2.7	7.2	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.4	0.4	0.0	0.0	0.9	1.5	1.5	0.1	6.5	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	21.3	24.4	0.0	0.0	26.9	9.1	9.1	28.6	20.9	20.9
LnGrp LOS	C	A	C	C	A	A	C	A	A	C	C	C
Approach Vol, veh/h		110			31			612			1282	
Approach Delay, s/veh		21.6			24.4			11.2			20.9	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	30.7		10.4	7.3	28.3		7.3				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	24.3		14.0	12.0	24.3		12.0				
Max Q Clear Time (g_c+I1), s	2.3	7.0		3.9	4.1	18.8		2.9				
Green Ext Time (p_c), s	0.0	3.3		0.2	0.0	3.8		0.0				

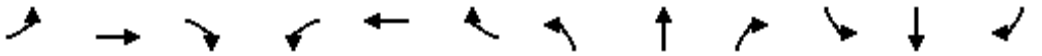
Intersection Summary			
HCM 6th Ctrl Delay		18.1	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	5	81	11	9	13	103	566	24	20	1081	54
Future Volume (veh/h)	34	5	81	11	9	13	103	566	24	20	1081	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	5	85	12	9	14	108	596	25	21	1138	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	30	217	70	52	107	154	1596	67	44	1369	69
Arrive On Green	0.14	0.14	0.14	0.07	0.07	0.07	0.09	0.46	0.46	0.02	0.40	0.40
Sat Flow, veh/h	1573	219	1585	1039	779	1585	1781	3475	146	1781	3444	172
Grp Volume(v), veh/h	41	0	85	21	0	14	108	304	317	21	587	608
Grp Sat Flow(s),veh/h/ln	1792	0	1585	1818	0	1585	1781	1777	1844	1781	1777	1839
Q Serve(g_s), s	1.1	0.0	2.8	0.6	0.0	0.5	3.3	6.3	6.4	0.7	16.9	16.9
Cycle Q Clear(g_c), s	1.1	0.0	2.8	0.6	0.0	0.5	3.3	6.3	6.4	0.7	16.9	16.9
Prop In Lane	0.88		1.00	0.57		1.00	1.00		0.08	1.00		0.09
Lane Grp Cap(c), veh/h	245	0	217	122	0	107	154	816	847	44	706	731
V/C Ratio(X)	0.17	0.00	0.39	0.17	0.00	0.13	0.70	0.37	0.37	0.47	0.83	0.83
Avail Cap(c_a), veh/h	632	0	559	641	0	559	251	855	887	251	792	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	0.0	22.3	25.0	0.0	24.9	25.2	10.0	10.0	27.3	15.4	15.4
Incr Delay (d2), s/veh	0.3	0.0	1.2	0.7	0.0	0.6	2.2	0.4	0.4	2.9	7.2	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.1	0.3	0.0	0.2	1.4	2.0	2.1	0.3	6.8	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	0.0	23.5	25.6	0.0	25.5	27.4	10.4	10.4	30.2	22.6	22.4
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	C	C
Approach Vol, veh/h		126			35			729			1216	
Approach Delay, s/veh		23.0			25.6			12.9			22.6	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	28.3		11.8	5.4	31.7		7.8				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	25.3		20.0	8.0	27.3		20.0				
Max Q Clear Time (g_c+I1), s	5.3	18.9		4.8	2.7	8.4		2.6				
Green Ext Time (p_c), s	0.0	3.7		0.4	0.0	3.3		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			19.3									
HCM 6th LOS			B									



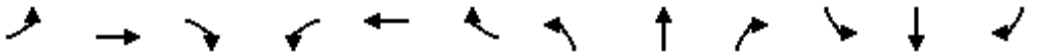
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	6	11	40	10	135	25	1108	19	105	1567	81
Future Volume (veh/h)	17	6	11	40	10	135	25	1108	19	105	1567	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	14	0	42	11	6	26	1166	19	111	1649	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	177	150	129	135	114	58	1866	30	142	1962	92
Arrive On Green	0.09	0.09	0.00	0.07	0.07	0.07	0.03	0.52	0.52	0.08	0.57	0.57
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3577	58	1781	3452	162
Grp Volume(v), veh/h	12	14	0	42	11	6	26	579	606	111	844	883
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1859	1781	1777	1838
Q Serve(g_s), s	0.5	0.6	0.0	1.8	0.4	0.3	1.2	18.9	18.9	5.0	32.0	32.6
Cycle Q Clear(g_c), s	0.5	0.6	0.0	1.8	0.4	0.3	1.2	18.9	18.9	5.0	32.0	32.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.09
Lane Grp Cap(c), veh/h	168	177	150	129	135	114	58	927	969	142	1010	1045
V/C Ratio(X)	0.07	0.08	0.00	0.33	0.08	0.05	0.45	0.62	0.63	0.78	0.84	0.84
Avail Cap(c_a), veh/h	479	503	426	181	190	161	174	1057	1106	261	1188	1228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	33.8	0.0	36.1	35.4	35.4	38.9	13.9	13.9	37.0	14.5	14.7
Incr Delay (d2), s/veh	0.1	0.1	0.0	1.1	0.2	0.1	2.0	1.1	1.1	3.6	5.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.0	0.8	0.2	0.1	0.5	6.5	6.8	2.2	11.3	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	33.9	0.0	37.2	35.6	35.5	40.8	15.0	15.0	40.5	19.5	19.9
LnGrp LOS	C	C	A	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		26			59			1211			1838	
Approach Delay, s/veh		33.9			36.7			15.6			21.0	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	48.4		11.2	6.7	52.2		11.7				
Change Period (Y+Rc), s	4.0	5.7		5.3	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	48.7		8.3	8.0	54.7		22.0				
Max Q Clear Time (g_c+I1), s	7.0	20.9		3.8	3.2	34.6		2.6				
Green Ext Time (p_c), s	0.1	8.1		0.0	0.0	11.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		19.3	
HCM 6th LOS		B	

Notes

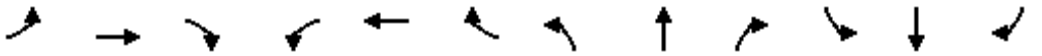
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	0	48	15	0	25	53	1081	46	33	1507	2
Future Volume (veh/h)	68	0	48	15	0	25	53	1081	46	33	1507	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	0	51	16	0	26	56	1138	48	35	1586	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	213	0	0	65	0	0	120	1836	77	70	1778	793
Arrive On Green	0.12	0.00	0.00	0.04	0.00	0.00	0.07	0.53	0.53	0.04	0.50	0.50
Sat Flow, veh/h	1781	72		1781	16		1781	3474	146	1781	3554	1585
Grp Volume(v), veh/h	72	18.1		16	21.3		56	582	604	35	1586	2
Grp Sat Flow(s),veh/h/ln	1781	B		1781	C		1781	1777	1844	1781	1777	1585
Q Serve(g_s), s	1.6			0.4			1.3	10.1	10.1	0.8	17.7	0.0
Cycle Q Clear(g_c), s	1.6			0.4			1.3	10.1	10.1	0.8	17.7	0.0
Prop In Lane	1.00			1.00			1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	213			65			120	939	974	70	1778	793
V/C Ratio(X)	0.34			0.25			0.46	0.62	0.62	0.50	0.89	0.00
Avail Cap(c_a), veh/h	487			487			487	939	974	487	1806	806
HCM Platoon Ratio	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00			1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7			20.6			19.7	7.3	7.3	20.6	9.9	5.5
Incr Delay (d2), s/veh	0.3			0.7			1.0	1.6	1.6	2.0	6.3	0.0
Initial Q Delay(d3),s/veh	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6			0.2			0.5	2.5	2.6	0.3	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1			21.3			20.7	8.9	8.8	22.6	16.2	5.5
LnGrp LOS	B			C			C	A	A	C	B	A
Approach Vol, veh/h								1242			1623	
Approach Delay, s/veh								9.4			16.3	
Approach LOS								A			B	

Timer - Assigned Phs	1	2	3		5	6	7					
Phs Duration (G+Y+Rc), s	5.7	28.9	9.3		7.0	27.7	5.6					
Change Period (Y+Rc), s	4.0	5.7	4.0		4.0	5.7	4.0					
Max Green Setting (Gmax), s	12.0	22.3	12.0		12.0	22.3	12.0					
Max Q Clear Time (g_c+I1), s	2.8	12.1	3.6		3.3	19.7	2.4					
Green Ext Time (p_c), s	0.0	6.1	0.0		0.0	2.3	0.0					

Intersection Summary												
HCM 6th Ctrl Delay			13.5									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	622	61	298	201	6	106	94	853	65	34	1063	177
Future Volume (veh/h)	622	61	298	201	6	106	94	853	65	34	1063	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	701	0	0	212	6	0	99	898	0	36	1119	186
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	816	0		204	6		128	1888		87	1232	549
Arrive On Green	0.23	0.00	0.00	0.12	0.12	0.00	0.07	0.37	0.00	0.05	0.35	0.35
Sat Flow, veh/h	3563	0	1585	1735	49	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	701	0	0	218	0	0	99	898	0	36	1119	186
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1784	0	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	14.5	0.0	0.0	9.0	0.0	0.0	4.2	10.3	0.0	1.5	23.0	6.7
Cycle Q Clear(g_c), s	14.5	0.0	0.0	9.0	0.0	0.0	4.2	10.3	0.0	1.5	23.0	6.7
Prop In Lane	1.00		1.00	0.97		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	816	0		209	0		128	1888		87	1232	549
V/C Ratio(X)	0.86	0.00		1.04	0.00		0.77	0.48		0.41	0.91	0.34
Avail Cap(c_a), veh/h	930	0		209	0		372	2132		256	1252	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	0.0	33.8	0.0	0.0	35.0	18.5	0.0	35.4	23.9	18.5
Incr Delay (d2), s/veh	7.1	0.0	0.0	73.3	0.0	0.0	3.7	0.3	0.0	3.1	10.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	0.0	8.1	0.0	0.0	1.8	3.5	0.0	0.7	9.8	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	0.0	0.0	107.2	0.0	0.0	38.6	18.8	0.0	38.5	34.0	19.2
LnGrp LOS	D	A		F	A		D	B		D	C	B
Approach Vol, veh/h		701	A		218	A		997	A		1341	
Approach Delay, s/veh		35.4			107.2			20.8			32.1	
Approach LOS		D			F			C			C	

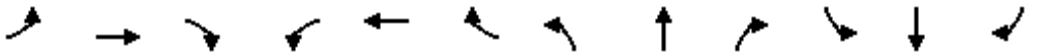
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	34.3		21.6	9.5	32.6		13.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	11.0	32.0		20.0	16.0	27.0		9.0				
Max Q Clear Time (g_c+I1), s	3.5	12.3		16.5	6.2	25.0		11.0				
Green Ext Time (p_c), s	0.0	7.0		1.1	0.1	1.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

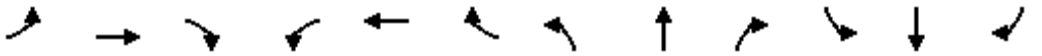
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	6	5	322	0	426	1	583	88	146	1684	0
Future Volume (veh/h)	0	6	5	322	0	426	1	583	88	146	1684	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	6	5	339	0	448	1	614	93	154	1773	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	19	17	466	0	415	2	2156	961	456	2019	900
Arrive On Green	0.00	0.01	0.01	0.26	0.00	0.26	0.00	0.61	0.61	0.57	0.57	0.00
Sat Flow, veh/h	0	1870	1585	1781	0	1585	1781	3554	1585	741	3554	1585
Grp Volume(v), veh/h	0	6	5	339	0	448	1	614	93	154	1773	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	0	1585	1781	1777	1585	741	1777	1585
Q Serve(g_s), s	0.0	0.3	0.3	18.6	0.0	28.0	0.1	8.8	2.6	13.4	46.0	0.0
Cycle Q Clear(g_c), s	0.0	0.3	0.3	18.6	0.0	28.0	0.1	8.8	2.6	18.0	46.0	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	19	17	466	0	415	2	2156	961	456	2019	900
V/C Ratio(X)	0.00	0.31	0.30	0.73	0.00	1.08	0.51	0.28	0.10	0.34	0.88	0.00
Avail Cap(c_a), veh/h	0	280	237	466	0	415	200	3087	1377	568	2556	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	52.6	52.6	36.0	0.0	39.5	53.4	10.0	8.8	15.3	19.9	0.0
Incr Delay (d2), s/veh	0.0	8.6	9.9	5.6	0.0	67.5	131.3	0.1	0.0	0.4	3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.2	8.8	0.0	18.6	0.1	2.9	0.8	2.0	16.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	61.2	62.5	41.7	0.0	107.0	184.7	10.1	8.8	15.7	23.1	0.0
LnGrp LOS	A	E	E	D	A	F	F	B	A	B	C	A
Approach Vol, veh/h		11			787			708			1927	
Approach Delay, s/veh		61.8			78.9			10.2			22.5	
Approach LOS		E			E			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		68.9		5.1	4.1	64.8		33.0				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		5.0				
Max Green Setting (Gmax), s		93.0		16.0	12.0	77.0		28.0				
Max Q Clear Time (g_c+I1), s		10.8		2.3	2.1	48.0		30.0				
Green Ext Time (p_c), s		3.0		0.0	0.0	12.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			33.0									
HCM 6th LOS			C									



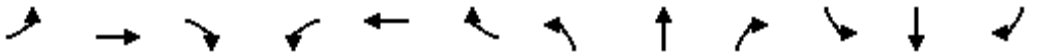
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	14	350	0	9	116	126	555	0	380	1624	6
Future Volume (veh/h)	1	14	350	0	9	116	126	555	0	380	1624	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	15	15	0	9	4	133	584	0	400	1709	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	47	40	22	24	20	167	1585	0	456	2161	964
Arrive On Green	0.03	0.03	0.03	0.00	0.01	0.01	0.09	0.45	0.00	0.26	0.61	0.61
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3647	0	1781	3554	1585
Grp Volume(v), veh/h	1	15	15	0	9	4	133	584	0	400	1709	3
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	0	1781	1777	1585
Q Serve(g_s), s	0.0	0.6	0.7	0.0	0.4	0.2	5.6	8.4	0.0	16.6	27.9	0.1
Cycle Q Clear(g_c), s	0.0	0.6	0.7	0.0	0.4	0.2	5.6	8.4	0.0	16.6	27.9	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	47	40	22	24	20	167	1585	0	456	2161	964
V/C Ratio(X)	0.02	0.32	0.38	0.00	0.38	0.20	0.80	0.37	0.00	0.88	0.79	0.00
Avail Cap(c_a), veh/h	603	633	536	603	633	536	209	1619	0	881	2960	1320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	36.8	36.9	0.0	37.6	37.6	34.1	14.1	0.0	27.4	11.4	5.9
Incr Delay (d2), s/veh	0.2	3.8	5.7	0.0	9.8	4.8	15.5	0.1	0.0	5.5	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.3	0.0	0.2	0.1	3.0	2.9	0.0	7.0	8.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	40.6	42.6	0.0	47.5	42.4	49.6	14.3	0.0	33.0	12.4	5.9
LnGrp LOS	D	D	D	A	D	D	D	B	A	C	B	A
Approach Vol, veh/h		31			13			717			2112	
Approach Delay, s/veh		41.4			45.9			20.8			16.3	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	39.3		6.9	12.2	51.7		6.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	38.0	35.0		26.0	9.0	64.0		26.0				
Max Q Clear Time (g_c+I1), s	18.6	10.4		2.7	7.6	29.9		2.4				
Green Ext Time (p_c), s	1.1	3.7		0.1	0.0	16.8		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		17.8
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.



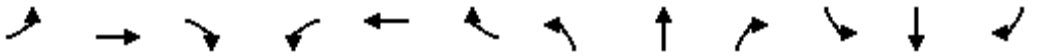
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	0	76	127	0	0	18	524	220	7	1858	37
Future Volume (veh/h)	27	0	76	127	0	0	18	524	220	7	1858	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	0	80	134	0	0	19	552	232	7	1956	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	0	171	403	0	179	47	1887	842	13	2640	51
Arrive On Green	0.11	0.00	0.11	0.11	0.00	0.00	0.03	0.53	0.53	0.01	0.51	0.51
Sat Flow, veh/h	1781	0	1585	3563	0	1585	1781	3554	1585	1781	5156	100
Grp Volume(v), veh/h	28	0	80	134	0	0	19	552	232	7	1291	703
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1702	1852
Q Serve(g_s), s	1.1	0.0	3.5	2.6	0.0	0.0	0.8	6.4	6.0	0.3	22.3	22.3
Cycle Q Clear(g_c), s	1.1	0.0	3.5	2.6	0.0	0.0	0.8	6.4	6.0	0.3	22.3	22.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	192	0	171	403	0	179	47	1887	842	13	1743	948
V/C Ratio(X)	0.15	0.00	0.47	0.33	0.00	0.00	0.41	0.29	0.28	0.54	0.74	0.74
Avail Cap(c_a), veh/h	477	0	425	954	0	425	191	2284	1019	191	2097	1141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	31.3	30.5	0.0	0.0	35.8	9.7	9.6	36.9	14.3	14.3
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.2	0.0	0.0	2.1	0.1	0.2	12.5	1.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.4	1.1	0.0	0.0	0.3	1.9	1.6	0.2	6.7	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	0.0	32.0	30.7	0.0	0.0	37.9	9.8	9.9	49.5	15.7	16.8
LnGrp LOS	C	A	C	C	A	A	D	A	A	D	B	B
Approach Vol, veh/h		108			134			803			2001	
Approach Delay, s/veh		31.6			30.7			10.5			16.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	45.6		12.0	6.0	44.2		12.4				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	8.0	48.0		20.0	8.0	46.0		20.0				
Max Q Clear Time (g_c+I1), s	2.3	8.4		5.5	2.8	24.3		4.6				
Green Ext Time (p_c), s	0.0	5.4		0.0	0.0	13.9		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		15.9	
HCM 6th LOS		B	

Notes

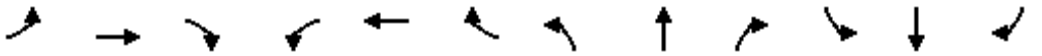
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	14	167	63	7	22	93	1384	25	35	2075	62
Future Volume (veh/h)	110	14	167	63	7	22	93	1384	25	35	2075	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	15	176	66	7	23	98	1457	26	37	2184	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	28	211	93	10	91	125	2930	52	46	2667	79
Arrive On Green	0.14	0.14	0.14	0.06	0.06	0.06	0.07	0.57	0.57	0.03	0.52	0.52
Sat Flow, veh/h	1586	205	1550	1618	172	1585	1781	5165	92	1781	5094	151
Grp Volume(v), veh/h	131	0	176	73	0	23	98	960	523	37	1457	792
Grp Sat Flow(s),veh/h/ln	1791	0	1550	1789	0	1585	1781	1702	1853	1781	1702	1841
Q Serve(g_s), s	6.6	0.0	10.7	3.9	0.0	1.3	5.2	16.5	16.5	2.0	34.5	34.8
Cycle Q Clear(g_c), s	6.6	0.0	10.7	3.9	0.0	1.3	5.2	16.5	16.5	2.0	34.5	34.8
Prop In Lane	0.89		1.00	0.90		1.00	1.00		0.05	1.00		0.08
Lane Grp Cap(c), veh/h	244	0	211	103	0	91	125	1931	1051	46	1782	964
V/C Ratio(X)	0.54	0.00	0.83	0.71	0.00	0.25	0.79	0.50	0.50	0.80	0.82	0.82
Avail Cap(c_a), veh/h	372	0	322	371	0	329	221	2081	1133	92	1835	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	0.0	40.7	44.8	0.0	43.6	44.3	12.6	12.6	46.9	19.2	19.3
Incr Delay (d2), s/veh	0.7	0.0	6.5	3.3	0.0	0.5	4.1	0.4	0.8	10.9	3.4	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	4.5	1.8	0.0	0.5	2.3	5.2	5.8	1.0	12.1	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	0.0	47.2	48.2	0.0	44.2	48.4	13.1	13.4	57.8	22.7	25.6
LnGrp LOS	D	A	D	D	A	D	D	B	B	E	C	C
Approach Vol, veh/h		307			96			1581			2286	
Approach Delay, s/veh		44.0			47.2			15.4			24.2	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	56.7		10.9	6.5	60.9		18.5				
Change Period (Y+Rc), s	4.0	6.0		5.3	4.0	6.0		5.3				
Max Green Setting (Gmax), s	12.0	52.2		20.1	5.0	59.2		20.1				
Max Q Clear Time (g_c+I1), s	7.2	36.8		5.9	4.0	18.5		12.7				
Green Ext Time (p_c), s	0.1	13.9		0.1	0.0	19.8		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		22.9	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	408	86	304	1060	198	297	1342	163	284	1850	166
Future Volume (veh/h)	165	408	86	304	1060	198	297	1342	163	284	1850	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	429	10	320	1116	85	313	1413	0	299	1947	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	510	223	327	1330	408	317	2077		353	2131	
Arrive On Green	0.07	0.14	0.14	0.18	0.26	0.26	0.09	0.41	0.00	0.10	0.42	0.00
Sat Flow, veh/h	3456	3554	1552	1781	5106	1567	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	174	429	10	320	1116	85	313	1413	0	299	1947	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1552	1781	1702	1567	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	5.9	14.1	0.7	21.5	24.8	5.1	10.9	27.2	0.0	10.2	43.1	0.0
Cycle Q Clear(g_c), s	5.9	14.1	0.7	21.5	24.8	5.1	10.9	27.2	0.0	10.2	43.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	510	223	327	1330	408	317	2077		353	2131	
V/C Ratio(X)	0.76	0.84	0.04	0.98	0.84	0.21	0.99	0.68		0.85	0.91	
Avail Cap(c_a), veh/h	230	572	250	327	1417	435	317	2077		374	2131	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.1	50.1	44.3	48.8	42.0	34.7	54.4	29.2	0.0	52.9	32.9	0.0
Incr Delay (d2), s/veh	12.1	10.4	0.1	44.1	4.6	0.3	47.1	1.1	0.0	14.6	7.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.8	0.3	13.1	10.5	1.9	6.6	10.7	0.0	5.0	18.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	60.4	44.4	92.8	46.6	35.0	101.5	30.3	0.0	67.5	40.4	0.0
LnGrp LOS	E	E	D	F	D	D	F	C		E	D	
Approach Vol, veh/h		613			1521			1726	A		2246	A
Approach Delay, s/veh		62.1			55.7			43.2			44.0	
Approach LOS		E			E			D			D	

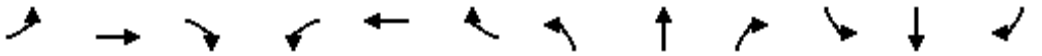
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	56.1	12.0	36.9	16.3	54.8	26.0	22.9
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	* 6	4.0	5.7
Max Green Setting (Gmax), s	11.0	48.0	8.0	33.3	13.0	* 46	22.0	19.3
Max Q Clear Time (g_c+I1), s	12.9	45.1	7.9	26.8	12.2	29.2	23.5	16.1
Green Ext Time (p_c), s	0.0	2.6	0.0	3.6	0.1	10.3	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



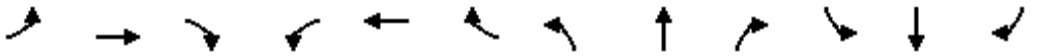
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1	26	29	1	20	47	1843	5	16	2208	11
Future Volume (veh/h)	25	1	26	29	1	20	47	1843	5	16	2208	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	1	27	31	1	21	49	1940	5	17	2324	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	2	34	87	1	27	501	4392	11	20	2888	15
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.28	0.84	0.84	0.01	0.55	0.55
Sat Flow, veh/h	809	58	867	1011	33	685	1781	5258	14	1781	5242	27
Grp Volume(v), veh/h	54	0	0	53	0	0	49	1256	689	17	1509	827
Grp Sat Flow(s),veh/h/ln	1733	0	0	1729	0	0	1781	1702	1868	1781	1702	1865
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	2.4	11.6	11.6	1.1	42.9	43.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.5	0.0	0.0	2.4	11.6	11.6	1.1	42.9	43.0
Prop In Lane	0.48		0.50	0.58		0.40	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	113	0	0	115	0	0	501	2843	1560	20	1875	1028
V/C Ratio(X)	0.48	0.00	0.00	0.46	0.00	0.00	0.10	0.44	0.44	0.84	0.80	0.81
Avail Cap(c_a), veh/h	315	0	0	314	0	0	501	2843	1560	119	2164	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	0.0	0.0	57.0	0.0	0.0	31.8	2.6	2.6	59.2	21.7	21.8
Incr Delay (d2), s/veh	3.1	0.0	0.0	2.8	0.0	0.0	0.0	0.5	0.9	27.4	2.2	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.7	0.0	0.0	1.0	2.0	2.3	0.7	15.8	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	0.0	0.0	59.9	0.0	0.0	31.9	3.1	3.5	86.6	23.9	25.7
LnGrp LOS	E	A	A	E	A	A	C	A	A	F	C	C
Approach Vol, veh/h		54			53			1994			2353	
Approach Delay, s/veh		60.2			59.9			3.9			25.0	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	105.9		8.7	39.5	71.8		8.7				
Change Period (Y+Rc), s	4.0	5.7		4.0	5.7	* 5.7		4.0				
Max Green Setting (Gmax), s	8.0	77.3		21.0	9.0	* 76		21.0				
Max Q Clear Time (g_c+I1), s	3.1	13.6		5.5	4.4	45.0		5.5				
Green Ext Time (p_c), s	0.0	21.9		0.1	0.0	21.1		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		16.4
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



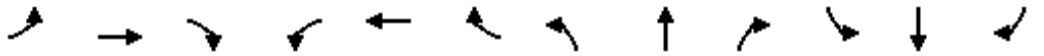
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	77	183	154	194	108	372	1855	71	61	2135	83
Future Volume (veh/h)	126	77	183	154	194	108	372	1855	71	61	2135	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	81	14	162	204	0	392	1953	0	64	2247	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	361	159	207	265		440	3459		102	2928	109
Arrive On Green	0.09	0.10	0.10	0.06	0.07	0.00	0.13	0.68	0.00	0.03	0.58	0.58
Sat Flow, veh/h	1781	3554	1562	3456	3554	1585	3456	5106	1585	3456	5052	188
Grp Volume(v), veh/h	133	81	14	162	204	0	392	1953	0	64	1511	820
Grp Sat Flow(s),veh/h/ln	1781	1777	1562	1728	1777	1585	1728	1702	1585	1728	1702	1836
Q Serve(g_s), s	11.0	3.1	1.2	6.9	8.5	0.0	16.7	30.0	0.0	2.7	50.3	50.9
Cycle Q Clear(g_c), s	11.0	3.1	1.2	6.9	8.5	0.0	16.7	30.0	0.0	2.7	50.3	50.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	155	361	159	207	265		440	3459		102	1973	1064
V/C Ratio(X)	0.86	0.22	0.09	0.78	0.77		0.89	0.56		0.63	0.77	0.77
Avail Cap(c_a), veh/h	202	481	211	253	339		507	3459		184	1973	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.5	61.9	61.1	69.5	68.2	0.0	64.4	12.6	0.0	72.0	23.8	24.0
Incr Delay (d2), s/veh	19.7	0.4	0.3	9.5	9.1	0.0	14.8	0.7	0.0	2.3	2.9	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	1.5	0.5	3.4	4.2	0.0	8.2	10.9	0.0	1.2	20.0	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.2	62.4	61.4	79.0	77.3	0.0	79.2	13.3	0.0	74.3	26.7	29.4
LnGrp LOS	F	E	E	E	E		E	B		E	C	C
Approach Vol, veh/h		228			366	A		2345	A		2395	
Approach Delay, s/veh		76.8			78.1			24.3			28.9	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	16.9	8.4	107.6	13.0	20.9	23.1	92.9
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	17.0	14.3	8.0	91.0	11.0	20.3	22.0	77.0
Max Q Clear Time (g_c+I1), s	13.0	10.5	4.7	32.0	8.9	5.1	18.7	52.9
Green Ext Time (p_c), s	0.1	0.4	0.0	20.3	0.1	0.4	0.4	16.1

Intersection Summary	
HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	27	181	414	50	813	138	1202	210	394	1104	5
Future Volume (veh/h)	5	27	181	414	50	813	138	1202	210	394	1104	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	28	2	436	0	392	145	1265	138	415	1162	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	41	35	540	0	481	167	2085	930	460	2224	992
Arrive On Green	0.02	0.02	0.02	0.15	0.00	0.15	0.09	0.59	0.59	0.13	0.63	0.63
Sat Flow, veh/h	3456	1870	1585	3563	0	3170	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	5	28	2	436	0	392	145	1265	138	415	1162	3
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	0	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.2	2.2	0.2	17.7	0.0	18.0	12.0	34.3	5.9	17.7	27.3	0.1
Cycle Q Clear(g_c), s	0.2	2.2	0.2	17.7	0.0	18.0	12.0	34.3	5.9	17.7	27.3	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	41	35	540	0	481	167	2085	930	460	2224	992
V/C Ratio(X)	0.07	0.68	0.06	0.81	0.00	0.82	0.87	0.61	0.15	0.90	0.52	0.00
Avail Cap(c_a), veh/h	369	200	169	808	0	719	202	2085	930	484	2224	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.9	72.8	71.8	61.5	0.0	61.6	67.0	19.9	14.0	64.1	15.6	10.5
Incr Delay (d2), s/veh	0.4	18.2	0.7	3.7	0.0	4.5	26.8	1.3	0.3	19.5	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.3	0.1	8.2	0.0	7.5	6.6	13.8	2.1	8.9	10.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	91.0	72.5	65.2	0.0	66.1	93.9	21.2	14.4	83.5	16.5	10.5
LnGrp LOS	E	F	E	E	A	E	F	C	B	F	B	B
Approach Vol, veh/h		35			828			1548			1580	
Approach Delay, s/veh		87.3			65.6			27.4			34.1	
Approach LOS		F			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	92.0		7.3	18.1	97.9		26.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	21.0	63.0		16.0	17.0	67.0		34.0				
Max Q Clear Time (g_c+I1), s	19.7	36.3		4.2	14.0	29.3		20.0				
Green Ext Time (p_c), s	0.2	10.5		0.1	0.1	9.7		2.8				

Intersection Summary			
HCM 6th Ctrl Delay		38.5	
HCM 6th LOS		D	

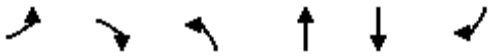
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	68	37	509	73	67	941
Future Volume (veh/h)	68	37	509	73	67	941
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	39	536	77	71	991
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	307	273	1161	518	154	1889
Arrive On Green	0.17	0.17	0.33	0.33	0.09	0.53
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	72	39	536	77	71	991
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	1.2	0.7	4.0	1.2	1.3	6.1
Cycle Q Clear(g_c), s	1.2	0.7	4.0	1.2	1.3	6.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	307	273	1161	518	154	1889
V/C Ratio(X)	0.23	0.14	0.46	0.15	0.46	0.52
Avail Cap(c_a), veh/h	1265	1126	2209	985	422	3261
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	11.9	9.0	8.0	14.7	5.1
Incr Delay (d2), s/veh	0.4	0.2	0.6	0.3	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	1.2	0.3	0.5	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.4	12.1	9.6	8.3	15.5	5.6
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	111		613			1062
Approach Delay, s/veh	12.3		9.4			6.2
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	17.0			24.0	9.8
Change Period (Y+Rc), s	4.0	6.0			6.0	4.0
Max Green Setting (Gmax), s	8.0	21.0			31.0	24.0
Max Q Clear Time (g_c+I1), s	3.3	6.0			8.1	3.2
Green Ext Time (p_c), s	0.0	4.6			9.8	0.4

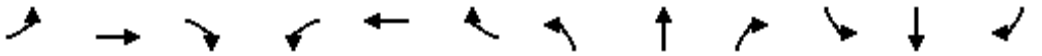
Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	419	239	794	1318	5
Future Volume (veh/h)	11	419	239	794	1318	5
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	173	252	836	1387	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	243	216	299	2514	1640	731
Arrive On Green	0.14	0.14	0.17	0.71	0.46	0.46
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	12	173	252	836	1387	2
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	0.4	6.8	8.8	5.8	22.1	0.0
Cycle Q Clear(g_c), s	0.4	6.8	8.8	5.8	22.1	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	243	216	299	2514	1640	731
V/C Ratio(X)	0.05	0.80	0.84	0.33	0.85	0.00
Avail Cap(c_a), veh/h	445	396	334	2718	1775	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	26.8	25.8	3.6	15.2	9.3
Incr Delay (d2), s/veh	0.1	6.7	16.2	0.1	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.1	4.8	1.3	8.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.1	33.5	42.0	3.7	19.0	9.3
LnGrp LOS	C	C	D	A	B	A
Approach Vol, veh/h	185			1088	1389	
Approach Delay, s/veh	32.9			12.5	19.0	
Approach LOS	C			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		50.3		13.8	15.8	34.6
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		49.0		16.0	12.0	32.0
Max Q Clear Time (g_c+I1), s		7.8		8.8	10.8	24.1
Green Ext Time (p_c), s		7.1		0.3	0.1	5.5

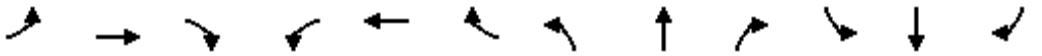
Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	3	10	265	6	301	11	955	75	191	1431	29
Future Volume (veh/h)	5	3	10	265	6	301	11	955	75	191	1431	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	3	11	279	6	317	12	1005	79	201	1506	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	50	69	251	3	414	37	1408	111	241	1910	39
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.02	0.42	0.42	0.14	0.54	0.54
Sat Flow, veh/h	0	190	262	599	13	1576	1781	3336	262	1781	3560	73
Grp Volume(v), veh/h	19	0	0	285	0	317	12	535	549	201	751	786
Grp Sat Flow(s),veh/h/ln	452	0	0	611	0	1576	1781	1777	1821	1781	1777	1857
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	14.1	0.5	19.0	19.0	8.4	25.8	25.9
Cycle Q Clear(g_c), s	20.0	0.0	0.0	20.0	0.0	14.1	0.5	19.0	19.0	8.4	25.8	25.9
Prop In Lane	0.26		0.58	0.98		1.00	1.00		0.14	1.00		0.04
Lane Grp Cap(c), veh/h	179	0	0	254	0	414	37	750	769	241	953	996
V/C Ratio(X)	0.11	0.00	0.00	1.12	0.00	0.77	0.33	0.71	0.71	0.83	0.79	0.79
Avail Cap(c_a), veh/h	179	0	0	254	0	414	187	801	821	281	953	996
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	31.7	0.0	25.9	36.7	18.2	18.2	32.1	14.1	14.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	92.8	0.0	7.5	1.9	3.4	3.3	15.0	4.9	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	11.3	0.0	6.0	0.2	7.2	7.3	4.3	9.1	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	0.0	124.6	0.0	33.4	38.6	21.6	21.5	47.1	19.0	18.9
LnGrp LOS	C	A	A	F	A	C	D	C	C	D	B	B
Approach Vol, veh/h		19			602			1096			1738	
Approach Delay, s/veh		22.4			76.6			21.7			22.2	
Approach LOS		C			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	37.8		24.0	5.6	46.5		24.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	34.3		20.0	8.0	38.3		20.0				
Max Q Clear Time (g_c+I1), s	10.4	21.0		22.0	2.5	27.9		22.0				
Green Ext Time (p_c), s	0.1	11.2		0.0	0.0	10.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		31.5	
HCM 6th LOS		C	



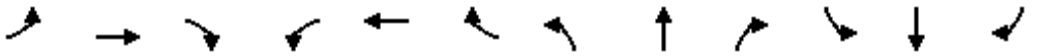
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	0	37	50	5	38	54	955	23	17	1577	61
Future Volume (veh/h)	59	0	37	50	5	38	54	955	23	17	1577	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	0	1	53	5	1	57	1005	15	18	1660	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	0	73	69	7	65	443	2499	1113	22	1564	58
Arrive On Green	0.05	0.00	0.05	0.04	0.04	0.04	0.25	0.70	0.70	0.01	0.45	0.45
Sat Flow, veh/h	1781	0	1585	1634	154	1542	1781	3554	1583	1781	3493	130
Grp Volume(v), veh/h	62	0	1	58	0	1	57	1005	15	18	841	881
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1789	0	1542	1781	1777	1583	1781	1777	1846
Q Serve(g_s), s	3.1	0.0	0.1	2.9	0.0	0.1	2.2	10.5	0.3	0.9	40.3	40.3
Cycle Q Clear(g_c), s	3.1	0.0	0.1	2.9	0.0	0.1	2.2	10.5	0.3	0.9	40.3	40.3
Prop In Lane	1.00		1.00	0.91		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	82	0	73	75	0	65	443	2499	1113	22	796	827
V/C Ratio(X)	0.76	0.00	0.01	0.77	0.00	0.02	0.13	0.40	0.01	0.84	1.06	1.07
Avail Cap(c_a), veh/h	317	0	282	159	0	137	443	2499	1113	158	796	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	0.0	41.0	42.7	0.0	41.3	26.2	5.5	4.0	44.4	24.9	24.9
Incr Delay (d2), s/veh	5.3	0.0	0.0	6.0	0.0	0.0	0.0	0.3	0.0	25.5	48.1	50.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	1.4	0.0	0.0	0.9	2.5	0.1	0.5	24.7	26.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	0.0	41.0	48.7	0.0	41.3	26.3	5.8	4.0	69.9	73.0	75.0
LnGrp LOS	D	A	D	D	A	D	C	A	A	E	F	F
Approach Vol, veh/h		63			59			1077			1740	
Approach Delay, s/veh		47.7			48.6			6.8			74.0	
Approach LOS		D			D			A			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.1	46.0		7.8	5.1	69.0		8.1				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	* 40		8.0	8.0	40.3		16.0				
Max Q Clear Time (g_c+I1), s	4.2	42.3		4.9	2.9	12.5		5.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	22.3		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		48.3	
HCM 6th LOS		D	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	0	490	5	4	3	941	700	0	8	1037	591
Future Volume (veh/h)	300	0	490	5	4	3	941	700	0	8	1037	591
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	316	0	0	5	4	0	991	737	0	8	1092	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	0		36	38	0	922	2338	0	25	1480	660
Arrive On Green	0.11	0.00	0.00	0.02	0.02	0.00	0.27	0.66	0.00	0.01	0.42	0.42
Sat Flow, veh/h	3563	0	1585	1781	1870	0	3456	3647	0	1781	3554	1585
Grp Volume(v), veh/h	316	0	0	5	4	0	991	737	0	8	1092	189
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1728	1777	0	1781	1777	1585
Q Serve(g_s), s	7.8	0.0	0.0	0.2	0.2	0.0	24.0	8.1	0.0	0.4	23.3	7.1
Cycle Q Clear(g_c), s	7.8	0.0	0.0	0.2	0.2	0.0	24.0	8.1	0.0	0.4	23.3	7.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	0		36	38	0	922	2338	0	25	1480	660
V/C Ratio(X)	0.80	0.00		0.14	0.11	0.00	1.08	0.32	0.00	0.32	0.74	0.29
Avail Cap(c_a), veh/h	475	0		238	249	0	922	2338	0	158	1480	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	0.0	0.0	43.3	43.3	0.0	33.0	6.6	0.0	43.9	22.1	17.4
Incr Delay (d2), s/veh	6.5	0.0	0.0	0.7	0.5	0.0	52.1	0.4	0.0	2.7	2.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	0.1	0.1	0.0	16.4	2.7	0.0	0.2	8.8	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	0.0	0.0	44.0	43.8	0.0	85.1	7.0	0.0	46.6	24.3	17.8
LnGrp LOS	D	A		D	D	A	F	A	A	D	C	B
Approach Vol, veh/h		316	A		9			1728			1289	
Approach Delay, s/veh		45.5			43.9			51.8			23.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	64.9		5.8	27.0	43.2		14.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	3.0	* 5.7		4.0				
Max Green Setting (Gmax), s	8.0	40.3		12.0	24.0	* 26		12.0				
Max Q Clear Time (g_c+I1), s	2.4	10.1		2.2	26.0	25.3		9.8				
Green Ext Time (p_c), s	0.0	5.7		0.0	0.0	0.8		0.2				

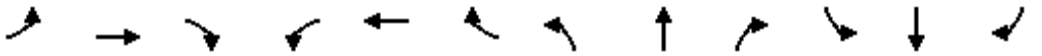
Intersection Summary		
HCM 6th Ctrl Delay		40.3
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	1	110	30	1	30	85	944	32	77	870	118
Future Volume (veh/h)	204	1	110	30	1	30	85	944	32	77	870	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	216	0	116	32	1	32	89	994	34	81	916	124
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	516	0	230	174	5	151	158	1440	642	130	1384	617
Arrive On Green	0.14	0.00	0.14	0.10	0.10	0.10	0.09	0.41	0.41	0.07	0.39	0.39
Sat Flow, veh/h	3563	0	1585	1781	48	1544	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	216	0	116	32	0	33	89	994	34	81	916	124
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1592	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.4	0.0	4.2	1.0	0.0	1.2	3.0	14.3	0.8	2.7	13.1	3.2
Cycle Q Clear(g_c), s	3.4	0.0	4.2	1.0	0.0	1.2	3.0	14.3	0.8	2.7	13.1	3.2
Prop In Lane	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	516	0	230	174	0	156	158	1440	642	130	1384	617
V/C Ratio(X)	0.42	0.00	0.51	0.18	0.00	0.21	0.56	0.69	0.05	0.62	0.66	0.20
Avail Cap(c_a), veh/h	1150	0	512	575	0	514	345	2048	914	345	2048	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	24.4	25.7	0.0	25.7	27.1	15.2	11.2	27.9	15.6	12.5
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.2	0.0	0.2	1.2	0.8	0.0	1.8	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.5	0.4	0.0	0.4	1.2	4.9	0.2	1.1	4.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	0.0	25.1	25.9	0.0	26.0	28.3	16.0	11.2	29.7	16.3	12.7
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		332			65			1117			1121	
Approach Delay, s/veh		24.6			25.9			16.9			16.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	30.4		10.1	9.5	29.4		13.0				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	12.0	35.7		20.0	12.0	35.7		20.0				
Max Q Clear Time (g_c+I1), s	4.7	16.3		3.2	5.0	15.1		6.2				
Green Ext Time (p_c), s	0.0	8.8		0.1	0.0	8.8		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		18.1	
HCM 6th LOS		B	

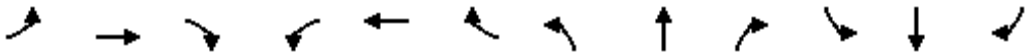
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	9	8	1	5	10
Future Volume (veh/h)	1	9	8	1	5	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	9	8	1	5	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	34	30	80	67	15	675
Arrive On Green	0.02	0.02	0.04	0.04	0.01	0.36
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	1	9	8	1	5	11
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	0.0	0.1	0.1	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.1	0.1	0.0	0.0	0.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	34	30	80	67	15	675
V/C Ratio(X)	0.03	0.30	0.10	0.01	0.34	0.02
Avail Cap(c_a), veh/h	2320	2064	2552	2163	773	3944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.8	7.8	7.4	7.4	8.0	3.3
Incr Delay (d2), s/veh	0.3	5.4	0.5	0.1	13.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.1	13.2	8.0	7.5	21.1	3.3
LnGrp LOS	A	B	A	A	C	A
Approach Vol, veh/h	10		9			16
Approach Delay, s/veh	12.7		7.9			8.9
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.1	5.7			10.8	5.3
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	7.0	22.0			34.0	21.0
Max Q Clear Time (g_c+I1), s	2.0	2.1			2.1	2.1
Green Ext Time (p_c), s	0.0	0.0			0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A



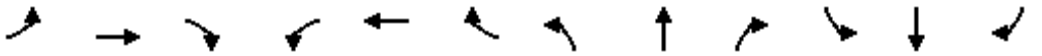
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	943	45	112	970	41	117	29	25	4	29	2
Future Volume (veh/h)	55	943	45	112	970	41	117	29	25	4	29	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	993	47	118	1021	43	77	95	26	4	31	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	1436	641	153	1599	713	162	170	144	7	51	3
Arrive On Green	0.04	0.40	0.40	0.09	0.45	0.45	0.09	0.09	0.09	0.03	0.03	0.03
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	199	1544	100
Grp Volume(v), veh/h	58	993	47	118	1021	43	77	95	26	37	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1842	0	0
Q Serve(g_s), s	1.5	10.6	0.8	3.0	10.2	0.7	1.9	2.2	0.7	0.9	0.0	0.0
Cycle Q Clear(g_c), s	1.5	10.6	0.8	3.0	10.2	0.7	1.9	2.2	0.7	0.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.11		0.05
Lane Grp Cap(c), veh/h	71	1436	641	153	1599	713	162	170	144	60	0	0
V/C Ratio(X)	0.81	0.69	0.07	0.77	0.64	0.06	0.47	0.56	0.18	0.61	0.00	0.00
Avail Cap(c_a), veh/h	466	2038	909	466	2038	909	583	612	518	563	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.8	11.3	8.4	20.5	9.7	7.1	19.8	20.0	19.3	21.9	0.0	0.0
Incr Delay (d2), s/veh	8.0	0.9	0.1	3.1	0.6	0.0	0.8	1.1	0.2	3.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.9	0.2	1.2	2.6	0.2	0.8	0.9	0.2	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	12.2	8.5	23.6	10.3	7.2	20.6	21.0	19.5	25.6	0.0	0.0
LnGrp LOS	C	B	A	C	B	A	C	C	B	C	A	A
Approach Vol, veh/h		1098			1182			198			37	
Approach Delay, s/veh		12.9			11.5			20.7			25.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.5	7.9	24.2		8.2	5.8	26.3				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		14.0	12.0	26.3		15.0	12.0	26.3				
Max Q Clear Time (g_c+I1), s		2.9	5.0	12.6		4.2	3.5	12.2				
Green Ext Time (p_c), s		0.0	0.1	5.9		0.3	0.0	6.2				

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



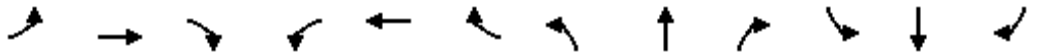
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	898	208	121	1089	34	187	37	89	23	27	68
Future Volume (veh/h)	92	898	208	121	1089	34	187	37	89	23	27	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	945	219	127	1146	36	225	0	94	24	28	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	1285	573	163	1362	608	371	0	165	138	145	122
Arrive On Green	0.07	0.36	0.36	0.09	0.38	0.38	0.10	0.00	0.10	0.08	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	1781	1870	1585
Grp Volume(v), veh/h	97	945	219	127	1146	36	225	0	94	24	28	72
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1781	1870	1585
Q Serve(g_s), s	2.7	11.6	5.1	3.5	14.7	0.7	3.0	0.0	2.8	0.6	0.7	2.2
Cycle Q Clear(g_c), s	2.7	11.6	5.1	3.5	14.7	0.7	3.0	0.0	2.8	0.6	0.7	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	1285	573	163	1362	608	371	0	165	138	145	122
V/C Ratio(X)	0.78	0.74	0.38	0.78	0.84	0.06	0.61	0.00	0.57	0.17	0.19	0.59
Avail Cap(c_a), veh/h	284	1348	601	284	1362	608	569	0	253	558	586	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	13.9	11.9	22.3	14.1	9.7	21.5	0.0	21.4	21.6	21.7	22.3
Incr Delay (d2), s/veh	4.0	2.2	0.6	3.0	5.1	0.1	0.6	0.0	1.1	0.8	0.9	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.8	1.4	1.4	5.2	0.2	1.1	0.0	0.9	0.3	0.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	16.2	12.4	25.2	19.2	9.8	22.0	0.0	22.5	22.5	22.6	28.6
LnGrp LOS	C	B	B	C	B	A	C	A	C	C	C	C
Approach Vol, veh/h		1261			1309			319			124	
Approach Delay, s/veh		16.3			19.5			22.2			26.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.2	8.6	23.8		8.5	7.5	24.9				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.6	4.0	5.7				
Max Green Setting (Gmax), s		8.0	8.0	19.0		15.7	8.0	19.0				
Max Q Clear Time (g_c+I1), s		5.0	5.5	13.6		4.2	4.7	16.7				
Green Ext Time (p_c), s		0.3	0.0	4.5		0.5	0.0	2.1				

Intersection Summary												
HCM 6th Ctrl Delay			18.7									
HCM 6th LOS			B									

Notes

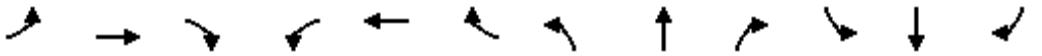
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	884	99	48	790	4	159	33	8	3	20	82
Future Volume (veh/h)	98	884	99	48	790	4	159	33	8	3	20	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	931	104	51	832	4	167	35	8	3	21	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	1331	594	62	1191	531	230	48	246	18	129	126
Arrive On Green	0.07	0.37	0.37	0.03	0.34	0.34	0.16	0.16	0.16	0.08	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1485	311	1585	232	1626	1585
Grp Volume(v), veh/h	103	931	104	51	832	4	202	0	8	24	0	86
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1796	0	1585	1859	0	1585
Q Serve(g_s), s	2.7	10.6	2.1	1.4	9.7	0.1	5.1	0.0	0.2	0.6	0.0	2.5
Cycle Q Clear(g_c), s	2.7	10.6	2.1	1.4	9.7	0.1	5.1	0.0	0.2	0.6	0.0	2.5
Prop In Lane	1.00		1.00	1.00		1.00	0.83		1.00	0.12		1.00
Lane Grp Cap(c), veh/h	132	1331	594	62	1191	531	279	0	246	147	0	126
V/C Ratio(X)	0.78	0.70	0.18	0.82	0.70	0.01	0.72	0.00	0.03	0.16	0.00	0.68
Avail Cap(c_a), veh/h	298	1414	631	298	1265	564	828	0	730	857	0	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	12.6	10.0	22.9	13.8	10.6	19.2	0.0	17.1	20.5	0.0	21.4
Incr Delay (d2), s/veh	3.7	1.7	0.2	9.7	1.9	0.0	4.3	0.0	0.1	0.6	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.4	0.6	0.7	3.3	0.0	2.3	0.0	0.1	0.3	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	14.4	10.2	32.6	15.7	10.6	23.5	0.0	17.2	21.1	0.0	29.1
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	C
Approach Vol, veh/h		1138			887			210			110	
Approach Delay, s/veh		15.0			16.6			23.2			27.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.8	5.7	22.9		11.4	7.5	21.0				
Change Period (Y+Rc), s		4.0	4.0	5.0		4.0	4.0	5.0				
Max Green Setting (Gmax), s		22.0	8.0	19.0		22.0	8.0	17.0				
Max Q Clear Time (g_c+I1), s		4.5	3.4	12.6		7.1	4.7	11.7				
Green Ext Time (p_c), s		0.4	0.0	5.3		0.8	0.0	4.1				

Intersection Summary												
HCM 6th Ctrl Delay			16.9									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	499	386	31	391	43	332	58	32	64	55	36
Future Volume (veh/h)	28	499	386	31	391	43	332	58	32	64	55	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	525	406	33	412	45	393	0	34	67	58	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1090	795	40	710	317	695	0	309	96	83	156
Arrive On Green	0.11	0.31	0.31	0.02	0.20	0.20	0.20	0.00	0.20	0.10	0.10	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	0	1585	976	845	1585
Grp Volume(v), veh/h	29	525	406	33	412	45	393	0	34	125	0	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1585	1822	0	1585
Q Serve(g_s), s	0.7	5.4	7.7	0.8	4.7	1.1	4.5	0.0	0.8	3.0	0.0	1.0
Cycle Q Clear(g_c), s	0.7	5.4	7.7	0.8	4.7	1.1	4.5	0.0	0.8	3.0	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.54		1.00
Lane Grp Cap(c), veh/h	191	1090	795	40	710	317	695	0	309	179	0	156
V/C Ratio(X)	0.15	0.48	0.51	0.82	0.58	0.14	0.57	0.00	0.11	0.70	0.00	0.24
Avail Cap(c_a), veh/h	316	1420	942	316	1341	598	1898	0	844	323	0	281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	12.7	7.5	21.9	16.3	14.8	16.4	0.0	14.9	19.7	0.0	18.8
Incr Delay (d2), s/veh	0.1	0.5	0.8	14.2	1.2	0.3	0.9	0.0	0.2	1.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.7	3.1	0.5	1.7	0.3	1.7	0.0	0.2	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	13.2	8.3	36.1	17.5	15.2	17.3	0.0	15.1	21.5	0.0	19.1
LnGrp LOS	B	B	A	D	B	B	B	A	B	C	A	B
Approach Vol, veh/h		960			490			427			163	
Approach Delay, s/veh		11.3			18.5			17.1			20.9	
Approach LOS		B			B			B			C	

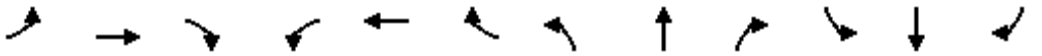
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.8	5.0	18.8		8.4	9.8	14.0				
Change Period (Y+Rc), s		4.0	4.0	5.0		4.0	5.0	* 5				
Max Green Setting (Gmax), s		24.0	8.0	18.0		8.0	8.0	* 17				
Max Q Clear Time (g_c+I1), s		6.5	2.8	9.7		5.0	2.7	6.7				
Green Ext Time (p_c), s		2.3	0.0	4.1		0.1	0.0	2.3				

Intersection Summary		
HCM 6th Ctrl Delay		15.0
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



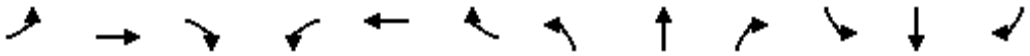
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	16	44	18	7	4	56	984	8	7	809	186
Future Volume (veh/h)	232	16	44	18	7	4	56	984	8	7	809	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1864	1864	1870	1870	1870	1776	1776	1776	2027	2027	2027
Adj Flow Rate, veh/h	244	17	46	19	7	4	59	1036	8	7	852	196
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	295	67	182	175	40	23	92	2093	648	18	2139	662
Arrive On Green	0.17	0.15	0.15	0.05	0.04	0.04	0.05	0.43	0.43	0.01	0.39	0.39
Sat Flow, veh/h	1776	443	1200	3456	1116	638	1692	4849	1502	1931	5535	1714
Grp Volume(v), veh/h	244	0	63	19	0	11	59	1036	8	7	852	196
Grp Sat Flow(s),veh/h/ln	1776	0	1643	1728	0	1753	1692	1616	1502	1931	1845	1714
Q Serve(g_s), s	7.2	0.0	1.8	0.3	0.0	0.3	1.8	8.4	0.2	0.2	6.0	1.7
Cycle Q Clear(g_c), s	7.2	0.0	1.8	0.3	0.0	0.3	1.8	8.4	0.2	0.2	6.0	1.7
Prop In Lane	1.00		0.73	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	295	0	250	175	0	63	92	2093	648	18	2139	662
V/C Ratio(X)	0.83	0.00	0.25	0.11	0.00	0.17	0.64	0.50	0.01	0.39	0.40	0.30
Avail Cap(c_a), veh/h	328	0	607	703	0	723	250	2213	686	285	2527	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	20.2	24.5	0.0	25.3	25.1	11.1	8.8	26.7	12.0	1.7
Incr Delay (d2), s/veh	13.1	0.0	0.4	0.1	0.0	0.5	2.8	0.4	0.0	5.1	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.7	0.1	0.0	0.1	0.7	2.1	0.0	0.1	1.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.0	20.7	24.6	0.0	25.8	27.8	11.5	8.8	31.8	12.3	2.2
LnGrp LOS	C	A	C	C	A	C	C	B	A	C	B	A
Approach Vol, veh/h		307			30			1103			1055	
Approach Delay, s/veh		32.0			25.0			12.3			10.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	29.4	6.7	13.5	6.9	26.9	14.3	6.0
Change Period (Y+Rc), s	4.0	6.0	4.0	5.3	4.0	6.0	5.3	* 4
Max Green Setting (Gmax), s	8.0	24.7	11.0	20.0	8.0	24.7	10.0	* 22
Max Q Clear Time (g_c+I1), s	2.2	10.4	2.3	3.8	3.8	8.0	9.2	2.3
Green Ext Time (p_c), s	0.0	12.0	0.0	0.3	0.0	12.9	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

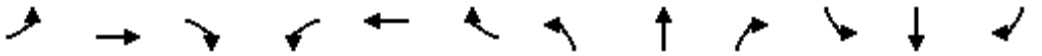
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	27	25	16	14	16	93	169	0	32	177	177
Future Volume (veh/h)	25	27	25	16	14	16	93	169	0	32	177	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	28	26	17	15	17	98	178	0	34	186	186
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	39	36	20	18	20	122	1236	0	44	261	261
Arrive On Green	0.06	0.06	0.06	0.03	0.03	0.03	0.07	0.35	0.00	0.02	0.30	0.30
Sat Flow, veh/h	566	609	566	601	530	601	1781	3647	0	1781	858	858
Grp Volume(v), veh/h	80	0	0	49	0	0	98	178	0	34	0	372
Grp Sat Flow(s),veh/h/ln	1740	0	0	1732	0	0	1781	1777	0	1781	0	1716
Q Serve(g_s), s	1.4	0.0	0.0	0.9	0.0	0.0	1.7	1.1	0.0	0.6	0.0	6.2
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.9	0.0	0.0	1.7	1.1	0.0	0.6	0.0	6.2
Prop In Lane	0.32		0.32	0.35		0.35	1.00		0.00	1.00		0.50
Lane Grp Cap(c), veh/h	111	0	0	57	0	0	122	1236	0	44	0	521
V/C Ratio(X)	0.72	0.00	0.00	0.85	0.00	0.00	0.80	0.14	0.00	0.78	0.00	0.71
Avail Cap(c_a), veh/h	870	0	0	433	0	0	389	2109	0	445	0	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	0.0	15.4	0.0	0.0	14.7	7.2	0.0	15.5	0.0	9.9
Incr Delay (d2), s/veh	8.6	0.0	0.0	12.4	0.0	0.0	4.6	0.1	0.0	10.7	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.5	0.0	0.0	0.7	0.3	0.0	0.3	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	0.0	0.0	27.8	0.0	0.0	19.3	7.2	0.0	26.2	0.0	11.7
LnGrp LOS	C	A	A	C	A	A	B	A	A	C	A	B
Approach Vol, veh/h		80			49			276			406	
Approach Delay, s/veh		23.3			27.8			11.5			12.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	15.1		5.1	6.2	13.7		7.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		5.0				
Max Green Setting (Gmax), s	8.0	19.0		8.0	7.0	17.0		16.0				
Max Q Clear Time (g_c+I1), s	2.6	3.1		2.9	3.7	8.2		3.4				
Green Ext Time (p_c), s	0.0	0.9		0.0	0.0	1.6		0.3				

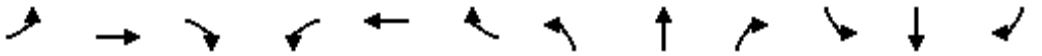
Intersection Summary			
HCM 6th Ctrl Delay		14.3	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	0	151	10	2	6	221	1755	6	35	1788	151
Future Volume (veh/h)	88	0	151	10	2	6	221	1755	6	35	1788	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	0	7	11	2	0	233	1847	6	37	1882	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	0	131	45	8	47	260	2499	8	53	2033	907
Arrive On Green	0.08	0.00	0.08	0.03	0.03	0.00	0.15	0.69	0.69	0.03	0.57	0.57
Sat Flow, veh/h	1781	0	1585	1518	276	1585	1781	3633	12	1781	3554	1585
Grp Volume(v), veh/h	93	0	7	13	0	0	233	903	950	37	1882	107
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1794	0	1585	1781	1777	1868	1781	1777	1585
Q Serve(g_s), s	5.9	0.0	0.5	0.8	0.0	0.0	15.0	37.5	37.6	2.4	56.0	3.6
Cycle Q Clear(g_c), s	5.9	0.0	0.5	0.8	0.0	0.0	15.0	37.5	37.6	2.4	56.0	3.6
Prop In Lane	1.00		1.00	0.85		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	147	0	131	53	0	47	260	1222	1285	53	2033	907
V/C Ratio(X)	0.63	0.00	0.05	0.25	0.00	0.00	0.90	0.74	0.74	0.69	0.93	0.12
Avail Cap(c_a), veh/h	306	0	273	309	0	273	260	1222	1285	123	2083	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	0.0	49.2	55.2	0.0	0.0	48.8	11.5	11.5	55.9	22.6	11.4
Incr Delay (d2), s/veh	1.7	0.0	0.1	0.9	0.0	0.0	29.8	2.6	2.5	5.9	7.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.2	0.4	0.0	0.0	8.6	12.9	13.5	1.1	22.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	0.0	49.2	56.1	0.0	0.0	78.7	14.2	14.1	61.7	30.4	11.5
LnGrp LOS	D	A	D	E	A	A	E	B	B	E	C	B
Approach Vol, veh/h		100			13			2086			2026	
Approach Delay, s/veh		53.0			56.1			21.3			30.0	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	86.0		8.3	20.9	72.5		14.5				
Change Period (Y+Rc), s	4.0	6.0		4.9	4.0	6.0		4.9				
Max Green Setting (Gmax), s	8.0	77.2		20.0	17.0	68.2		20.0				
Max Q Clear Time (g_c+I1), s	4.4	39.6		2.8	17.0	58.0		7.9				
Green Ext Time (p_c), s	0.0	21.2		0.0	0.0	8.5		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		26.3	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	378	8	276	17	16	25	210	1577	8	5	1371	581
Future Volume (veh/h)	378	8	276	17	16	25	210	1577	8	5	1371	581
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	404	0	291	18	17	26	221	1660	8	5	1443	612
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	782	0	348	31	29	53	268	2081	10	7	1777	792
Arrive On Green	0.22	0.00	0.22	0.03	0.03	0.03	0.08	0.57	0.57	0.00	0.50	0.50
Sat Flow, veh/h	3563	0	1585	938	886	1585	3456	3627	17	1781	3554	1585
Grp Volume(v), veh/h	404	0	291	35	0	26	221	813	855	5	1443	612
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1823	0	1585	1728	1777	1867	1781	1777	1585
Q Serve(g_s), s	10.3	0.0	18.1	1.9	0.0	1.7	6.5	37.1	37.1	0.3	35.2	32.4
Cycle Q Clear(g_c), s	10.3	0.0	18.1	1.9	0.0	1.7	6.5	37.1	37.1	0.3	35.2	32.4
Prop In Lane	1.00		1.00	0.51		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	782	0	348	60	0	53	268	1019	1071	7	1777	792
V/C Ratio(X)	0.52	0.00	0.84	0.58	0.00	0.50	0.82	0.80	0.80	0.72	0.81	0.77
Avail Cap(c_a), veh/h	1037	0	461	531	0	461	268	1019	1071	138	1845	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	38.5	49.1	0.0	49.0	46.8	17.3	17.3	51.3	21.7	21.0
Incr Delay (d2), s/veh	0.5	0.0	9.8	8.5	0.0	7.0	17.4	5.2	5.0	41.0	3.3	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	8.0	1.0	0.0	0.8	3.4	14.8	15.5	0.2	14.1	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	0.0	48.3	57.6	0.0	56.0	64.2	22.5	22.3	92.3	25.0	26.4
LnGrp LOS	D	A	D	E	A	E	E	C	C	F	C	C
Approach Vol, veh/h		695			61			1889			2060	
Approach Delay, s/veh		41.1			56.9			27.3			25.5	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	64.6		7.4	12.0	57.0		26.6				
Change Period (Y+Rc), s	4.0	5.5		4.0	4.0	5.5		4.0				
Max Green Setting (Gmax), s	8.0	54.5		30.0	8.0	53.5		30.0				
Max Q Clear Time (g_c+I1), s	2.3	39.1		3.9	8.5	37.2		20.1				
Green Ext Time (p_c), s	0.0	12.4		0.2	0.0	14.3		2.5				

Intersection Summary			
HCM 6th Ctrl Delay		28.9	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	752	790	971	404	996	726
Future Volume (veh/h)	752	790	971	404	996	726
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1034	526	1022	180	1048	764
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1069	951	992	442	1037	2229
Arrive On Green	0.30	0.30	0.28	0.28	0.30	0.63
Sat Flow, veh/h	3563	1585	3647	1585	3456	3647
Grp Volume(v), veh/h	1034	526	1022	180	1048	764
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1728	1777
Q Serve(g_s), s	31.5	0.0	30.7	10.2	33.0	11.2
Cycle Q Clear(g_c), s	31.5	0.0	30.7	10.2	33.0	11.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1069	951	992	442	1037	2229
V/C Ratio(X)	0.97	0.55	1.03	0.41	1.01	0.34
Avail Cap(c_a), veh/h	1069	951	992	442	1037	2229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	13.2	39.7	32.2	38.5	9.7
Incr Delay (d2), s/veh	19.9	0.4	36.7	0.8	30.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.4	16.2	18.2	4.0	18.1	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.9	13.6	76.3	33.1	69.2	9.8
LnGrp LOS	E	B	F	C	F	A
Approach Vol, veh/h	1560		1202			1812
Approach Delay, s/veh	43.0		69.8			44.1
Approach LOS	D		E			D

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	73.0	37.0	37.0	36.0
Change Period (Y+Rc), s	4.0	4.0	4.0	5.3
Max Green Setting (Gmax), s	69.0	33.0	33.0	30.7
Max Q Clear Time (g_c+I1), s	13.2	33.5	35.0	32.7
Green Ext Time (p_c), s	5.3	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

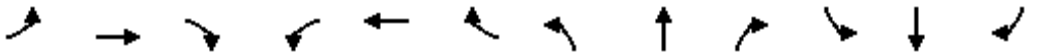
Notes

User approved volume balancing among the lanes for turning movement.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	98	298	703	10	260	809
Future Volume (veh/h)	98	298	703	10	260	809
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	314	740	11	274	852
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	801	367	1815	563	328	3096
Arrive On Green	0.23	0.23	0.36	0.36	0.18	0.61
Sat Flow, veh/h	3456	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	103	314	740	11	274	852
Grp Sat Flow(s),veh/h/ln	1728	1585	1702	1585	1781	1702
Q Serve(g_s), s	1.4	11.4	6.5	0.3	8.9	4.7
Cycle Q Clear(g_c), s	1.4	11.4	6.5	0.3	8.9	4.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	801	367	1815	563	328	3096
V/C Ratio(X)	0.13	0.85	0.41	0.02	0.84	0.28
Avail Cap(c_a), veh/h	1154	529	2582	802	476	4287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	22.0	14.6	12.5	23.6	5.6
Incr Delay (d2), s/veh	0.0	6.6	0.3	0.0	5.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.4	2.0	0.1	3.7	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.2	28.6	14.8	12.6	29.3	5.7
LnGrp LOS	B	C	B	B	C	A
Approach Vol, veh/h	417		751			1126
Approach Delay, s/veh	26.1		14.8			11.4
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.0	27.0			42.0	17.9
Change Period (Y+Rc), s	4.0	5.7			5.7	4.0
Max Green Setting (Gmax), s	16.0	30.3			50.3	20.0
Max Q Clear Time (g_c+I1), s	10.9	8.5			6.7	13.4
Green Ext Time (p_c), s	0.3	12.8			22.5	0.5

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	568	75	179	785	146	170	21	110	214	6	75
Future Volume (veh/h)	126	568	75	179	785	146	170	21	110	214	6	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	598	79	188	826	154	179	22	116	229	0	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	1128	147	232	1316	408	266	33	264	593	0	264
Arrive On Green	0.12	0.25	0.25	0.13	0.26	0.26	0.17	0.17	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1781	4571	596	1781	5106	1585	1595	196	1585	3563	0	1585
Grp Volume(v), veh/h	133	443	234	188	826	154	201	0	116	229	0	79
Grp Sat Flow(s),veh/h/ln	1781	1702	1763	1781	1702	1585	1791	0	1585	1781	0	1585
Q Serve(g_s), s	4.2	6.7	6.9	6.1	8.6	4.8	6.3	0.0	3.9	3.4	0.0	2.6
Cycle Q Clear(g_c), s	4.2	6.7	6.9	6.1	8.6	4.8	6.3	0.0	3.9	3.4	0.0	2.6
Prop In Lane	1.00		0.34	1.00		1.00	0.89		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	840	435	232	1316	408	298	0	264	593	0	264
V/C Ratio(X)	0.63	0.53	0.54	0.81	0.63	0.38	0.67	0.00	0.44	0.39	0.00	0.30
Avail Cap(c_a), veh/h	597	1751	907	239	1600	497	420	0	372	597	0	266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	19.5	19.5	25.2	19.6	18.2	23.3	0.0	22.4	22.2	0.0	21.8
Incr Delay (d2), s/veh	1.1	1.1	2.1	16.9	1.1	1.2	1.0	0.0	0.4	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.5	2.7	3.4	3.1	1.7	2.6	0.0	1.4	1.4	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	20.5	21.6	42.2	20.7	19.4	24.3	0.0	22.8	22.3	0.0	22.0
LnGrp LOS	C	C	C	D	C	B	C	A	C	C	A	C
Approach Vol, veh/h		810			1168			317			308	
Approach Delay, s/veh		21.8			24.0			23.8			22.2	
Approach LOS		C			C			C			C	

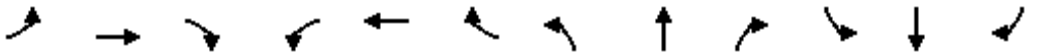
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	20.0		13.9	11.1	20.7		13.9				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	30.7		10.0	20.0	18.7		14.0				
Max Q Clear Time (g_c+I1), s	8.1	8.9		5.4	6.2	10.6		8.3				
Green Ext Time (p_c), s	0.0	5.9		0.4	0.2	4.7		0.4				

Intersection Summary		
HCM 6th Ctrl Delay	23.0	
HCM 6th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.



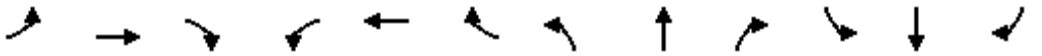
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	651	501	202	655	213	496	700	55	107	679	263
Future Volume (veh/h)	221	651	501	202	655	213	496	700	55	107	679	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	2145	2145	2145
Adj Flow Rate, veh/h	233	685	167	213	689	85	522	737	22	113	715	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	768	343	234	739	330	541	2195	681	143	1151	357
Arrive On Green	0.14	0.22	0.22	0.13	0.21	0.21	0.30	0.43	0.43	0.07	0.20	0.20
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	5106	1585	2043	5857	1818
Grp Volume(v), veh/h	233	685	167	213	689	85	522	737	22	113	715	61
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1585	2043	1952	1818
Q Serve(g_s), s	15.8	22.8	11.3	14.4	23.2	5.5	35.2	11.7	1.0	6.6	13.6	3.4
Cycle Q Clear(g_c), s	15.8	22.8	11.3	14.4	23.2	5.5	35.2	11.7	1.0	6.6	13.6	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	768	343	234	739	330	541	2195	681	143	1151	357
V/C Ratio(X)	0.94	0.89	0.49	0.91	0.93	0.26	0.97	0.34	0.03	0.79	0.62	0.17
Avail Cap(c_a), veh/h	248	781	348	234	740	330	541	2262	702	251	1537	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	46.4	41.9	52.3	47.4	40.4	41.8	23.1	20.1	55.8	44.8	40.7
Incr Delay (d2), s/veh	39.9	13.1	2.2	35.1	18.8	0.6	29.9	0.1	0.0	3.6	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	11.4	4.5	8.7	12.2	2.2	19.4	4.6	0.4	3.5	6.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.9	59.5	44.0	87.4	66.3	41.1	71.7	23.3	20.1	59.4	45.7	41.1
LnGrp LOS	F	E	D	F	E	D	E	C	C	E	D	D
Approach Vol, veh/h		1085			987			1281			889	
Approach Delay, s/veh		64.1			68.7			43.0			47.1	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	31.7	41.0	29.3	21.0	30.7	12.5	57.7
Change Period (Y+Rc), s	4.0	* 5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	16.0	* 27	37.0	32.0	17.0	25.4	15.0	54.0
Max Q Clear Time (g_c+I1), s	16.4	24.8	37.2	15.6	17.8	25.2	8.6	13.7
Green Ext Time (p_c), s	0.0	1.5	0.0	8.3	0.0	0.1	0.1	13.3

Intersection Summary	
HCM 6th Ctrl Delay	55.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	22	83	149	16	340	73	803	34	243	991	73
Future Volume (veh/h)	75	22	83	149	16	340	73	803	34	243	991	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1988	1988	1988	1870	1945	1870	2145	2231	2145
Adj Flow Rate, veh/h	79	23	87	157	17	358	77	845	36	256	1043	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	49	191	363	39	608	116	1014	43	305	2225	664
Arrive On Green	0.12	0.12	0.12	0.21	0.21	0.21	0.07	0.28	0.28	0.15	0.37	0.37
Sat Flow, veh/h	1395	406	1585	1716	186	1682	1781	3609	154	2043	6091	1818
Grp Volume(v), veh/h	102	0	87	174	0	358	77	433	448	256	1043	77
Grp Sat Flow(s),veh/h/ln	1801	0	1585	1902	0	1682	1781	1848	1915	2043	2030	1818
Q Serve(g_s), s	3.8	0.0	3.7	5.8	0.0	12.6	3.1	16.0	16.0	8.9	9.6	2.0
Cycle Q Clear(g_c), s	3.8	0.0	3.7	5.8	0.0	12.6	3.1	16.0	16.0	8.9	9.6	2.0
Prop In Lane	0.77		1.00	0.90		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	218	0	191	402	0	608	116	519	538	305	2225	664
V/C Ratio(X)	0.47	0.00	0.45	0.43	0.00	0.59	0.66	0.83	0.83	0.84	0.47	0.12
Avail Cap(c_a), veh/h	222	0	196	540	0	730	244	532	552	336	2225	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	29.8	24.9	0.0	18.9	33.3	24.6	24.6	30.1	17.7	15.3
Incr Delay (d2), s/veh	0.6	0.0	0.6	0.3	0.0	0.3	2.4	12.1	11.7	14.3	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.4	2.5	0.0	4.4	1.3	8.1	8.3	5.3	4.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	0.0	30.4	25.2	0.0	19.2	35.7	36.7	36.3	44.5	18.1	15.5
LnGrp LOS	C	A	C	C	A	B	D	D	D	D	B	B
Approach Vol, veh/h		189			532			958			1376	
Approach Delay, s/veh		30.4			21.2			36.4			22.8	
Approach LOS		C			C			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.8	8.7	31.9		19.4	14.9	25.8				
Change Period (Y+Rc), s		4.0	4.0	5.3		4.0	4.0	5.3				
Max Green Setting (Gmax), s		9.0	10.0	23.0		20.7	12.0	21.0				
Max Q Clear Time (g_c+I1), s		5.8	5.1	11.6		14.6	10.9	18.0				
Green Ext Time (p_c), s		0.1	0.0	9.3		0.8	0.1	2.4				

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

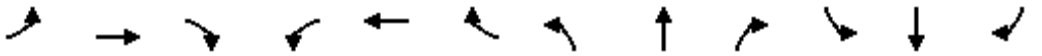
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	36	38	957	14	136	933
Future Volume (veh/h)	36	38	957	14	136	933
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	40	1007	15	143	982
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	211	187	1425	21	256	2299
Arrive On Green	0.12	0.12	0.40	0.40	0.14	0.65
Sat Flow, veh/h	1781	1585	3678	53	1781	3647
Grp Volume(v), veh/h	38	40	499	523	143	982
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1861	1781	1777
Q Serve(g_s), s	0.7	0.9	8.9	8.9	2.8	5.1
Cycle Q Clear(g_c), s	0.7	0.9	8.9	8.9	2.8	5.1
Prop In Lane	1.00	1.00		0.03	1.00	
Lane Grp Cap(c), veh/h	211	187	706	740	256	2299
V/C Ratio(X)	0.18	0.21	0.71	0.71	0.56	0.43
Avail Cap(c_a), veh/h	950	845	938	982	376	2898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	15.1	9.6	9.6	15.1	3.3
Incr Delay (d2), s/veh	0.2	0.2	2.1	2.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	2.5	2.6	0.9	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.2	15.3	11.6	11.5	15.8	3.4
LnGrp LOS	B	B	B	B	B	A
Approach Vol, veh/h	78		1022			1125
Approach Delay, s/veh	15.3		11.6			5.0
Approach LOS	B		B			A

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	29.4	8.5	9.4	20.0
Change Period (Y+Rc), s	4.9	4.0	4.0	* 4.9
Max Green Setting (Gmax), s	30.9	20.2	8.0	* 20
Max Q Clear Time (g_c+I1), s	7.1	2.9	4.8	10.9
Green Ext Time (p_c), s	4.7	0.1	0.1	4.1

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

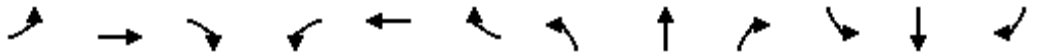
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	18	0	25	0	1715	27	22	1879	0
Future Volume (veh/h)	0	0	0	18	0	25	0	1715	27	22	1879	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	19	0	26	0	1805	28	23	1978	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	3	3	63	0	56	3	2601	40	29	2882	1286
Arrive On Green	0.00	0.00	0.00	0.04	0.00	0.04	0.00	0.73	0.73	0.02	0.81	0.00
Sat Flow, veh/h	0	1870	1585	1781	0	1585	1781	3582	55	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	19	0	26	0	894	939	23	1978	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	0	1585	1781	1777	1860	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.9	0.0	16.1	16.2	0.7	13.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.6	0.0	0.9	0.0	16.1	16.2	0.7	13.8	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	0	3	3	63	0	56	3	1290	1351	29	2882	1286
V/C Ratio(X)	0.00	0.00	0.00	0.30	0.00	0.46	0.00	0.69	0.70	0.81	0.69	0.00
Avail Cap(c_a), veh/h	0	774	656	737	0	656	338	1442	1510	246	2882	1286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	27.3	0.0	27.4	0.0	4.4	4.4	28.5	2.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.0	0.0	2.2	0.0	2.1	2.1	17.5	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.4	0.0	2.7	2.8	0.4	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	28.2	0.0	29.6	0.0	6.5	6.5	46.0	3.3	0.0
LnGrp LOS	A	A	A	C	A	C	A	A	A	D	A	A
Approach Vol, veh/h		0			45			1833			2001	
Approach Delay, s/veh		0.0			29.0			6.5			3.8	
Approach LOS					C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	47.0		6.1	0.0	52.0		0.0				
Change Period (Y+Rc), s	4.0	4.9		4.0	5.0	4.9		4.0				
Max Green Setting (Gmax), s	8.0	47.1		24.0	11.0	38.1		24.0				
Max Q Clear Time (g_c+I1), s	2.7	18.2		2.9	0.0	15.8		0.0				
Green Ext Time (p_c), s	0.0	23.9		0.0	0.0	19.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		5.4	
HCM 6th LOS		A	



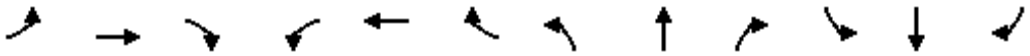
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	24	40	49	22	67	27	1661	38	92	1834	37
Future Volume (veh/h)	67	24	40	49	22	67	27	1661	38	92	1834	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	25	42	52	23	71	28	1748	40	97	1931	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	54	91	154	34	105	70	2001	46	126	2120	43
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.04	0.56	0.56	0.07	0.60	0.60
Sat Flow, veh/h	1781	627	1054	1781	392	1211	1781	3551	81	1781	3562	72
Grp Volume(v), veh/h	71	0	67	52	0	94	28	872	916	97	960	1010
Grp Sat Flow(s),veh/h/ln	1781	0	1681	1781	0	1603	1781	1777	1855	1781	1777	1857
Q Serve(g_s), s	3.4	0.0	3.4	2.5	0.0	5.1	1.4	37.8	38.2	4.8	42.7	43.4
Cycle Q Clear(g_c), s	3.4	0.0	3.4	2.5	0.0	5.1	1.4	37.8	38.2	4.8	42.7	43.4
Prop In Lane	1.00		0.63	1.00		0.76	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	154	0	145	154	0	139	70	1001	1045	126	1058	1105
V/C Ratio(X)	0.46	0.00	0.46	0.34	0.00	0.68	0.40	0.87	0.88	0.77	0.91	0.91
Avail Cap(c_a), veh/h	317	0	299	317	0	285	159	1062	1109	159	1070	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	0.0	39.1	38.6	0.0	39.8	42.1	16.8	16.9	41.0	16.0	16.1
Incr Delay (d2), s/veh	1.8	0.0	2.0	1.1	0.0	4.8	1.4	8.1	8.2	12.0	11.2	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.5	1.1	0.0	2.2	0.6	15.0	15.8	2.4	17.1	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	0.0	41.0	39.7	0.0	44.6	43.5	25.0	25.1	53.0	27.2	27.7
LnGrp LOS	D	A	D	D	A	D	D	C	C	D	C	C
Approach Vol, veh/h		138			146			1816			2067	
Approach Delay, s/veh		41.0			42.9			25.3			28.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	58.8		11.7	10.4	55.9		11.8				
Change Period (Y+Rc), s	4.0	* 5.3		4.0	4.0	5.3		4.0				
Max Green Setting (Gmax), s	8.0	* 54		16.0	8.0	53.7		16.0				
Max Q Clear Time (g_c+I1), s	3.4	45.4		5.4	6.8	40.2		7.1				
Green Ext Time (p_c), s	0.0	7.2		0.3	0.0	10.4		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		28.1
HCM 6th LOS		C

Notes

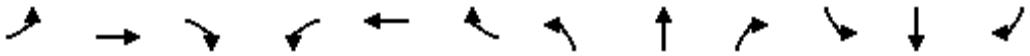
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	21	11	102	29	51	3	2095	12	46	2481	57
Future Volume (veh/h)	45	21	11	102	29	51	3	2095	12	46	2481	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1945	1870	1870	1841	1841	1870	1841	1841
Adj Flow Rate, veh/h	47	22	12	107	31	54	3	2205	13	48	2612	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	4	4
Cap, veh/h	59	28	15	120	35	60	4	3468	20	62	3564	81
Arrive On Green	0.06	0.06	0.06	0.12	0.12	0.12	0.00	1.00	1.00	0.03	0.71	0.71
Sat Flow, veh/h	1067	500	272	1004	291	506	1781	5155	30	1781	5054	115
Grp Volume(v), veh/h	81	0	0	192	0	0	3	1433	785	48	1727	945
Grp Sat Flow(s),veh/h/ln	1839	0	0	1801	0	0	1781	1675	1835	1781	1675	1820
Q Serve(g_s), s	6.5	0.0	0.0	15.8	0.0	0.0	0.3	0.0	0.0	4.0	47.0	47.8
Cycle Q Clear(g_c), s	6.5	0.0	0.0	15.8	0.0	0.0	0.3	0.0	0.0	4.0	47.0	47.8
Prop In Lane	0.58		0.15	0.56		0.28	1.00		0.02	1.00		0.06
Lane Grp Cap(c), veh/h	101	0	0	215	0	0	4	2254	1235	62	2362	1283
V/C Ratio(X)	0.80	0.00	0.00	0.89	0.00	0.00	0.72	0.64	0.64	0.78	0.73	0.74
Avail Cap(c_a), veh/h	123	0	0	252	0	0	36	2254	1235	107	2362	1283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.40	0.40	0.40	0.39	0.39	0.39
Uniform Delay (d), s/veh	70.0	0.0	0.0	65.1	0.0	0.0	74.6	0.0	0.0	71.8	13.5	13.6
Incr Delay (d2), s/veh	21.5	0.0	0.0	25.6	0.0	0.0	28.5	0.6	1.0	3.1	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	8.8	0.0	0.0	0.1	0.2	0.3	1.9	16.1	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.5	0.0	0.0	90.7	0.0	0.0	103.1	0.6	1.0	74.9	13.9	14.5
LnGrp LOS	F	A	A	F	A	A	F	A	A	E	B	B
Approach Vol, veh/h		81			192			2221			2720	
Approach Delay, s/veh		91.5			90.7			0.9			15.2	
Approach LOS		F			F			A			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.3	9.2	106.6		21.9	4.4	111.5				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		10.0	9.0	92.3		21.0	3.0	98.3				
Max Q Clear Time (g_c+I1), s		8.5	6.0	2.0		17.8	2.3	49.8				
Green Ext Time (p_c), s		0.0	0.0	82.3		0.1	0.0	47.8				

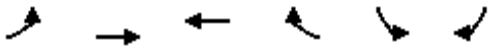
Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	0	184	376	0	14	39	2143	48	21	2439	141
Future Volume (vph)	21	0	184	376	0	14	39	2143	48	21	2439	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Lane Util. Factor	1.00		1.00	1.00		1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00		0.98	1.00		0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Frt	1.00		0.85	1.00		0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770		1553	1770		1553	1770	5064		1770	5032	
Flt Permitted	0.95		1.00	0.95		1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770		1553	1770		1553	1770	5064		1770	5032	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	22	0	194	396	0	15	41	2256	51	22	2567	148
RTOR Reduction (vph)	0	0	150	0	0	12	0	1	0	0	4	0
Lane Group Flow (vph)	22	0	44	396	0	3	41	2306	0	22	2711	0
Confl. Peds. (#/hr)	4		4	4		4	4		4	4		4
Confl. Bikes (#/hr)			2			2			2			2
Turn Type	Prot		Perm	Prot		Perm	Prot	NA		Prot	NA	
Protected Phases	6			5			7	4		3	8	
Permitted Phases			6			5						
Actuated Green, G (s)	34.0		34.0	34.0		34.0	6.0	77.0		4.3	75.3	
Effective Green, g (s)	34.0		34.0	34.0		34.0	6.0	77.0		4.3	75.3	
Actuated g/C Ratio	0.23		0.23	0.23		0.23	0.04	0.51		0.03	0.50	
Clearance Time (s)	4.0		4.0	4.0		4.0	4.0	5.7		4.0	5.7	
Vehicle Extension (s)	2.0		2.0	2.0		2.0	2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)	401		352	401		352	70	2599		50	2526	
v/s Ratio Prot	0.01			c0.22			c0.02	0.46		0.01	c0.54	
v/s Ratio Perm			0.03			0.00						
v/c Ratio	0.05		0.12	0.99		0.01	0.59	0.89		0.44	1.07	
Uniform Delay, d1	45.4		46.2	57.8		45.0	70.8	32.6		71.7	37.4	
Progression Factor	1.00		1.00	1.00		1.00	1.00	1.00		1.12	0.64	
Incremental Delay, d2	0.0		0.1	41.1		0.0	7.8	5.0		1.5	38.8	
Delay (s)	45.4		46.2	98.9		45.0	78.6	37.6		81.6	62.8	
Level of Service	D		D	F		D	E	D		F	E	
Approach Delay (s)		46.1			97.0			38.3			62.9	
Approach LOS		D			F			D			E	

Intersection Summary			
HCM 2000 Control Delay	54.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

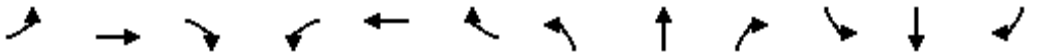
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	327	343	42	146	38
Future Volume (veh/h)	18	327	343	42	146	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	344	361	44	154	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	26	1606	995	444	233	208
Arrive On Green	0.01	0.45	0.28	0.28	0.13	0.13
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	19	344	361	44	154	40
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.3	1.5	2.1	0.5	2.1	0.6
Cycle Q Clear(g_c), s	0.3	1.5	2.1	0.5	2.1	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	26	1606	995	444	233	208
V/C Ratio(X)	0.72	0.21	0.36	0.10	0.66	0.19
Avail Cap(c_a), veh/h	1121	6333	3537	1577	1689	1503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	4.2	7.3	6.8	10.5	9.8
Incr Delay (d2), s/veh	12.8	0.1	0.4	0.2	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.5	0.1	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.2	4.3	7.7	6.9	11.7	10.0
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		363	405		194	
Approach Delay, s/veh		5.4	7.6		11.4	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			17.2		8.2	4.4	12.8
Change Period (Y+Rc), s			5.7		4.9	4.0	5.7
Max Green Setting (Gmax), s			45.3		24.1	16.0	25.3
Max Q Clear Time (g_c+I1), s			3.5		4.1	2.3	4.1
Green Ext Time (p_c), s			3.0		0.4	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	325	503	175	459	46	393	497	236	8	460	117
Future Volume (veh/h)	43	325	503	175	459	46	393	497	236	8	460	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	342	0	184	483	0	414	523	0	8	484	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	529		220	785		464	1494		26	890	
Arrive On Green	0.05	0.15	0.00	0.12	0.22	0.00	0.26	0.42	0.00	0.01	0.17	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	5274	0
Grp Volume(v), veh/h	45	342	0	184	483	0	414	523	0	8	484	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1702	0
Q Serve(g_s), s	1.6	5.9	0.0	6.6	7.9	0.0	14.5	6.5	0.0	0.3	5.6	0.0
Cycle Q Clear(g_c), s	1.6	5.9	0.0	6.6	7.9	0.0	14.5	6.5	0.0	0.3	5.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	92	529		220	785		464	1494		26	890	
V/C Ratio(X)	0.49	0.65		0.84	0.62		0.89	0.35		0.31	0.54	
Avail Cap(c_a), veh/h	220	1096		220	1118		549	1917		220	1811	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.9	26.0	0.0	27.8	22.8	0.0	23.1	12.8	0.0	31.6	24.4	0.0
Incr Delay (d2), s/veh	1.5	2.1	0.0	22.6	1.6	0.0	13.7	0.3	0.0	2.5	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.4	0.0	3.9	3.2	0.0	7.3	2.3	0.0	0.1	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	28.1	0.0	50.4	24.4	0.0	36.8	13.1	0.0	34.1	25.5	0.0
LnGrp LOS	C	C		D	C		D	B		C	C	
Approach Vol, veh/h		387	A		667	A		937	A		492	A
Approach Delay, s/veh		28.5			31.6			23.6			25.6	
Approach LOS		C			C			C			C	

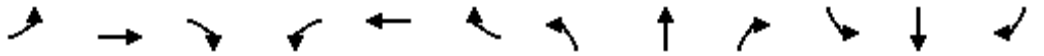
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	15.4	20.9	16.6	7.3	20.0	4.9	32.6
Change Period (Y+Rc), s	4.0	5.7	4.0	5.3	4.0	* 5.7	4.0	5.3
Max Green Setting (Gmax), s	8.0	20.0	20.0	23.0	8.0	* 20	8.0	35.0
Max Q Clear Time (g_c+I1), s	8.6	7.9	16.5	7.6	3.6	9.9	2.3	8.5
Green Ext Time (p_c), s	0.0	1.8	0.4	3.7	0.0	2.9	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	21	164	166	37	165	46	806	28	44	1360	21
Future Volume (veh/h)	10	21	164	166	37	165	46	806	28	44	1360	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	22	2	175	39	0	48	848	27	46	1432	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	29	38	199	44		302	2266	72	59	1756	
Arrive On Green	0.02	0.02	0.02	0.14	0.14	0.00	0.17	0.64	0.64	0.03	0.49	0.00
Sat Flow, veh/h	613	1226	1585	1469	327	1585	1781	3515	112	1781	3647	0
Grp Volume(v), veh/h	33	0	2	214	0	0	48	429	446	46	1432	0
Grp Sat Flow(s),veh/h/ln	1840	0	1585	1797	0	1585	1781	1777	1850	1781	1777	0
Q Serve(g_s), s	2.1	0.0	0.1	14.0	0.0	0.0	2.8	13.6	13.6	3.1	41.0	0.0
Cycle Q Clear(g_c), s	2.1	0.0	0.1	14.0	0.0	0.0	2.8	13.6	13.6	3.1	41.0	0.0
Prop In Lane	0.33		1.00	0.82		1.00	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	44	0	38	244	0		302	1146	1193	59	1756	
V/C Ratio(X)	0.75	0.00	0.05	0.88	0.00		0.16	0.37	0.37	0.78	0.82	
Avail Cap(c_a), veh/h	186	0	160	316	0		302	1146	1193	119	1756	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.2	0.0	57.2	50.9	0.0	0.0	42.5	10.0	10.0	57.6	25.7	0.0
Incr Delay (d2), s/veh	17.2	0.0	0.4	18.2	0.0	0.0	0.1	0.3	0.3	7.9	4.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.1	7.5	0.0	0.0	1.2	4.8	5.0	1.5	17.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	0.0	57.7	69.1	0.0	0.0	42.6	10.3	10.2	65.4	30.0	0.0
LnGrp LOS	E	A	E	E	A		D	B	B	E	C	
Approach Vol, veh/h		35			214	A		923			1478	A
Approach Delay, s/veh		74.4			69.1			11.9			31.1	
Approach LOS		E			E			B			C	

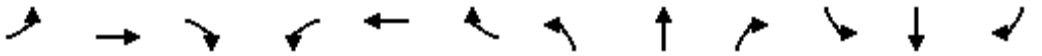
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.8	26.1	65.0		21.2	8.0	83.1				
Change Period (Y+Rc), s		4.9	5.7	* 5.7		4.9	4.0	5.7				
Max Green Setting (Gmax), s		12.1	8.0	* 59		21.1	8.0	59.3				
Max Q Clear Time (g_c+I1), s		4.1	4.8	43.0		16.0	5.1	15.6				
Green Ext Time (p_c), s		0.0	0.0	8.9		0.3	0.0	5.7				

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	2	4	46	4	56	5	837	20	42	1618	14
Future Volume (veh/h)	9	2	4	46	4	56	5	837	20	42	1618	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	2	4	48	4	59	5	881	21	44	1703	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	7	291	58	3	291	94	2379	57	57	2295	20
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.05	0.67	0.67	0.03	0.64	0.64
Sat Flow, veh/h	0	38	1585	0	14	1585	1781	3547	85	1781	3610	32
Grp Volume(v), veh/h	11	0	4	52	0	59	5	441	461	44	838	880
Grp Sat Flow(s),veh/h/ln	38	0	1585	14	0	1585	1781	1777	1855	1781	1777	1865
Q Serve(g_s), s	0.0	0.0	0.2	0.0	0.0	3.8	0.3	13.1	13.1	2.9	39.0	39.1
Cycle Q Clear(g_c), s	22.0	0.0	0.2	22.0	0.0	3.8	0.3	13.1	13.1	2.9	39.0	39.1
Prop In Lane	0.82		1.00	0.92		1.00	1.00		0.05	1.00		0.02
Lane Grp Cap(c), veh/h	62	0	291	60	0	291	94	1192	1244	57	1130	1186
V/C Ratio(X)	0.18	0.00	0.01	0.86	0.00	0.20	0.05	0.37	0.37	0.78	0.74	0.74
Avail Cap(c_a), veh/h	62	0	291	60	0	291	119	1192	1244	119	1130	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	0.0	40.1	58.9	0.0	41.6	54.0	8.7	8.7	57.7	15.1	15.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	66.9	0.0	0.1	0.1	0.3	0.3	8.3	4.4	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	2.7	0.0	1.5	0.1	4.7	4.9	1.4	15.3	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	0.0	40.1	125.8	0.0	41.7	54.1	8.9	8.9	65.9	19.5	19.3
LnGrp LOS	D	A	D	F	A	D	D	A	A	E	B	B
Approach Vol, veh/h		15			111			907			1762	
Approach Delay, s/veh		45.0			81.1			9.2			20.5	
Approach LOS		D			F			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	82.0		26.0	7.8	86.2		26.0				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	* 76		22.0	8.0	76.3		22.0				
Max Q Clear Time (g_c+I1), s	2.3	41.1		24.0	4.9	15.1		24.0				
Green Ext Time (p_c), s	0.0	19.8		0.0	0.0	8.1		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		19.4	
HCM 6th LOS		B	

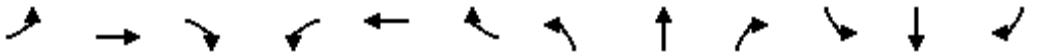
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	75	803	75	125	1545
Future Volume (veh/h)	25	75	803	75	125	1545
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	79	845	79	132	1626
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	125	111	1998	187	166	2729
Arrive On Green	0.07	0.07	0.61	0.61	0.19	1.00
Sat Flow, veh/h	1781	1585	3378	307	1781	3647
Grp Volume(v), veh/h	26	79	457	467	132	1626
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1815	1781	1777
Q Serve(g_s), s	0.8	2.9	8.1	8.1	4.2	0.0
Cycle Q Clear(g_c), s	0.8	2.9	8.1	8.1	4.2	0.0
Prop In Lane	1.00	1.00		0.17	1.00	
Lane Grp Cap(c), veh/h	125	111	1081	1104	166	2729
V/C Ratio(X)	0.21	0.71	0.42	0.42	0.80	0.60
Avail Cap(c_a), veh/h	594	528	1081	1104	238	2729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.76	0.76
Uniform Delay (d), s/veh	26.3	27.3	6.2	6.2	23.9	0.0
Incr Delay (d2), s/veh	0.3	3.1	0.3	0.3	5.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.6	2.2	2.3	1.8	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.6	30.4	6.5	6.5	29.4	0.7
LnGrp LOS	C	C	A	A	C	A
Approach Vol, veh/h	105		924			1758
Approach Delay, s/veh	29.4		6.5			2.9
Approach LOS	C		A			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		51.8		8.2	9.6	42.2
Change Period (Y+Rc), s		5.7		4.0	4.0	5.7
Max Green Setting (Gmax), s		30.3		20.0	8.0	18.3
Max Q Clear Time (g_c+I1), s		2.0		4.9	6.2	10.1
Green Ext Time (p_c), s		13.8		0.2	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A



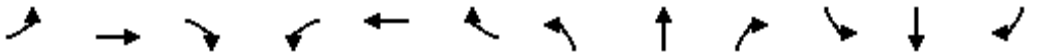
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	690	0	213	1	3	2	239	1481	1	1	1361	280
Future Volume (veh/h)	690	0	213	1	3	2	239	1481	1	1	1361	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1856	1870	1870	1870	1664	1708	1723	2067	2007	2052
Adj Flow Rate, veh/h	726	0	50	1	3	0	252	1559	1	1	1433	200
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	3	2	2	2	6	3	2	2	6	3
Cap, veh/h	781	0	342	4	11	0	241	1913	861	4	1676	764
Arrive On Green	0.22	0.00	0.22	0.01	0.01	0.00	0.15	0.59	0.59	0.00	0.44	0.44
Sat Flow, veh/h	3534	0	1546	462	1385	0	1585	3246	1460	1968	3813	1739
Grp Volume(v), veh/h	726	0	50	4	0	0	252	1559	1	1	1433	200
Grp Sat Flow(s),veh/h/ln	1767	0	1546	1847	0	0	1585	1623	1460	1968	1906	1739
Q Serve(g_s), s	25.2	0.0	3.3	0.3	0.0	0.0	19.0	47.5	0.0	0.1	42.2	9.1
Cycle Q Clear(g_c), s	25.2	0.0	3.3	0.3	0.0	0.0	19.0	47.5	0.0	0.1	42.2	9.1
Prop In Lane	1.00		1.00	0.25		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	781	0	342	15	0	0	241	1913	861	4	1676	764
V/C Ratio(X)	0.93	0.00	0.15	0.26	0.00	0.00	1.05	0.82	0.00	0.23	0.86	0.26
Avail Cap(c_a), veh/h	792	0	346	296	0	0	241	1913	861	126	1696	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	39.2	61.6	0.0	0.0	53.0	20.3	10.5	62.3	31.5	22.2
Incr Delay (d2), s/veh	17.4	0.0	0.3	12.7	0.0	0.0	70.7	3.0	0.0	9.9	4.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	0.0	1.2	0.2	0.0	0.0	12.0	16.2	0.0	0.0	18.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	0.0	39.5	74.3	0.0	0.0	123.7	23.3	10.6	72.2	36.2	22.5
LnGrp LOS	E	A	D	E	A	A	F	C	B	E	D	C
Approach Vol, veh/h		776			4			1812			1634	
Approach Delay, s/veh		63.5			74.3			37.3			34.5	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	80.1		7.0	23.0	61.3		33.6				
Change Period (Y+Rc), s	4.0	6.4		6.0	4.0	6.4		6.0				
Max Green Setting (Gmax), s	8.0	66.6		20.0	19.0	55.6		28.0				
Max Q Clear Time (g_c+I1), s	2.1	49.5		2.3	21.0	44.2		27.2				
Green Ext Time (p_c), s	0.0	16.0		0.0	0.0	10.8		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		41.1	
HCM 6th LOS		D	

Notes

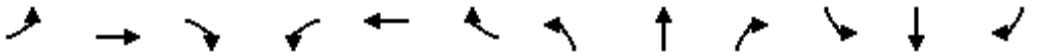
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	0	31	2	0	2	55	1693	2	5	1526	45
Future Volume (veh/h)	19	0	31	2	0	2	55	1693	2	5	1526	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	0	33	2	0	2	58	1782	2	5	1606	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	0	143	19	0	17	74	2280	1017	12	2156	962
Arrive On Green	0.09	0.00	0.09	0.01	0.00	0.01	0.04	0.64	0.64	0.01	0.61	0.61
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	20	0	33	2	0	2	58	1782	2	5	1606	47
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.8	0.0	1.4	0.1	0.0	0.1	2.4	26.4	0.0	0.2	23.8	0.9
Cycle Q Clear(g_c), s	0.8	0.0	1.4	0.1	0.0	0.1	2.4	26.4	0.0	0.2	23.8	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	0	143	19	0	17	74	2280	1017	12	2156	962
V/C Ratio(X)	0.12	0.00	0.23	0.11	0.00	0.12	0.78	0.78	0.00	0.43	0.74	0.05
Avail Cap(c_a), veh/h	292	0	259	486	0	432	292	2792	1245	292	2792	1245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	31.0	35.9	0.0	35.9	34.8	9.4	4.7	36.3	10.3	5.8
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.9	0.0	1.1	6.6	1.5	0.0	8.8	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.5	0.0	0.0	0.0	1.1	6.7	0.0	0.1	6.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	0.0	31.3	36.8	0.0	37.1	41.4	10.9	4.7	45.1	11.4	5.9
LnGrp LOS	C	A	C	D	A	D	D	B	A	D	B	A
Approach Vol, veh/h		53			4			1842			1658	
Approach Delay, s/veh		31.1			36.9			11.9			11.4	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.6	7.0	50.9		4.8	4.5	53.4				
Change Period (Y+Rc), s		4.0	4.0	6.4		4.0	4.0	6.4				
Max Green Setting (Gmax), s		12.0	12.0	57.6		20.0	12.0	57.6				
Max Q Clear Time (g_c+I1), s		3.4	4.4	25.8		2.1	2.2	28.4				
Green Ext Time (p_c), s		0.1	0.0	17.6		0.0	0.0	18.6				

Intersection Summary												
HCM 6th Ctrl Delay			11.9									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	2	438	13	9	2	261	1470	19	6	1373	184
Future Volume (veh/h)	287	2	438	13	9	2	261	1470	19	6	1373	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	303	0	110	16	6	0	275	1547	11	6	1445	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	460	0	205	154	81	0	312	1979	883	17	1996	620
Arrive On Green	0.13	0.00	0.13	0.04	0.04	0.00	0.18	0.56	0.56	0.01	0.39	0.39
Sat Flow, veh/h	3563	0	1585	3563	1870	0	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	303	0	110	16	6	0	275	1547	11	6	1445	76
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	1870	0	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	6.7	0.0	5.4	0.4	0.3	0.0	12.6	28.5	0.3	0.3	20.0	2.6
Cycle Q Clear(g_c), s	6.7	0.0	5.4	0.4	0.3	0.0	12.6	28.5	0.3	0.3	20.0	2.6
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	460	0	205	154	81	0	312	1979	883	17	1996	620
V/C Ratio(X)	0.66	0.00	0.54	0.10	0.07	0.00	0.88	0.78	0.01	0.36	0.72	0.12
Avail Cap(c_a), veh/h	855	0	380	385	202	0	342	1979	883	171	2033	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	0.0	34.0	38.3	38.3	0.0	33.5	14.5	8.2	41.0	21.6	16.2
Incr Delay (d2), s/veh	2.5	0.0	3.4	0.5	0.6	0.0	19.8	2.4	0.0	4.8	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.3	0.2	0.1	0.0	6.7	9.5	0.1	0.1	7.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	0.0	37.4	38.8	38.9	0.0	53.4	16.9	8.3	45.9	23.0	16.4
LnGrp LOS	D	A	D	D	D	A	D	B	A	D	C	B
Approach Vol, veh/h		413			22			1833			1527	
Approach Delay, s/veh		37.2			38.8			22.3			22.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	52.8		16.5	18.6	39.0		9.3				
Change Period (Y+Rc), s	4.0	* 6.4		5.7	4.0	6.4		5.7				
Max Green Setting (Gmax), s	8.0	* 42		20.0	16.0	33.2		9.0				
Max Q Clear Time (g_c+I1), s	2.3	30.5		8.7	14.6	22.0		2.4				
Green Ext Time (p_c), s	0.0	10.9		2.0	0.1	10.5		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	24.2	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	5	249	135	8	83	162	1490	59	90	1641	61
Future Volume (veh/h)	215	5	249	135	8	83	162	1490	59	90	1641	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	230	0	18	142	8	7	171	1568	29	95	1727	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	0	145	170	10	159	198	2013	625	449	2805	871
Arrive On Green	0.09	0.00	0.09	0.10	0.10	0.10	0.11	0.39	0.39	0.25	0.55	0.55
Sat Flow, veh/h	3563	0	1585	1691	95	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	230	0	18	150	0	7	171	1568	29	95	1727	29
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1786	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	7.5	0.0	1.3	9.9	0.0	0.5	11.3	32.2	1.4	5.1	27.6	1.0
Cycle Q Clear(g_c), s	7.5	0.0	1.3	9.9	0.0	0.5	11.3	32.2	1.4	5.1	27.6	1.0
Prop In Lane	1.00		1.00	0.95		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	0	145	179	0	159	198	2013	625	449	2805	871
V/C Ratio(X)	0.70	0.00	0.12	0.84	0.00	0.04	0.86	0.78	0.05	0.21	0.62	0.03
Avail Cap(c_a), veh/h	623	0	277	313	0	277	223	2013	625	449	2805	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	0.0	50.1	53.0	0.0	48.8	52.4	31.8	22.4	35.4	18.4	12.4
Incr Delay (d2), s/veh	1.0	0.0	0.1	3.9	0.0	0.0	23.8	3.1	0.1	0.1	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.5	4.7	0.0	0.2	6.2	13.0	0.5	2.1	10.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	0.0	50.2	56.9	0.0	48.8	76.3	34.8	22.6	35.5	19.1	12.4
LnGrp LOS	D	A	D	E	A	D	E	C	C	D	B	B
Approach Vol, veh/h		248			157			1768			1851	
Approach Delay, s/veh		53.7			56.6			38.6			19.8	
Approach LOS		D			E			D			B	

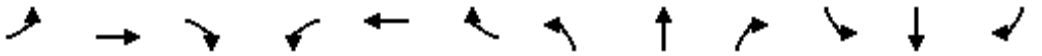
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	36.0	53.0		16.0	17.3	71.6		15.0				
Change Period (Y+Rc), s	5.7	* 5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	13.0	* 47		21.0	15.0	45.3		21.0				
Max Q Clear Time (g_c+I1), s	7.1	34.2		11.9	13.3	29.6		9.5				
Green Ext Time (p_c), s	0.1	10.4		0.2	0.1	12.9		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		31.6
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

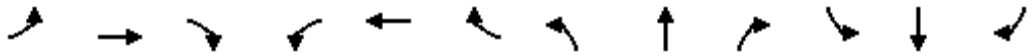
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	361	122	211	36	106	21	297	1534	67	27	2087	476
Future Volume (veh/h)	361	122	211	36	106	21	297	1534	67	27	2087	476
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	380	128	54	38	112	2	313	1615	31	28	2197	304
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	430	364	107	152	129	317	2556	793	81	2320	720
Arrive On Green	0.21	0.23	0.23	0.06	0.08	0.08	0.09	0.50	0.50	0.05	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3456	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	380	128	54	38	112	2	313	1615	31	28	2197	304
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1728	1702	1585	1781	1702	1585
Q Serve(g_s), s	25.0	6.8	3.3	2.5	7.0	0.1	10.9	27.7	1.2	1.8	49.4	15.5
Cycle Q Clear(g_c), s	25.0	6.8	3.3	2.5	7.0	0.1	10.9	27.7	1.2	1.8	49.4	15.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	430	364	107	152	129	317	2556	793	81	2320	720
V/C Ratio(X)	1.02	0.30	0.15	0.36	0.74	0.02	0.99	0.63	0.04	0.35	0.95	0.42
Avail Cap(c_a), veh/h	371	457	387	148	223	189	317	2556	793	134	2320	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	38.2	36.8	54.2	53.8	50.7	54.4	21.9	15.3	55.5	31.4	22.1
Incr Delay (d2), s/veh	53.0	0.6	0.3	0.7	10.4	0.1	47.1	1.2	0.1	0.9	9.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	3.1	1.3	1.1	3.7	0.1	6.6	10.4	0.4	0.8	20.4	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.5	38.8	37.1	54.9	64.3	50.8	101.5	23.1	15.4	56.5	40.7	22.8
LnGrp LOS	F	D	D	D	E	D	F	C	B	E	D	C
Approach Vol, veh/h		562			152			1959			2529	
Approach Delay, s/veh		80.3			61.8			35.5			38.7	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	66.1	11.2	33.3	15.0	60.5	29.0	15.5
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	6.0	4.0	5.7
Max Green Setting (Gmax), s	9.0	52.0	10.0	29.3	11.0	50.0	25.0	14.3
Max Q Clear Time (g_c+I1), s	3.8	29.7	4.5	8.8	12.9	51.4	27.0	9.0
Green Ext Time (p_c), s	0.0	14.4	0.0	1.0	0.0	0.0	0.0	0.2

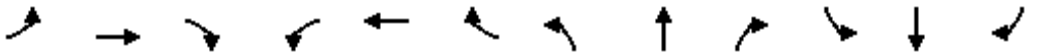
Intersection Summary	
HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	686	20	1	376	11	0	2	0	6	0	5
Future Volume (veh/h)	6	686	20	1	376	11	0	2	0	6	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	722	21	1	396	12	0	2	0	6	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	1552	45	5	1510	46	0	8	0	21	0	18
Arrive On Green	0.01	0.44	0.44	0.00	0.43	0.43	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	3526	103	1781	3522	107	0	1870	0	920	0	767
Grp Volume(v), veh/h	6	364	379	1	199	209	0	2	0	11	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1852	1781	1777	1851	0	1870	0	1686	0	0
Q Serve(g_s), s	0.1	4.8	4.8	0.0	2.4	2.4	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.1	4.8	4.8	0.0	2.4	2.4	0.0	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.06	0.00		0.00	0.55		0.45
Lane Grp Cap(c), veh/h	23	782	815	5	762	794	0	8	0	39	0	0
V/C Ratio(X)	0.26	0.47	0.47	0.19	0.26	0.26	0.00	0.24	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	641	975	1016	641	975	1015	0	1345	0	1163	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.3	6.6	6.6	16.6	6.1	6.1	0.0	16.6	0.0	16.0	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.7	0.7	6.1	0.3	0.3	0.0	5.5	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.9	0.0	0.4	0.5	0.0	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	7.3	7.3	22.7	6.4	6.4	0.0	22.1	0.0	17.5	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	A	C	A	B	A	A
Approach Vol, veh/h		749			409			2			11	
Approach Delay, s/veh		7.4			6.5			22.1			17.5	
Approach LOS		A			A			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		4.8	4.1	20.4		4.1	4.4	20.0				
Change Period (Y+Rc), s		4.0	4.0	5.7		4.0	4.0	5.7				
Max Green Setting (Gmax), s		23.0	12.0	18.3		24.0	12.0	18.3				
Max Q Clear Time (g_c+I1), s		2.2	2.0	6.8		2.0	2.1	4.4				
Green Ext Time (p_c), s		0.0	0.0	7.9		0.0	0.0	5.4				

Intersection Summary												
HCM 6th Ctrl Delay			7.2									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	607	18	21	372	29	5	1	15	25	0	119
Future Volume (veh/h)	190	607	18	21	372	29	5	1	15	25	0	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	200	639	19	22	392	31	5	1	16	26	0	125
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	1084	484	48	667	297	18	4	58	279	0	248
Arrive On Green	0.14	0.31	0.31	0.03	0.19	0.19	0.05	0.05	0.05	0.16	0.00	0.16
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	372	74	1191	1781	0	1585
Grp Volume(v), veh/h	200	639	19	22	392	31	22	0	0	26	0	125
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1637	0	0	1781	0	1585
Q Serve(g_s), s	4.6	6.5	0.4	0.5	4.3	0.7	0.6	0.0	0.0	0.5	0.0	3.1
Cycle Q Clear(g_c), s	4.6	6.5	0.4	0.5	4.3	0.7	0.6	0.0	0.0	0.5	0.0	3.1
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	257	1084	484	48	667	297	79	0	0	279	0	248
V/C Ratio(X)	0.78	0.59	0.04	0.46	0.59	0.10	0.28	0.00	0.00	0.09	0.00	0.50
Avail Cap(c_a), veh/h	503	1587	708	503	1587	708	462	0	0	1143	0	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	12.5	10.4	20.4	15.8	14.3	19.5	0.0	0.0	15.4	0.0	16.4
Incr Delay (d2), s/veh	1.9	0.6	0.0	2.5	1.0	0.2	0.7	0.0	0.0	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.9	0.1	0.2	1.4	0.2	0.2	0.0	0.0	0.2	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	13.1	10.4	22.9	16.7	14.5	20.2	0.0	0.0	15.4	0.0	17.0
LnGrp LOS	B	B	B	C	B	B	C	A	A	B	A	B
Approach Vol, veh/h		858			445			22			151	
Approach Delay, s/veh		14.5			16.9			20.2			16.7	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.1	5.1	19.0		12.4	10.1	14.0				
Change Period (Y+Rc), s		4.0	4.0	6.0		5.7	4.0	6.0				
Max Green Setting (Gmax), s		12.0	12.0	19.0		27.3	12.0	19.0				
Max Q Clear Time (g_c+I1), s		2.6	2.5	8.5		5.1	6.6	6.3				
Green Ext Time (p_c), s		0.0	0.0	2.6		0.3	0.2	1.7				

Intersection Summary												
HCM 6th Ctrl Delay			15.6									
HCM 6th LOS			B									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	460	2	79	274	2	319
Future Volume (veh/h)	460	2	79	274	2	319
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	484	2	83	288	2	336
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	829	370	113	1561	490	436
Arrive On Green	0.23	0.23	0.06	0.44	0.28	0.28
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	484	2	83	288	2	336
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	4.2	0.0	1.6	1.7	0.0	6.8
Cycle Q Clear(g_c), s	4.2	0.0	1.6	1.7	0.0	6.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	829	370	113	1561	490	436
V/C Ratio(X)	0.58	0.01	0.74	0.18	0.00	0.77
Avail Cap(c_a), veh/h	1623	724	559	3247	915	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	10.3	16.1	6.0	9.2	11.7
Incr Delay (d2), s/veh	0.7	0.0	9.0	0.1	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.8	0.3	0.0	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.6	10.3	25.1	6.0	9.2	14.6
LnGrp LOS	B	B	C	A	A	B
Approach Vol, veh/h	486			371	338	
Approach Delay, s/veh	12.6			10.3	14.6	
Approach LOS	B			B	B	

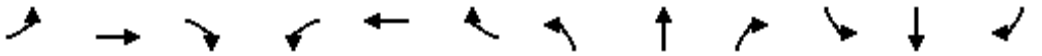
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.6	7.2	13.2		20.4
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s		18.0	11.0	16.0		32.0
Max Q Clear Time (g_c+I1), s		8.8	3.6	6.2		3.7
Green Ext Time (p_c), s		0.8	0.1	2.0		1.7

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1179	484	258	602	104	326
Future Volume (veh/h)	1179	484	258	602	104	326
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1241	185	272	122	109	343
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1447	664	374	317	142	711
Arrive On Green	0.42	0.42	0.20	0.20	0.08	0.38
Sat Flow, veh/h	3456	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	1241	185	272	122	109	343
Grp Sat Flow(s),veh/h/ln	1728	1585	1870	1585	1781	1870
Q Serve(g_s), s	16.2	3.8	6.8	3.3	3.0	6.9
Cycle Q Clear(g_c), s	16.2	3.8	6.8	3.3	3.0	6.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1447	664	374	317	142	711
V/C Ratio(X)	0.86	0.28	0.73	0.39	0.77	0.48
Avail Cap(c_a), veh/h	1598	733	602	510	394	1204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	9.5	18.6	17.2	22.4	11.7
Incr Delay (d2), s/veh	4.5	0.2	2.7	0.8	8.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	1.1	2.9	1.1	1.5	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.6	9.7	21.4	18.0	30.8	12.2
LnGrp LOS	B	A	C	B	C	B
Approach Vol, veh/h	1426		394			452
Approach Delay, s/veh	16.6		20.3			16.7
Approach LOS	B		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.0	14.9			23.9	25.8
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0			32.0	23.0
Max Q Clear Time (g_c+I1), s	5.0	8.8			8.9	18.2
Green Ext Time (p_c), s	0.1	1.2			2.1	2.6

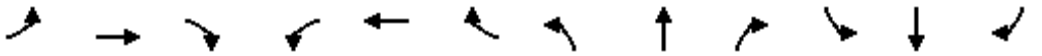
Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	704	11	10	871	464	2	8	8	208	9	51
Future Volume (veh/h)	85	704	11	10	871	464	2	8	8	208	9	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	741	12	11	917	488	2	8	8	219	9	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	1494	667	20	1307	583	16	65	70	318	13	294
Arrive On Green	0.06	0.42	0.42	0.01	0.37	0.37	0.04	0.04	0.04	0.19	0.19	0.19
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	370	1481	1585	1714	70	1585
Grp Volume(v), veh/h	89	741	12	11	917	488	10	0	8	228	0	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1852	0	1585	1785	0	1585
Q Serve(g_s), s	2.6	8.1	0.2	0.3	11.7	14.9	0.3	0.0	0.3	6.3	0.0	1.5
Cycle Q Clear(g_c), s	2.6	8.1	0.2	0.3	11.7	14.9	0.3	0.0	0.3	6.3	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	0.20		1.00	0.96		1.00
Lane Grp Cap(c), veh/h	114	1494	667	20	1307	583	81	0	70	331	0	294
V/C Ratio(X)	0.78	0.50	0.02	0.55	0.70	0.84	0.12	0.00	0.11	0.69	0.00	0.18
Avail Cap(c_a), veh/h	268	1494	667	268	1338	597	1255	0	1074	1210	0	1074
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.5	11.3	9.0	26.1	14.3	15.3	24.4	0.0	24.4	20.2	0.0	18.2
Incr Delay (d2), s/veh	4.3	0.3	0.0	8.3	1.7	10.1	0.2	0.0	0.3	1.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.4	0.1	0.2	3.9	5.7	0.1	0.0	0.1	2.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	11.6	9.0	34.5	16.0	25.5	24.7	0.0	24.7	21.2	0.0	18.4
LnGrp LOS	C	B	A	C	B	C	C	A	C	C	A	B
Approach Vol, veh/h		842			1416			18			282	
Approach Delay, s/veh		13.3			19.4			24.7			20.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	28.3		6.3	7.4	25.5		13.8				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	8.0	21.0		36.0	8.0	20.0		36.0				
Max Q Clear Time (g_c+I1), s	2.3	10.1		2.3	4.6	16.9		8.3				
Green Ext Time (p_c), s	0.0	6.3		0.0	0.0	2.6		0.6				

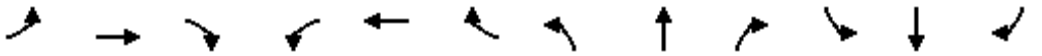
Intersection Summary												
HCM 6th Ctrl Delay			17.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	777	0	0	1356	84	3	0	0	32	0	25
Future Volume (veh/h)	53	777	0	0	1356	84	3	0	0	32	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	818	0	0	1427	88	3	0	0	34	0	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	2285	1019	3	1804	805	6	90	76	53	139	118
Arrive On Green	0.04	0.64	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.03	0.00	0.07
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	56	818	0	0	1427	88	3	0	0	34	0	26
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.7	5.7	0.0	0.0	17.7	1.6	0.1	0.0	0.0	1.0	0.0	0.8
Cycle Q Clear(g_c), s	1.7	5.7	0.0	0.0	17.7	1.6	0.1	0.0	0.0	1.0	0.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	2285	1019	3	1804	805	6	90	76	53	139	118
V/C Ratio(X)	0.75	0.36	0.00	0.00	0.79	0.11	0.52	0.00	0.00	0.64	0.00	0.22
Avail Cap(c_a), veh/h	365	2285	1019	365	2117	944	365	557	472	365	557	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.4	4.4	0.0	0.0	10.9	6.9	26.7	0.0	0.0	25.8	0.0	23.4
Incr Delay (d2), s/veh	13.6	0.1	0.0	0.0	1.8	0.1	56.8	0.0	0.0	12.4	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.0	0.0	0.0	5.0	0.4	0.1	0.0	0.0	0.6	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	4.5	0.0	0.0	12.7	6.9	83.5	0.0	0.0	38.2	0.0	24.3
LnGrp LOS	D	A	A	A	B	A	F	A	A	D	A	C
Approach Vol, veh/h		874			1515			3			60	
Approach Delay, s/veh		6.7			12.4			83.5			32.2	
Approach LOS		A			B			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	7.6	0.0	39.5	5.2	9.0	7.3	32.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	16.0	11.0	32.0	11.0	16.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	3.0	0.0	0.0	7.7	2.1	2.8	3.7	19.7
Green Ext Time (p_c), s	0.0	0.0	0.0	5.5	0.0	0.0	0.0	7.5

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	686	328	30	56	843	130	46	444	36	83	775	717
Future Volume (veh/h)	686	328	30	56	843	130	46	444	36	83	775	717
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	722	345	0	59	887	0	48	467	0	87	816	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	782	504		1199	932		212	535		449	856	
Arrive On Green	0.23	0.14	0.00	0.35	0.26	0.00	0.06	0.15	0.00	0.13	0.24	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	722	345	0	59	887	0	48	467	0	87	816	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	18.9	8.5	0.0	1.1	22.7	0.0	1.2	11.9	0.0	2.1	21.0	0.0
Cycle Q Clear(g_c), s	18.9	8.5	0.0	1.1	22.7	0.0	1.2	11.9	0.0	2.1	21.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	782	504		1199	932		212	535		449	856	
V/C Ratio(X)	0.92	0.69		0.05	0.95		0.23	0.87		0.19	0.95	
Avail Cap(c_a), veh/h	783	1431		1199	932		298	537		597	856	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.1	37.8	0.0	20.1	33.6	0.0	41.4	38.5	0.0	36.0	34.7	0.0
Incr Delay (d2), s/veh	16.2	2.8	0.0	0.0	19.0	0.0	0.2	15.1	0.0	0.1	20.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	3.7	0.0	0.4	11.4	0.0	0.5	6.0	0.0	0.8	10.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	40.6	0.0	20.1	52.6	0.0	41.6	53.6	0.0	36.0	55.2	0.0
LnGrp LOS	D	D		C	D		D	D		D	E	
Approach Vol, veh/h		1067	A		946	A		515	A		903	A
Approach Delay, s/veh		47.8			50.5			52.5			53.4	
Approach LOS		D			D			D			D	

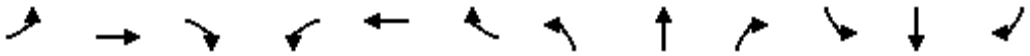
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.1	18.8	9.7	28.0	25.0	30.0	17.7	19.9
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	5.7	* 6
Max Green Setting (Gmax), s	8.0	37.3	8.0	22.3	21.0	24.3	16.0	* 14
Max Q Clear Time (g_c+I1), s	3.1	10.5	3.2	23.0	20.9	24.7	4.1	13.9
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

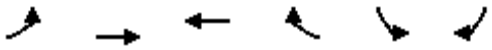
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	357	23	148	1010	45	15	116	77	49	106	50
Future Volume (veh/h)	22	357	23	148	1010	45	15	116	77	49	106	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	376	24	156	1063	47	16	122	81	52	112	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	1032	66	197	1326	59	56	167	111	143	249	118
Arrive On Green	0.03	0.30	0.30	0.11	0.38	0.38	0.03	0.16	0.16	0.08	0.21	0.21
Sat Flow, veh/h	1781	3393	216	1781	3466	153	1781	1049	696	1781	1200	568
Grp Volume(v), veh/h	23	196	204	156	545	565	16	0	203	52	0	165
Grp Sat Flow(s),veh/h/ln	1781	1777	1832	1781	1777	1843	1781	0	1745	1781	0	1768
Q Serve(g_s), s	0.7	4.6	4.7	4.6	14.7	14.7	0.5	0.0	6.0	1.5	0.0	4.4
Cycle Q Clear(g_c), s	0.7	4.6	4.7	4.6	14.7	14.7	0.5	0.0	6.0	1.5	0.0	4.4
Prop In Lane	1.00		0.12	1.00		0.08	1.00		0.40	1.00		0.32
Lane Grp Cap(c), veh/h	58	541	557	197	680	705	56	0	278	143	0	367
V/C Ratio(X)	0.40	0.36	0.37	0.79	0.80	0.80	0.28	0.00	0.73	0.36	0.00	0.45
Avail Cap(c_a), veh/h	232	836	861	199	803	832	265	0	847	298	0	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.5	14.6	14.7	23.3	14.8	14.8	25.5	0.0	21.5	23.4	0.0	18.6
Incr Delay (d2), s/veh	1.6	0.5	0.5	17.7	5.5	5.3	1.0	0.0	5.0	0.6	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.6	1.7	2.7	5.7	5.8	0.2	0.0	2.6	0.6	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	15.2	15.2	41.0	20.3	20.1	26.5	0.0	26.6	24.0	0.0	19.8
LnGrp LOS	C	B	B	D	C	C	C	A	C	C	A	B
Approach Vol, veh/h		423			1266			219			217	
Approach Delay, s/veh		15.8			22.7			26.6			20.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	13.5	10.0	22.1	5.7	16.1	5.7	26.3
Change Period (Y+Rc), s	4.0	4.9	4.0	5.7	4.0	4.9	4.0	5.7
Max Green Setting (Gmax), s	9.0	26.1	6.0	25.3	8.0	27.1	7.0	24.3
Max Q Clear Time (g_c+I1), s	3.5	8.0	6.6	6.7	2.5	6.4	2.7	16.7
Green Ext Time (p_c), s	0.0	1.0	0.0	2.0	0.0	0.8	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C



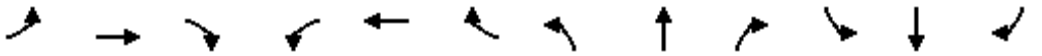
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	502	1326	33	42	0
Future Volume (veh/h)	10	502	1326	33	42	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	528	1396	35	44	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	31	2462	1862	47	139	124
Arrive On Green	0.02	0.69	0.53	0.53	0.08	0.00
Sat Flow, veh/h	1781	3647	3636	89	1781	1585
Grp Volume(v), veh/h	11	528	700	731	44	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1854	1781	1585
Q Serve(g_s), s	0.2	2.0	11.7	11.7	0.9	0.0
Cycle Q Clear(g_c), s	0.2	2.0	11.7	11.7	0.9	0.0
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	31	2462	934	975	139	124
V/C Ratio(X)	0.36	0.21	0.75	0.75	0.32	0.00
Avail Cap(c_a), veh/h	375	3206	1136	1185	1265	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.5	2.1	7.1	7.1	16.6	0.0
Incr Delay (d2), s/veh	2.6	0.1	2.5	2.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.3	2.4	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.0	2.2	9.6	9.5	17.0	0.0
LnGrp LOS	C	A	A	A	B	A
Approach Vol, veh/h		539	1431		44	
Approach Delay, s/veh		2.5	9.6		17.0	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.0		6.0	6.4	25.7
Change Period (Y+Rc), s		5.7		3.0	5.7	* 5.7
Max Green Setting (Gmax), s		34.3		27.0	8.0	* 24
Max Q Clear Time (g_c+I1), s		4.0		2.9	2.2	13.7
Green Ext Time (p_c), s		3.4		0.1	0.0	6.2

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

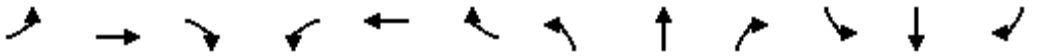
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	485	55	105	1349	0	60	0	52	0	0	0
Future Volume (veh/h)	0	485	55	105	1349	0	60	0	52	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	511	58	111	1420	0	63	0	55	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1165	132	167	2023	0	277	0	246	0	5	0
Arrive On Green	0.00	0.36	0.36	0.09	0.57	0.00	0.16	0.00	0.16	0.00	0.00	0.00
Sat Flow, veh/h	1781	3218	364	1781	3647	0	1781	0	1585	0	1870	0
Grp Volume(v), veh/h	0	281	288	111	1420	0	63	0	55	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1805	1781	1777	0	1781	0	1585	0	1870	0
Q Serve(g_s), s	0.0	4.2	4.3	2.1	10.1	0.0	1.1	0.0	1.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.2	4.3	2.1	10.1	0.0	1.1	0.0	1.1	0.0	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	5	643	653	167	2023	0	277	0	246	0	5	0
V/C Ratio(X)	0.00	0.44	0.44	0.66	0.70	0.00	0.23	0.00	0.22	0.00	0.00	0.00
Avail Cap(c_a), veh/h	404	1275	1295	404	2651	0	404	0	360	0	424	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	8.5	8.5	15.4	5.4	0.0	13.0	0.0	13.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.6	1.7	0.7	0.0	0.2	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	1.1	0.7	1.2	0.0	0.4	0.0	0.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.2	9.2	17.1	6.1	0.0	13.2	0.0	13.2	0.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	B	A	A	A
Approach Vol, veh/h		569			1531			118			0	
Approach Delay, s/veh		9.2			6.9			13.2			0.0	
Approach LOS		A			A			B				

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	18.5		9.5	0.0	25.8		0.0				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	25.3		8.0	8.0	26.3		8.0				
Max Q Clear Time (g_c+I1), s	4.1	6.3		3.1	0.0	12.1		0.0				
Green Ext Time (p_c), s	0.1	3.0		0.1	0.0	8.0		0.0				

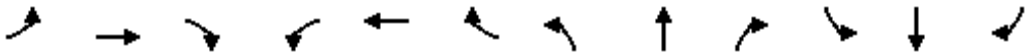
Intersection Summary			
HCM 6th Ctrl Delay		7.8	
HCM 6th LOS		A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	702	37	86	1453	21	44	15	107	30	10	24
Future Volume (veh/h)	22	702	37	86	1453	21	44	15	107	30	10	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	739	39	91	1529	22	46	16	113	32	11	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	1290	68	189	1613	23	150	33	359	146	31	359
Arrive On Green	0.03	0.38	0.38	0.11	0.45	0.45	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	3433	181	1781	3586	52	74	148	1585	53	139	1585
Grp Volume(v), veh/h	23	382	396	91	757	794	62	0	113	43	0	25
Grp Sat Flow(s),veh/h/ln	1781	1777	1838	1781	1777	1861	221	0	1585	192	0	1585
Q Serve(g_s), s	0.6	8.0	8.1	2.3	19.2	19.3	0.7	0.0	2.8	0.5	0.0	0.6
Cycle Q Clear(g_c), s	0.6	8.0	8.1	2.3	19.2	19.3	10.6	0.0	2.8	10.6	0.0	0.6
Prop In Lane	1.00		0.10	1.00		0.03	0.74		1.00	0.74		1.00
Lane Grp Cap(c), veh/h	58	668	691	189	799	837	183	0	359	177	0	359
V/C Ratio(X)	0.40	0.57	0.57	0.48	0.95	0.95	0.34	0.00	0.31	0.24	0.00	0.07
Avail Cap(c_a), veh/h	303	843	872	303	805	843	602	0	809	568	0	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.3	11.7	11.7	19.8	12.4	12.4	18.8	0.0	15.1	16.9	0.0	14.3
Incr Delay (d2), s/veh	1.6	1.0	1.0	0.7	20.0	19.7	0.4	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.3	2.4	0.8	9.0	9.4	0.7	0.0	0.9	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	12.7	12.7	20.5	32.4	32.1	19.2	0.0	15.3	17.1	0.0	14.3
LnGrp LOS	C	B	B	C	C	C	B	A	B	B	A	B
Approach Vol, veh/h		801			1642			175			68	
Approach Delay, s/veh		13.0			31.6			16.7			16.1	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	23.5		15.1	5.5	26.9		15.1				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	8.0	22.3		24.0	8.0	21.3		24.0				
Max Q Clear Time (g_c+I1), s	4.3	10.1		12.6	2.6	21.3		12.6				
Green Ext Time (p_c), s	0.0	3.4		0.3	0.0	0.0		0.1				

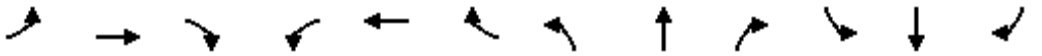
Intersection Summary												
HCM 6th Ctrl Delay			24.7									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	628	5	4	1092	81	5	0	12	160	0	204
Future Volume (veh/h)	88	628	5	4	1092	81	5	0	12	160	0	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	661	5	4	1149	85	5	0	13	168	0	215
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	1843	14	13	1399	103	17	0	45	305	0	272
Arrive On Green	0.10	0.51	0.51	0.01	0.42	0.42	0.04	0.00	0.04	0.17	0.00	0.17
Sat Flow, veh/h	1781	3615	27	1781	3355	248	454	0	1181	1781	0	1585
Grp Volume(v), veh/h	93	325	341	4	608	626	18	0	0	168	0	215
Grp Sat Flow(s),veh/h/ln	1781	1777	1865	1781	1777	1826	1635	0	0	1781	0	1585
Q Serve(g_s), s	3.2	7.1	7.1	0.1	19.7	19.7	0.7	0.0	0.0	5.6	0.0	8.4
Cycle Q Clear(g_c), s	3.2	7.1	7.1	0.1	19.7	19.7	0.7	0.0	0.0	5.6	0.0	8.4
Prop In Lane	1.00		0.01	1.00		0.14	0.28		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	179	906	951	13	741	761	63	0	0	305	0	272
V/C Ratio(X)	0.52	0.36	0.36	0.30	0.82	0.82	0.29	0.00	0.00	0.55	0.00	0.79
Avail Cap(c_a), veh/h	330	906	951	330	885	909	479	0	0	522	0	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	9.5	9.5	32.0	16.8	16.8	30.3	0.0	0.0	24.6	0.0	25.8
Incr Delay (d2), s/veh	0.9	0.3	0.3	4.5	5.8	5.7	0.9	0.0	0.0	0.6	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.1	2.2	0.1	7.5	7.7	0.3	0.0	0.0	2.3	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	9.9	9.8	36.6	22.5	22.4	31.2	0.0	0.0	25.2	0.0	27.7
LnGrp LOS	C	A	A	D	C	C	C	A	A	C	A	C
Approach Vol, veh/h		759			1238			18			383	
Approach Delay, s/veh		12.1			22.5			31.2			26.6	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	38.8		6.5	10.5	32.8		15.1				
Change Period (Y+Rc), s	4.0	5.7		4.0	4.0	5.7		4.0				
Max Green Setting (Gmax), s	12.0	32.3		19.0	12.0	32.3		19.0				
Max Q Clear Time (g_c+I1), s	2.1	9.1		2.7	5.2	21.7		10.4				
Green Ext Time (p_c), s	0.0	3.6		0.0	0.1	5.3		0.7				

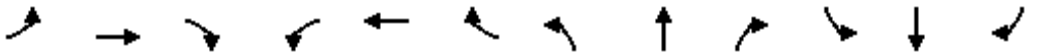
Intersection Summary			
HCM 6th Ctrl Delay		20.0	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	7	32	152	4	68	20	917	206	59	892	17
Future Volume (veh/h)	25	7	32	152	4	68	20	917	206	59	892	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	7	34	160	4	72	21	965	217	62	939	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	68	58	205	237	201	37	1623	504	88	1768	549
Arrive On Green	0.02	0.04	0.04	0.12	0.13	0.13	0.02	0.32	0.32	0.05	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	26	7	34	160	4	72	21	965	217	62	939	18
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.6	0.2	0.9	3.6	0.1	1.7	0.5	6.6	4.5	1.4	6.1	0.3
Cycle Q Clear(g_c), s	0.6	0.2	0.9	3.6	0.1	1.7	0.5	6.6	4.5	1.4	6.1	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	68	58	205	237	201	37	1623	504	88	1768	549
V/C Ratio(X)	0.58	0.10	0.59	0.78	0.02	0.36	0.57	0.59	0.43	0.71	0.53	0.03
Avail Cap(c_a), veh/h	300	1441	1221	300	1531	1297	300	2212	687	300	2212	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	19.4	19.7	17.9	15.9	16.6	20.2	11.9	11.2	19.5	10.9	9.0
Incr Delay (d2), s/veh	11.6	0.7	9.3	7.7	0.0	1.1	13.0	0.4	0.6	10.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.4	1.7	0.0	0.6	0.3	1.8	1.3	0.7	1.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	20.0	29.0	25.6	15.9	17.7	33.2	12.3	11.8	29.4	11.1	9.0
LnGrp LOS	C	C	C	C	B	B	C	B	B	C	B	A
Approach Vol, veh/h		67			236			1203			1019	
Approach Delay, s/veh		29.1			23.0			12.5			12.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	18.2	9.8	6.5	5.9	19.4	6.0	10.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	18.0	7.0	32.0	7.0	18.0	7.0	34.0
Max Q Clear Time (g_c+I1), s	3.4	8.6	5.6	2.9	2.5	8.1	2.6	3.7
Green Ext Time (p_c), s	0.0	4.6	0.1	0.1	0.0	4.2	0.0	0.2

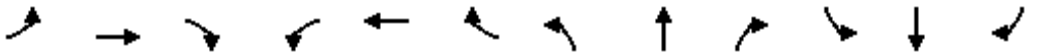
Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	14	26	163	36	18	64	1117	295	38	1022	16
Future Volume (veh/h)	8	14	26	163	36	18	64	1117	295	38	1022	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	15	27	172	38	19	67	1176	311	40	1076	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	67	57	229	293	248	89	1884	585	62	1807	561
Arrive On Green	0.01	0.04	0.04	0.13	0.16	0.16	0.05	0.37	0.37	0.03	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	8	15	27	172	38	19	67	1176	311	40	1076	17
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.2	0.4	0.8	4.3	0.8	0.5	1.7	8.8	7.1	1.0	8.0	0.3
Cycle Q Clear(g_c), s	0.2	0.4	0.8	4.3	0.8	0.5	1.7	8.8	7.1	1.0	8.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	15	67	57	229	293	248	89	1884	585	62	1807	561
V/C Ratio(X)	0.53	0.22	0.47	0.75	0.13	0.08	0.75	0.62	0.53	0.65	0.60	0.03
Avail Cap(c_a), veh/h	269	1291	1094	845	2017	1710	269	2423	752	269	2423	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	21.7	21.9	19.5	16.8	16.7	21.7	12.0	11.5	22.1	12.3	9.8
Incr Delay (d2), s/veh	26.1	1.6	5.9	4.9	0.2	0.1	12.1	0.3	0.8	10.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.3	1.9	0.3	0.2	0.9	2.4	2.1	0.5	2.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	23.4	27.9	24.3	17.0	16.8	33.8	12.3	12.2	32.9	12.6	9.8
LnGrp LOS	D	C	C	C	B	B	C	B	B	C	B	A
Approach Vol, veh/h		50			229			1554			1133	
Approach Delay, s/veh		29.9			22.5			13.2			13.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	22.1	11.0	6.7	7.3	21.4	5.4	12.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	22.0	22.0	32.0	7.0	22.0	7.0	50.0
Max Q Clear Time (g_c+I1), s	3.0	10.8	6.3	2.8	3.7	10.0	2.2	2.8
Green Ext Time (p_c), s	0.0	6.4	0.4	0.1	0.0	5.4	0.0	0.2

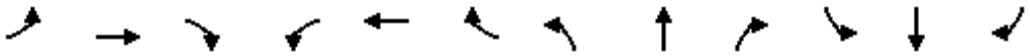
Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	7	40	44	15	80	98	1420	105	46	1108	53
Future Volume (veh/h)	23	7	40	44	15	80	98	1420	105	46	1108	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	7	42	46	16	84	103	1495	111	48	1166	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	109	92	69	138	117	132	2125	660	71	1951	606
Arrive On Green	0.02	0.06	0.06	0.04	0.07	0.07	0.07	0.42	0.42	0.04	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	24	7	42	46	16	84	103	1495	111	48	1166	56
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.6	0.2	1.2	1.2	0.4	2.4	2.6	11.0	2.0	1.2	8.3	1.0
Cycle Q Clear(g_c), s	0.6	0.2	1.2	1.2	0.4	2.4	2.6	11.0	2.0	1.2	8.3	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	41	109	92	69	138	117	132	2125	660	71	1951	606
V/C Ratio(X)	0.59	0.06	0.46	0.67	0.12	0.72	0.78	0.70	0.17	0.67	0.60	0.09
Avail Cap(c_a), veh/h	275	1318	1117	353	1400	1187	275	2440	757	275	2440	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	20.2	20.7	21.5	19.6	20.6	20.7	10.9	8.3	21.5	11.2	9.0
Incr Delay (d2), s/veh	12.6	0.2	3.5	10.5	0.4	8.0	9.6	0.8	0.1	10.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.5	0.6	0.2	1.0	1.2	2.8	0.6	0.6	2.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	20.5	24.2	32.0	20.0	28.5	30.2	11.7	8.4	32.0	11.5	9.1
LnGrp LOS	C	C	C	C	C	C	C	B	A	C	B	A
Approach Vol, veh/h		73			146			1709			1270	
Approach Delay, s/veh		27.2			28.7			12.6			12.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	24.2	6.8	7.6	8.4	22.7	6.0	8.4
Change Period (Y+Rc), s	5.0	5.3	5.0	5.0	5.0	5.3	5.0	5.0
Max Green Setting (Gmax), s	7.0	21.7	9.0	32.0	7.0	21.7	7.0	34.0
Max Q Clear Time (g_c+I1), s	3.2	13.0	3.2	3.2	4.6	10.3	2.6	4.4
Green Ext Time (p_c), s	0.0	5.9	0.0	0.1	0.0	5.7	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	66	31	36	71	3	48	98	12	2	45	59
Future Volume (veh/h)	93	66	31	36	71	3	48	98	12	2	45	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	69	33	38	75	3	51	103	13	2	47	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	304	256	65	221	9	83	289	36	6	97	128
Arrive On Green	0.08	0.16	0.16	0.04	0.12	0.12	0.05	0.18	0.18	0.00	0.13	0.13
Sat Flow, veh/h	1781	1870	1575	1781	1785	71	1781	1627	205	1781	728	961
Grp Volume(v), veh/h	98	69	33	38	0	78	51	0	116	2	0	109
Grp Sat Flow(s),veh/h/ln	1781	1870	1575	1781	0	1857	1781	0	1832	1781	0	1689
Q Serve(g_s), s	1.6	0.9	0.5	0.6	0.0	1.1	0.8	0.0	1.6	0.0	0.0	1.7
Cycle Q Clear(g_c), s	1.6	0.9	0.5	0.6	0.0	1.1	0.8	0.0	1.6	0.0	0.0	1.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.11	1.00		0.57
Lane Grp Cap(c), veh/h	134	304	256	65	0	229	83	0	325	6	0	225
V/C Ratio(X)	0.73	0.23	0.13	0.59	0.00	0.34	0.62	0.00	0.36	0.33	0.00	0.48
Avail Cap(c_a), veh/h	769	1711	1441	461	0	1378	523	0	1929	461	0	1720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.1	10.5	10.4	13.7	0.0	11.6	13.6	0.0	10.5	14.4	0.0	11.6
Incr Delay (d2), s/veh	7.4	0.4	0.2	8.2	0.0	0.9	7.2	0.0	0.7	27.9	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.3	0.1	0.3	0.0	0.4	0.4	0.0	0.5	0.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	10.9	10.6	21.9	0.0	12.5	20.8	0.0	11.1	42.3	0.0	13.2
LnGrp LOS	C	B	B	C	A	B	C	A	B	D	A	B
Approach Vol, veh/h		200			116			167			111	
Approach Delay, s/veh		15.6			15.6			14.1			13.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	9.6	5.6	9.2	5.8	8.4	6.7	8.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	30.5	7.5	26.5	8.5	29.5	12.5	21.5
Max Q Clear Time (g_c+I1), s	2.0	3.6	2.6	2.9	2.8	3.7	3.6	3.1
Green Ext Time (p_c), s	0.0	0.6	0.0	0.4	0.0	0.6	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	42	367	406	8	526	580
Future Volume (veh/h)	42	367	406	8	526	580
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	30	427	2	554	611
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	92	82	535	453	641	1397
Arrive On Green	0.05	0.05	0.29	0.29	0.36	0.75
Sat Flow, veh/h	1781	1585	1870	1585	1781	1870
Grp Volume(v), veh/h	44	30	427	2	554	611
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1781	1870
Q Serve(g_s), s	1.2	0.9	10.5	0.0	14.3	6.1
Cycle Q Clear(g_c), s	1.2	0.9	10.5	0.0	14.3	6.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	92	82	535	453	641	1397
V/C Ratio(X)	0.48	0.37	0.80	0.00	0.86	0.44
Avail Cap(c_a), veh/h	575	511	792	671	1006	2037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	22.7	16.4	12.7	14.7	2.4
Incr Delay (d2), s/veh	3.8	2.7	3.6	0.0	4.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.4	4.4	0.0	5.6	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.7	25.5	19.9	12.7	19.6	2.6
LnGrp LOS	C	C	B	B	B	A
Approach Vol, veh/h	74		429			1165
Approach Delay, s/veh	26.2		19.9			10.7
Approach LOS	C		B			B

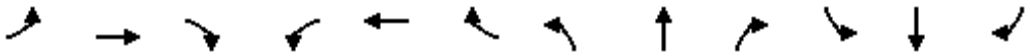
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	22.9	19.2			42.0	7.6
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	28.0	21.0			54.0	16.0
Max Q Clear Time (g_c+I1), s	16.3	12.5			8.1	3.2
Green Ext Time (p_c), s	1.5	1.7			4.8	0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	140	274	28	181	441
Future Volume (veh/h)	17	140	274	28	181	441
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	147	288	29	191	464
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	222	198	878	744	721	878
Arrive On Green	0.12	0.12	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1781	1585	1870	1585	1063	1870
Grp Volume(v), veh/h	18	147	288	29	191	464
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	1063	1870
Q Serve(g_s), s	0.2	2.0	2.1	0.2	3.0	3.9
Cycle Q Clear(g_c), s	0.2	2.0	2.1	0.2	5.2	3.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	222	198	878	744	721	878
V/C Ratio(X)	0.08	0.74	0.33	0.04	0.26	0.53
Avail Cap(c_a), veh/h	1284	1143	2107	1786	1419	2107
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.6	9.4	3.7	3.2	5.3	4.1
Incr Delay (d2), s/veh	0.2	5.4	0.2	0.0	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.1	0.0	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	14.8	3.9	3.2	5.5	4.6
LnGrp LOS	A	B	A	A	A	A
Approach Vol, veh/h	165		317			655
Approach Delay, s/veh	14.2		3.8			4.9
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		15.4			15.4	6.8
Change Period (Y+Rc), s		5.0			5.0	4.0
Max Green Setting (Gmax), s		25.0			25.0	16.0
Max Q Clear Time (g_c+I1), s		4.1			7.2	4.0
Green Ext Time (p_c), s		1.5			3.3	0.4

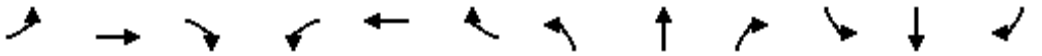
Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	359	6	50	525	0	91	0	22	0	0	0
Future Volume (veh/h)	0	359	6	50	525	0	91	0	22	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	378	6	53	553	0	96	0	23	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	1023	455	90	1855	827	144	0	175	8	9	0
Arrive On Green	0.00	0.29	0.29	0.05	0.52	0.00	0.08	0.00	0.11	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1580	1781	3554	1585	1781	0	1580	1781	1870	0
Grp Volume(v), veh/h	0	378	6	53	553	0	96	0	23	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1580	1781	1777	1585	1781	0	1580	1781	1870	0
Q Serve(g_s), s	0.0	1.8	0.1	0.6	1.9	0.0	1.1	0.0	0.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.8	0.1	0.6	1.9	0.0	1.1	0.0	0.3	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	8	1023	455	90	1855	827	144	0	175	8	9	0
V/C Ratio(X)	0.00	0.37	0.01	0.59	0.30	0.00	0.67	0.00	0.13	0.00	0.00	0.00
Avail Cap(c_a), veh/h	655	4245	1887	655	4245	1893	573	0	2322	655	2835	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	6.2	5.5	10.1	2.9	0.0	9.7	0.0	8.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	6.1	0.1	0.0	5.2	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.3	0.0	0.0	0.5	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.4	5.6	16.2	3.0	0.0	14.9	0.0	9.1	0.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		384			606			119			0	
Approach Delay, s/veh		6.4			4.2			13.8			0.0	
Approach LOS		A			A			B				

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	6.4	5.1	10.3	5.8	0.6	0.0	15.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	32.0	8.0	26.0	7.0	33.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	0.0	2.3	2.6	3.8	3.1	0.0	0.0	3.9
Green Ext Time (p_c), s	0.0	0.1	0.0	2.3	0.1	0.0	0.0	3.5

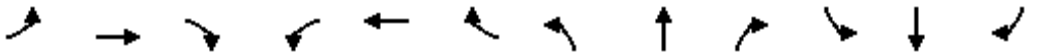
Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1	4	217	1	119	7	397	111	81	663	2
Future Volume (veh/h)	4	1	4	217	1	119	7	397	111	81	663	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	1	4	228	1	125	7	418	117	85	698	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	15	151	128	397	358	304	26	1033	321	217	1316	408
Arrive On Green	0.00	0.08	0.08	0.12	0.19	0.19	0.01	0.20	0.20	0.06	0.26	0.26
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	4	1	4	228	1	125	7	418	117	85	698	2
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.0	0.0	0.1	2.3	0.0	2.6	0.1	2.6	2.4	0.9	4.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	2.3	0.0	2.6	0.1	2.6	2.4	0.9	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	15	151	128	397	358	304	26	1033	321	217	1316	408
V/C Ratio(X)	0.27	0.01	0.03	0.57	0.00	0.41	0.27	0.40	0.36	0.39	0.53	0.00
Avail Cap(c_a), veh/h	1024	806	683	1024	806	683	1024	2339	726	1024	2339	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	15.7	15.7	15.6	12.1	13.2	18.3	12.9	12.8	16.7	11.8	10.2
Incr Delay (d2), s/veh	9.1	0.0	0.1	1.3	0.0	0.9	5.5	0.3	0.7	1.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.8	0.0	0.8	0.0	0.7	0.7	0.3	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	15.7	15.8	16.9	12.1	14.1	23.8	13.1	13.4	17.9	12.2	10.2
LnGrp LOS	C	B	B	B	B	B	C	B	B	B	B	B
Approach Vol, veh/h		9			354			542			785	
Approach Delay, s/veh		21.0			15.9			13.3			12.8	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	12.5	9.3	8.0	5.3	14.6	5.2	12.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	2.9	4.6	4.3	2.1	2.1	6.4	2.0	4.6
Green Ext Time (p_c), s	0.1	2.3	0.4	0.0	0.0	3.2	0.0	0.2

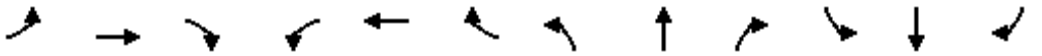
Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	183	21	32	507	69	10	22	8	31	24	73
Future Volume (veh/h)	52	183	21	32	507	69	10	22	8	31	24	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	193	22	34	534	73	11	23	8	33	25	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1024	457	57	972	434	67	71	60	191	201	170
Arrive On Green	0.05	0.29	0.29	0.03	0.27	0.27	0.04	0.04	0.04	0.11	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	55	193	22	34	534	73	11	23	8	33	25	77
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.1	1.5	0.4	0.7	4.8	1.3	0.2	0.4	0.2	0.6	0.5	1.7
Cycle Q Clear(g_c), s	1.1	1.5	0.4	0.7	4.8	1.3	0.2	0.4	0.2	0.6	0.5	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	1024	457	57	972	434	67	71	60	191	201	170
V/C Ratio(X)	0.66	0.19	0.05	0.60	0.55	0.17	0.16	0.33	0.13	0.17	0.12	0.45
Avail Cap(c_a), veh/h	524	2280	1017	524	2280	1017	1143	1200	1017	762	800	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	10.0	9.6	17.9	11.6	10.3	17.4	17.5	17.4	15.2	15.1	15.7
Incr Delay (d2), s/veh	8.7	0.1	0.0	9.8	0.5	0.2	1.1	2.6	1.0	0.4	0.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.4	0.1	0.4	1.5	0.4	0.1	0.2	0.1	0.2	0.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	10.1	9.7	27.6	12.1	10.5	18.5	20.2	18.4	15.6	15.4	17.5
LnGrp LOS	C	B	A	C	B	B	B	C	B	B	B	B
Approach Vol, veh/h		270			641			42			135	
Approach Delay, s/veh		13.4			12.7			19.4			16.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		6.4	6.2	15.8		9.0	6.7	15.2				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		24.0	11.0	24.0		16.0	11.0	24.0				
Max Q Clear Time (g_c+I1), s		2.4	2.7	3.5		3.7	3.1	6.8				
Green Ext Time (p_c), s		0.1	0.0	1.1		0.3	0.0	3.4				

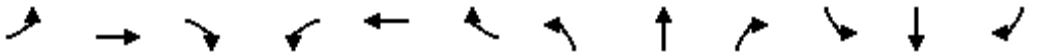
Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	5	33	5	67	5	517	10	137	604	5
Future Volume (veh/h)	5	5	5	33	5	67	5	517	10	137	604	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	5	5	35	5	71	5	544	11	144	636	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	125	106	59	177	150	10	1144	355	189	1657	514
Arrive On Green	0.01	0.07	0.07	0.03	0.09	0.09	0.01	0.22	0.22	0.11	0.32	0.32
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	5	5	5	35	5	71	5	544	11	144	636	5
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.1	0.1	0.1	0.7	0.1	1.5	0.1	3.2	0.2	2.8	3.4	0.1
Cycle Q Clear(g_c), s	0.1	0.1	0.1	0.7	0.1	1.5	0.1	3.2	0.2	2.8	3.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	10	125	106	59	177	150	10	1144	355	189	1657	514
V/C Ratio(X)	0.52	0.04	0.05	0.60	0.03	0.47	0.52	0.48	0.03	0.76	0.38	0.01
Avail Cap(c_a), veh/h	559	853	723	559	853	723	559	2474	768	559	2474	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	15.3	15.3	16.7	14.4	15.1	17.4	11.8	10.6	15.3	9.1	8.0
Incr Delay (d2), s/veh	36.9	0.1	0.2	9.3	0.1	2.3	36.9	0.3	0.0	6.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.4	0.0	0.5	0.1	0.8	0.1	1.1	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	15.4	15.5	26.0	14.5	17.4	54.3	12.1	10.7	21.6	9.3	8.0
LnGrp LOS	D	B	B	C	B	B	D	B	B	C	A	A
Approach Vol, veh/h		15			111			560			785	
Approach Delay, s/veh		28.4			20.0			12.5			11.5	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	12.9	6.2	7.4	5.2	16.4	5.2	8.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	4.8	5.2	2.7	2.1	2.1	5.4	2.1	3.5
Green Ext Time (p_c), s	0.2	2.6	0.0	0.0	0.0	3.1	0.0	0.1

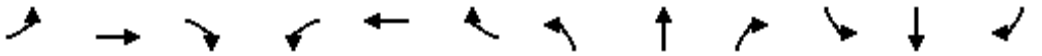
Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	113	5	93	141	0	5	0	51	0	0	0
Future Volume (veh/h)	0	113	5	93	141	0	5	0	51	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	119	5	98	148	0	5	0	54	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	8	537	239	148	1673	746	10	104	88	8	9	8
Arrive On Green	0.00	0.15	0.15	0.08	0.47	0.00	0.01	0.00	0.06	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	0	119	5	98	148	0	5	0	54	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	0.6	0.1	1.1	0.5	0.0	0.1	0.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.6	0.1	1.1	0.5	0.0	0.1	0.0	0.7	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	8	537	239	148	1673	746	10	104	88	8	9	8
V/C Ratio(X)	0.00	0.22	0.02	0.66	0.09	0.00	0.51	0.00	0.61	0.00	0.00	0.00
Avail Cap(c_a), veh/h	928	3704	1652	1266	4378	1953	928	1950	1652	928	1950	1652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.9	7.6	9.4	3.1	0.0	10.5	0.0	9.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	5.0	0.0	0.0	36.0	0.0	6.8	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.4	0.0	0.0	0.1	0.0	0.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.1	7.7	14.4	3.1	0.0	46.5	0.0	16.5	0.0	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	D	A	B	A	A	A
Approach Vol, veh/h		124			246			59			0	
Approach Delay, s/veh		8.1			7.6			19.1			0.0	
Approach LOS		A			A			B				

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	6.2	6.7	8.2	5.1	1.1	0.0	14.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	22.0	15.0	22.0	11.0	22.0	11.0	26.0
Max Q Clear Time (g_c+I1), s	0.0	2.7	3.1	2.6	2.1	0.0	0.0	2.5
Green Ext Time (p_c), s	0.0	0.1	0.2	0.6	0.0	0.0	0.0	0.8

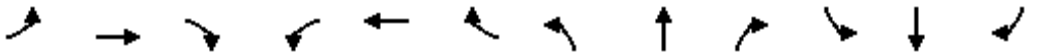
Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	84	106	13	5	159	523	83	5	721	5
Future Volume (veh/h)	5	1	84	106	13	5	159	523	83	5	721	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	1	88	112	14	5	167	551	87	5	759	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	145	123	246	268	227	300	1758	546	19	1342	417
Arrive On Green	0.01	0.08	0.08	0.07	0.14	0.14	0.09	0.34	0.34	0.01	0.26	0.26
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	5	1	88	112	14	5	167	551	87	5	759	5
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	0.1	0.0	2.2	1.2	0.3	0.1	1.8	3.2	1.5	0.1	5.1	0.1
Cycle Q Clear(g_c), s	0.1	0.0	2.2	1.2	0.3	0.1	1.8	3.2	1.5	0.1	5.1	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	19	145	123	246	268	227	300	1758	546	19	1342	417
V/C Ratio(X)	0.27	0.01	0.72	0.45	0.05	0.02	0.56	0.31	0.16	0.27	0.57	0.01
Avail Cap(c_a), veh/h	953	750	636	953	750	636	953	2177	676	953	2177	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	17.0	18.0	17.8	14.7	14.7	17.5	9.6	9.1	19.8	12.7	10.9
Incr Delay (d2), s/veh	7.4	0.0	7.6	1.3	0.1	0.0	1.6	0.1	0.1	7.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.0	0.5	0.1	0.0	0.6	0.8	0.4	0.0	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	17.0	25.6	19.1	14.8	14.7	19.1	9.7	9.2	27.2	13.1	10.9
LnGrp LOS	C	B	C	B	B	B	B	A	A	C	B	B
Approach Vol, veh/h		94			131			805			769	
Approach Delay, s/veh		25.6			18.5			11.6			13.2	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	18.7	7.8	8.1	8.5	15.5	5.2	10.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	17.0	11.0	16.0	11.0	17.0	11.0	16.0
Max Q Clear Time (g_c+I1), s	2.1	5.2	3.2	4.2	3.8	7.1	2.1	2.3
Green Ext Time (p_c), s	0.0	2.9	0.2	0.2	0.3	3.3	0.0	0.0

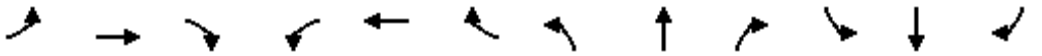
Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	971	0	15	406	12	2	1	33	23	1	32
Future Volume (veh/h)	22	971	0	15	406	12	2	1	33	23	1	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	1022	0	16	427	13	2	1	35	24	1	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	1471	656	29	1435	44	3	2	60	99	3	86
Arrive On Green	0.02	0.41	0.00	0.02	0.41	0.41	0.04	0.04	0.04	0.06	0.06	0.06
Sat Flow, veh/h	1781	3554	1585	1781	3521	107	84	42	1467	1781	45	1539
Grp Volume(v), veh/h	23	1022	0	16	215	225	38	0	0	24	0	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1851	1593	0	0	1781	0	1584
Q Serve(g_s), s	0.4	8.0	0.0	0.3	2.8	2.8	0.8	0.0	0.0	0.4	0.0	0.7
Cycle Q Clear(g_c), s	0.4	8.0	0.0	0.3	2.8	2.8	0.8	0.0	0.0	0.4	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.06	0.05		0.92	1.00		0.97
Lane Grp Cap(c), veh/h	41	1471	656	29	724	754	65	0	0	99	0	88
V/C Ratio(X)	0.56	0.69	0.00	0.54	0.30	0.30	0.58	0.00	0.00	0.24	0.00	0.40
Avail Cap(c_a), veh/h	421	1890	843	421	945	984	988	0	0	1105	0	983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.4	8.2	0.0	16.5	6.8	6.8	15.9	0.0	0.0	15.3	0.0	15.4
Incr Delay (d2), s/veh	11.5	0.8	0.0	14.7	0.2	0.2	7.9	0.0	0.0	1.2	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.5	0.0	0.2	0.5	0.6	0.4	0.0	0.0	0.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	8.9	0.0	31.3	7.0	7.0	23.8	0.0	0.0	16.5	0.0	18.3
LnGrp LOS	C	A	A	C	A	A	C	A	A	B	A	B
Approach Vol, veh/h		1045			456			38			59	
Approach Delay, s/veh		9.4			7.8			23.8			17.6	
Approach LOS		A			A			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		5.4	4.6	18.0		5.9	4.8	17.8				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		21.0	8.0	18.0		21.0	8.0	18.0				
Max Q Clear Time (g_c+I1), s		2.8	2.3	10.0		2.7	2.4	4.8				
Green Ext Time (p_c), s		0.1	0.0	3.9		0.2	0.0	1.9				

Intersection Summary												
HCM 6th Ctrl Delay			9.6									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1	16	19	0	29	8	127	37	78	144	11
Future Volume (veh/h)	16	1	16	19	0	29	8	127	37	78	144	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	1	17	20	0	31	8	134	39	82	152	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	133	112	37	138	116	15	318	268	125	433	365
Arrive On Green	0.02	0.07	0.07	0.02	0.00	0.07	0.01	0.17	0.17	0.07	0.23	0.23
Sat Flow, veh/h	1781	1870	1576	1781	1870	1576	1781	1870	1576	1781	1870	1578
Grp Volume(v), veh/h	17	1	17	20	0	31	8	134	39	82	152	12
Grp Sat Flow(s),veh/h/ln	1781	1870	1576	1781	1870	1576	1781	1870	1576	1781	1870	1578
Q Serve(g_s), s	0.2	0.0	0.2	0.3	0.0	0.4	0.1	1.5	0.5	1.1	1.6	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.2	0.3	0.0	0.4	0.1	1.5	0.5	1.1	1.6	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	32	133	112	37	138	116	15	318	268	125	433	365
V/C Ratio(X)	0.53	0.01	0.15	0.54	0.00	0.27	0.52	0.42	0.15	0.66	0.35	0.03
Avail Cap(c_a), veh/h	595	1718	1447	595	1718	1447	595	1796	1513	595	1796	1516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	10.3	10.4	11.6	0.0	10.5	11.8	8.9	8.5	10.9	7.7	7.1
Incr Delay (d2), s/veh	13.2	0.0	0.6	11.6	0.0	1.2	24.4	0.9	0.2	5.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.2	0.0	0.1	0.1	0.4	0.1	0.5	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	10.4	11.1	23.3	0.0	11.7	36.3	9.8	8.7	16.6	8.2	7.2
LnGrp LOS	C	B	B	C	A	B	D	A	A	B	A	A
Approach Vol, veh/h		35			51			181			246	
Approach Delay, s/veh		17.7			16.2			10.7			10.9	
Approach LOS		B			B			B			B	

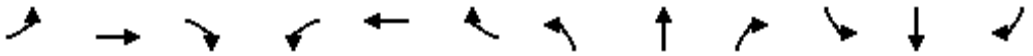
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	8.1	4.5	5.7	4.2	9.5	4.4	5.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	23.0	8.0	22.0	8.0	23.0	8.0	22.0
Max Q Clear Time (g_c+I1), s	3.1	3.5	2.3	2.2	2.1	3.6	2.2	2.4
Green Ext Time (p_c), s	0.1	0.7	0.0	0.0	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

SimTraffic Post-Processor **Kaiser Roseville Campus Expansion TIS**
Average Results from 10 Runs **Cumulative Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 5 **Cirby Way/Cirby Hills Dr-Kaiser North Driveway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	180	155	85.9%	121.3	48.0	F
	Through						
	Right Turn	330	334	101.3%	16.0	1.6	B
	Subtotal	510	489	95.9%	49.7	17.0	D
SB	Left Turn	30	28	93.7%	68.1	20.5	E
	Through						
	Right Turn	70	68	97.7%	33.3	11.9	C
	Subtotal	100	97	96.5%	41.9	10.6	D
EB	Left Turn	60	51	85.5%	66.7	20.5	E
	Through	1,440	1,162	80.7%	16.4	1.1	B
	Right Turn	80	66	82.2%	13.1	2.2	B
	Subtotal	1,580	1,279	81.0%	18.2	1.1	B
WB	Left Turn	50	31	62.3%	90.8	13.6	F
	Through	1,700	1,194	70.3%	44.2	20.0	D
	Right Turn	20	14	68.4%	40.2	32.6	D
	Subtotal	1,770	1,239	70.0%	45.3	19.6	D
Total		3,960	3,104	78.4%	34.6	9.2	C



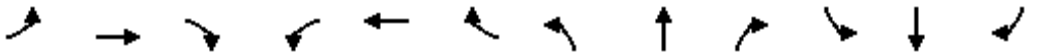
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	64	74	178	51	24	84	574	222	20	858	2
Future Volume (veh/h)	53	64	74	178	51	24	84	574	222	20	858	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	67	78	187	54	25	88	604	234	21	903	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	132	209	237	68	269	116	695	589	53	1222	3
Arrive On Green	0.13	0.13	0.13	0.17	0.17	0.17	0.07	0.37	0.37	0.03	0.34	0.34
Sat Flow, veh/h	833	996	1585	1397	403	1585	1781	1870	1585	1781	3638	8
Grp Volume(v), veh/h	123	0	78	241	0	25	88	604	234	21	441	464
Grp Sat Flow(s),veh/h/ln	1829	0	1585	1801	0	1585	1781	1870	1585	1781	1777	1869
Q Serve(g_s), s	3.6	0.0	2.6	7.5	0.0	0.8	2.8	17.4	6.3	0.7	12.8	12.8
Cycle Q Clear(g_c), s	3.6	0.0	2.6	7.5	0.0	0.8	2.8	17.4	6.3	0.7	12.8	12.8
Prop In Lane	0.46		1.00	0.78		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	242	0	209	305	0	269	116	695	589	53	597	628
V/C Ratio(X)	0.51	0.00	0.37	0.79	0.00	0.09	0.76	0.87	0.40	0.40	0.74	0.74
Avail Cap(c_a), veh/h	817	0	708	805	0	708	276	1598	1354	184	1460	1535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	0.0	23.0	23.2	0.0	20.4	26.7	17.0	13.5	27.7	17.1	17.1
Incr Delay (d2), s/veh	0.6	0.0	0.4	1.7	0.0	0.1	3.8	1.4	0.2	1.8	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.9	3.1	0.0	0.3	1.3	6.7	2.0	0.3	4.9	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	23.5	24.9	0.0	20.4	30.5	18.3	13.6	29.5	18.8	18.7
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		201			266			926			926	
Approach Delay, s/veh		23.9			24.5			18.3			19.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	26.9		11.7	7.8	24.8		13.9				
Change Period (Y+Rc), s	4.0	5.3		4.0	4.0	* 5.3		4.0				
Max Green Setting (Gmax), s	6.0	49.7		26.0	9.0	* 48		26.0				
Max Q Clear Time (g_c+I1), s	2.7	19.4		5.6	4.8	14.8		9.5				
Green Ext Time (p_c), s	0.0	2.2		0.4	0.0	4.0		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	210	0	374	433	4	0	363	358	0	419	330
Future Volume (veh/h)	216	210	0	374	433	4	0	363	358	0	419	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	227	221	0	394	456	4	0	382	377	0	441	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	329	345	0	573	596	5	0	577	489	0	577	
Arrive On Green	0.18	0.18	0.00	0.32	0.32	0.32	0.00	0.31	0.31	0.00	0.31	0.00
Sat Flow, veh/h	1781	1870	0	1781	1851	16	0	1870	1585	0	1870	0
Grp Volume(v), veh/h	227	221	0	394	0	460	0	382	377	0	441	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1867	0	1870	1585	0	1870	0
Q Serve(g_s), s	8.8	8.1	0.0	14.2	0.0	16.4	0.0	13.1	16.0	0.0	15.8	0.0
Cycle Q Clear(g_c), s	8.8	8.1	0.0	14.2	0.0	16.4	0.0	13.1	16.0	0.0	15.8	0.0
Prop In Lane	1.00		0.00	1.00		0.01	0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	329	345	0	573	0	601	0	577	489	0	577	
V/C Ratio(X)	0.69	0.64	0.00	0.69	0.00	0.77	0.00	0.66	0.77	0.00	0.76	
Avail Cap(c_a), veh/h	549	577	0	718	0	752	0	728	617	0	1282	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	28.2	27.9	0.0	21.8	0.0	22.6	0.0	22.2	23.2	0.0	23.1	0.0
Incr Delay (d2), s/veh	5.4	4.2	0.0	3.5	0.0	5.4	0.0	2.9	6.8	0.0	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	3.9	0.0	6.0	0.0	7.5	0.0	5.9	6.5	0.0	6.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	32.1	0.0	25.3	0.0	28.0	0.0	25.2	30.0	0.0	24.7	0.0
LnGrp LOS	C	C	A	C	A	C	A	C	C	A	C	
Approach Vol, veh/h		448			854			759			441	A
Approach Delay, s/veh		32.8			26.8			27.6			24.7	
Approach LOS		C			C			C			C	

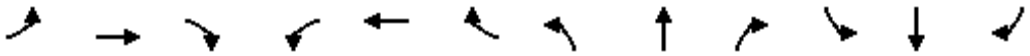
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.0		28.1		17.9		28.1				
Change Period (Y+Rc), s		* 4.2		5.3		4.2		* 5.3				
Max Green Setting (Gmax), s		* 30		50.7		22.8		* 29				
Max Q Clear Time (g_c+I1), s		18.4		17.8		10.8		18.0				
Green Ext Time (p_c), s		5.4		1.4		2.9		4.8				

Intersection Summary		
HCM 6th Ctrl Delay	27.7	
HCM 6th LOS	C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



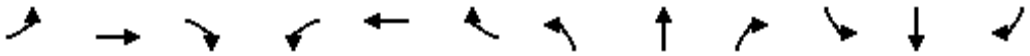
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	587	136	47	488	26	229	29	75	7	36	17
Future Volume (veh/h)	19	587	136	47	488	26	229	29	75	7	36	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	618	143	49	514	27	241	31	79	7	38	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	868	752	171	688	34	573	42	355	163	239	102
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	20	1829	1585	58	1450	72	1443	186	1585	69	1069	455
Grp Volume(v), veh/h	638	0	143	590	0	0	272	0	79	63	0	0
Grp Sat Flow(s),veh/h/ln	1849	0	1585	1580	0	0	1629	0	1585	1594	0	0
Q Serve(g_s), s	0.0	0.0	1.4	1.3	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	1.4	8.7	0.0	0.0	3.8	0.0	1.1	3.9	0.0	0.0
Prop In Lane	0.03		1.00	0.08		0.05	0.89		1.00	0.11		0.29
Lane Grp Cap(c), veh/h	1014	0	752	893	0	0	614	0	355	504	0	0
V/C Ratio(X)	0.63	0.00	0.19	0.66	0.00	0.00	0.44	0.00	0.22	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1871	0	1505	1669	0	0	1379	0	1225	1436	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.7	0.0	4.1	5.6	0.0	0.0	9.7	0.0	8.6	8.5	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.1	0.7	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.2	1.1	0.0	0.0	0.9	0.0	0.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.2	0.0	4.2	6.3	0.0	0.0	9.9	0.0	8.7	8.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		781			590			351			63	
Approach Delay, s/veh		5.8			6.3			9.6			8.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.1		10.1		17.1		10.1				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 26		21.0		* 26		21.0				
Max Q Clear Time (g_c+I1), s		9.4		5.8		10.7		5.9				
Green Ext Time (p_c), s		2.8		0.7		2.2		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			6.8									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



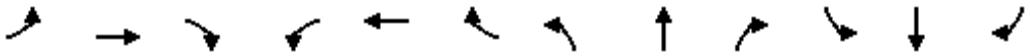
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	513	19	54	668	65	18	30	28	115	76	90
Future Volume (veh/h)	55	513	19	54	668	65	18	30	28	115	76	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	540	20	57	703	68	19	32	29	121	80	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	877	31	141	842	78	488	211	191	265	123	118
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	89	1621	57	65	1555	145	1210	904	819	539	526	503
Grp Volume(v), veh/h	618	0	0	828	0	0	19	0	61	296	0	0
Grp Sat Flow(s),veh/h/ln	1768	0	0	1766	0	0	1210	0	1723	1567	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	1.0	5.2	0.0	0.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0	14.4	0.0	0.0	0.4	0.0	1.0	6.4	0.0	0.0
Prop In Lane	0.09		0.03	0.07		0.08	1.00		0.48	0.41		0.32
Lane Grp Cap(c), veh/h	1065	0	0	1061	0	0	488	0	402	505	0	0
V/C Ratio(X)	0.58	0.00	0.00	0.78	0.00	0.00	0.04	0.00	0.15	0.59	0.00	0.00
Avail Cap(c_a), veh/h	1687	0	0	1721	0	0	804	0	852	906	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.7	0.0	0.0	7.0	0.0	0.0	10.9	0.0	11.1	13.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.1	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	2.9	0.0	0.0	0.1	0.0	0.3	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	0.0	0.0	8.0	0.0	0.0	10.9	0.0	11.1	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	A
Approach Vol, veh/h		618			828			80			296	
Approach Delay, s/veh		6.1			8.0			11.1			13.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.9		12.5		23.9		12.5				
Change Period (Y+Rc), s		* 4.2		4.0		* 4.2		4.0				
Max Green Setting (Gmax), s		* 34		18.0		* 34		18.0				
Max Q Clear Time (g_c+I1), s		10.3		3.0		16.4		8.4				
Green Ext Time (p_c), s		2.5		0.1		3.3		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		8.4
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



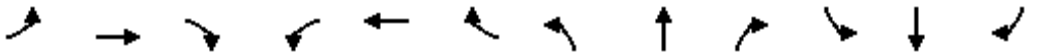
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	516	26	456	478	11	45	38	314	68	107	53
Future Volume (veh/h)	67	516	26	456	478	11	45	38	314	68	107	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	543	25	480	503	11	47	40	45	72	113	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	601	28	535	1072	23	193	140	280	138	153	48
Arrive On Green	0.05	0.34	0.34	0.30	0.59	0.59	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	1774	82	1781	1823	40	618	796	1585	374	865	275
Grp Volume(v), veh/h	71	0	568	480	0	514	87	0	45	226	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1856	1781	0	1863	1414	0	1585	1514	0	0
Q Serve(g_s), s	2.6	0.0	19.3	17.0	0.0	10.4	0.0	0.0	1.6	6.6	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	19.3	17.0	0.0	10.4	3.1	0.0	1.6	9.7	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.02	0.54		1.00	0.32		0.18
Lane Grp Cap(c), veh/h	91	0	629	535	0	1095	333	0	280	339	0	0
V/C Ratio(X)	0.78	0.00	0.90	0.90	0.00	0.47	0.26	0.00	0.16	0.67	0.00	0.00
Avail Cap(c_a), veh/h	216	0	753	701	0	1264	408	0	360	420	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.0	0.0	20.8	22.1	0.0	7.7	23.6	0.0	23.0	26.5	0.0	0.0
Incr Delay (d2), s/veh	5.4	0.0	12.4	10.2	0.0	0.3	0.2	0.0	0.1	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	9.7	8.1	0.0	3.4	1.1	0.0	0.6	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	0.0	33.2	32.3	0.0	8.0	23.7	0.0	23.1	28.1	0.0	0.0
LnGrp LOS	D	A	C	C	A	A	C	A	C	C	A	A
Approach Vol, veh/h		639			994			132			226	
Approach Delay, s/veh		33.6			19.7			23.5			28.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.8	26.6		15.6	7.4	43.0		15.6				
Change Period (Y+Rc), s	4.0	* 4.2		4.0	4.0	* 4.2		4.0				
Max Green Setting (Gmax), s	26.0	* 27		15.0	8.0	* 45		15.0				
Max Q Clear Time (g_c+I1), s	19.0	21.3		5.1	4.6	12.4		11.7				
Green Ext Time (p_c), s	0.8	1.1		0.1	0.0	1.8		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		25.4
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	104	198	196	110	28	542	1083	54	39	1112	0
Future Volume (veh/h)	70	104	198	196	110	28	542	1083	54	39	1112	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	109	54	206	116	4	571	1140	29	41	1171	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	109	158	190	107	260	534	1346	600	421	1169	
Arrive On Green	0.10	0.10	0.10	0.16	0.16	0.16	0.30	0.38	0.38	0.24	0.33	0.00
Sat Flow, veh/h	741	1092	1585	1159	653	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	183	0	54	322	0	4	571	1140	29	41	1171	0
Grp Sat Flow(s),veh/h/ln	1833	0	1585	1812	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	14.0	0.0	4.4	23.0	0.0	0.3	42.0	41.1	1.6	2.5	46.1	0.0
Cycle Q Clear(g_c), s	14.0	0.0	4.4	23.0	0.0	0.3	42.0	41.1	1.6	2.5	46.1	0.0
Prop In Lane	0.40		1.00	0.64		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	0	158	298	0	260	534	1346	600	421	1169	
V/C Ratio(X)	1.00	0.00	0.34	1.08	0.00	0.02	1.07	0.85	0.05	0.10	1.00	
Avail Cap(c_a), veh/h	183	0	158	298	0	260	534	1930	861	421	1169	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.0	0.0	58.8	58.6	0.0	49.1	49.1	39.8	27.5	41.8	47.0	0.0
Incr Delay (d2), s/veh	66.1	0.0	0.5	75.8	0.0	0.0	58.8	3.0	0.0	0.0	26.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	0.0	1.8	16.9	0.0	0.1	27.0	18.0	0.6	1.1	24.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	129.2	0.0	59.2	134.4	0.0	49.1	107.8	42.8	27.6	41.8	73.7	0.0
LnGrp LOS	F	A	E	F	A	D	F	D	C	D	F	
Approach Vol, veh/h		237			326			1740			1212	A
Approach Delay, s/veh		113.2			133.3			63.9			72.6	
Approach LOS		F			F			E			E	

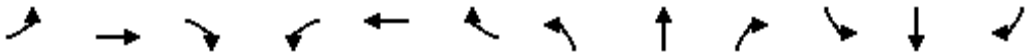
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.1	58.0		27.0	45.0	50.1		18.0				
Change Period (Y+Rc), s	4.0	4.9		4.0	3.0	* 4		4.0				
Max Green Setting (Gmax), s	10.0	76.1		23.0	42.0	* 46		14.0				
Max Q Clear Time (g_c+I1), s	4.5	43.1		25.0	44.0	48.1		16.0				
Green Ext Time (p_c), s	0.0	10.0		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	76.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



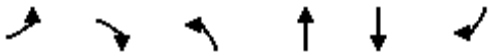
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	688	0	0	596	280	0	0	0	181	0	38
Future Volume (veh/h)	63	688	0	0	596	280	0	0	0	181	0	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	724	0	0	627	295	0	0	0	228	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	2238	0	0	853	720	0	6	0	473	248	0
Arrive On Green	0.05	0.63	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	3647	0	0	1870	1578	0	1870	0	3563	1870	0
Grp Volume(v), veh/h	66	724	0	0	627	295	0	0	0	228	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1870	1578	0	1870	0	1781	1870	0
Q Serve(g_s), s	1.2	3.2	0.0	0.0	9.2	4.2	0.0	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	3.2	0.0	0.0	9.2	4.2	0.0	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	97	2238	0	0	853	720	0	6	0	473	248	0
V/C Ratio(X)	0.68	0.32	0.00	0.00	0.73	0.41	0.00	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	423	3165	0	0	1221	1031	0	444	0	2327	1221	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.6	2.9	0.0	0.0	7.5	6.1	0.0	0.0	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.1	0.0	0.0	1.4	0.4	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.0	0.0	2.4	0.9	0.0	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	3.0	0.0	0.0	8.9	6.5	0.0	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	C	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h		790			922			0			228	
Approach Delay, s/veh		4.7			8.1			0.0			14.3	
Approach LOS		A			A						B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		0.0		25.2		8.5	5.8	19.4				
Change Period (Y+Rc), s		4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		8.0		30.0		22.0	8.0	22.0				
Max Q Clear Time (g_c+I1), s		0.0		5.2		4.0	3.2	11.2				
Green Ext Time (p_c), s		0.0		5.4		0.7	0.0	4.0				

Intersection Summary												
HCM 6th Ctrl Delay			7.4									
HCM 6th LOS			A									

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	326	576	586	252	56	569
Future Volume (veh/h)	326	576	586	252	56	569
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	343	128	441	511	59	162
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	444	395	526	1037	302	255
Arrive On Green	0.25	0.25	0.30	0.55	0.16	0.16
Sat Flow, veh/h	1781	1585	1781	1870	1870	1575
Grp Volume(v), veh/h	343	128	441	511	59	162
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1575
Q Serve(g_s), s	7.3	2.7	9.5	6.8	1.1	3.9
Cycle Q Clear(g_c), s	7.3	2.7	9.5	6.8	1.1	3.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	444	395	526	1037	302	255
V/C Ratio(X)	0.77	0.32	0.84	0.49	0.20	0.64
Avail Cap(c_a), veh/h	698	622	698	1650	733	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	12.5	13.5	5.6	14.8	16.0
Incr Delay (d2), s/veh	2.9	0.5	6.9	0.4	0.3	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.1	4.0	1.6	0.4	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.1	13.0	20.4	5.9	15.1	18.6
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	471			952	221	
Approach Delay, s/veh	16.0			12.6	17.7	
Approach LOS	B			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.6		14.2	16.0	10.6
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	16.0	16.0
Max Q Clear Time (g_c+I1), s		8.8		9.3	11.5	5.9
Green Ext Time (p_c), s		3.5		0.9	0.7	0.6

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection 10 **Diamond Creek Blvd-Prarie Woods Wy/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	183	179	97.8%	132.3	42.1	F
	Through	64	63	99.2%	126.2	43.2	F
	Right Turn	47	48	101.9%	50.4	36.2	D
	Subtotal	294	290	98.7%	117.9	42.7	F
SB	Left Turn	247	239	96.9%	48.2	4.3	D
	Through	30	30	100.1%	60.5	14.3	E
	Right Turn	164	165	100.6%	44.8	4.6	D
	Subtotal	441	434	98.5%	48.0	4.0	D
EB	Left Turn	53	57	108.3%	72.6	9.0	E
	Through	1,556	1,558	100.1%	28.6	3.2	C
	Right Turn	30	30	100.1%	8.4	1.6	A
	Subtotal	1,639	1,645	100.4%	29.8	3.2	C
WB	Left Turn	52	37	71.6%	84.1	21.4	F
	Through	2,300	1,918	83.4%	37.7	11.5	D
	Right Turn	272	230	84.5%	17.5	6.3	B
	Subtotal	2,624	2,185	83.3%	36.5	10.8	D
Total		4,998	4,555	91.1%	40.3	7.2	D

Intersection 11 **Woodcreek Oaks Blvd/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	340	340	99.9%	79.0	23.7	E
	Through	427	363	85.1%	55.5	3.4	E
	Right Turn	201	192	95.5%	17.8	3.8	B
	Subtotal	968	895	92.4%	56.6	10.5	E
SB	Left Turn	322	315	97.8%	61.8	9.7	E
	Through	548	477	87.0%	65.1	12.9	E
	Right Turn	44	43	96.7%	25.7	6.5	C
	Subtotal	914	834	91.3%	62.0	10.6	E
EB	Left Turn	153	156	101.8%	78.1	9.3	E
	Through	1,449	1,450	100.1%	60.7	15.5	E
	Right Turn	194	187	96.2%	24.4	4.1	C
	Subtotal	1,796	1,792	99.8%	58.5	12.7	E
WB	Left Turn	518	505	97.6%	48.8	12.7	D
	Through	2,084	1,669	80.1%	30.0	11.2	C
	Right Turn	337	287	85.2%	18.1	6.3	B
	Subtotal	2,939	2,462	83.8%	32.5	10.8	C
Total		6,617	5,983	90.4%	48.0	3.5	D

Intersection 12 **Walgreens Dwy-Roseville Pkwy/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	5	91.2%	27.4	29.2	C
	Through	5	3	60.8%	19.3	26.1	B
	Right Turn	5	3	68.4%	7.8	13.1	A
	Subtotal	15	11	73.5%	29.3	21.3	C
SB	Left Turn	72	64	89.2%	65.3	16.4	E
	Through	16	14	90.3%	22.5	21.3	C
	Right Turn						
	Subtotal	88	79	89.4%	58.8	13.8	E
EB	Left Turn	11	7	65.6%	56.5	25.1	E
	Through	1,920	1,904	99.2%	28.3	9.0	C
	Right Turn	5	6	114.0%	9.1	3.3	A
	Subtotal	1,936	1,917	99.0%	28.4	9.0	C
WB	Left Turn	5	5	98.8%	60.7	39.9	E
	Through	2,810	2,282	81.2%	16.6	1.9	B
	Right Turn	31	28	89.5%	2.5	1.4	A
	Subtotal	2,846	2,315	81.3%	16.6	1.9	B
Total		4,885	4,322	88.5%	22.7	4.3	C

Intersection 13 **New Meadow Dr/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	4	76.0%	27.3	25.7	C
	Through	5	5	91.2%	52.6	47.5	D
	Right Turn	5	7	144.4%	13.6	8.7	B
	Subtotal	15	16	103.9%	33.5	17.9	C
SB	Left Turn	123	125	102.0%	53.5	5.1	D
	Through	5	9	174.8%	37.6	30.8	D
	Right Turn	25	25	100.3%	13.2	10.5	B
	Subtotal	153	159	104.1%	47.3	4.0	D
EB	Left Turn	40	47	117.8%	58.8	19.1	E
	Through	1,952	1,914	98.1%	11.3	2.0	B
	Right Turn	5	6	121.6%	4.5	4.0	A
	Subtotal	1,997	1,968	98.5%	12.5	2.3	B
WB	Left Turn	5	4	76.0%	40.5	41.6	D
	Through	2,816	2,295	81.5%	9.6	1.4	A
	Right Turn	309	264	85.6%	7.3	1.1	A
	Subtotal	3,130	2,563	81.9%	9.5	1.3	A
Total		5,295	4,706	88.9%	12.1	1.4	B

Intersection 14 **Collector C/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	8	79.8%	47.2	27.2	D
	Through	10	9	87.4%	77.3	45.1	E
	Right Turn	10	12	117.8%	13.8	15.1	B
	Subtotal	30	29	95.0%	50.9	13.8	D
SB	Left Turn	10	8	76.0%	49.9	42.0	D
	Through	10	6	64.6%	64.8	43.6	E
	Right Turn	10	11	106.4%	28.0	17.5	C
	Subtotal	30	25	82.3%	48.1	17.8	D
EB	Left Turn	10	10	98.8%	69.6	36.5	E
	Through	2,152	2,138	99.3%	18.3	3.6	B
	Right Turn	10	10	102.6%	10.3	5.5	B
	Subtotal	2,172	2,158	99.3%	18.5	3.5	B
WB	Left Turn	10	10	95.0%	78.1	32.8	E
	Through	3,181	2,630	82.7%	8.5	0.8	A
	Right Turn	10	8	79.8%	3.8	3.2	A
	Subtotal	3,201	2,647	82.7%	8.8	0.8	A
Total		5,433	4,858	89.4%	13.6	1.8	B

Intersection 15 **Foothills Blvd/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	365	375	102.8%	97.2	44.8	F
	Through	907	537	59.2%	130.5	44.5	F
	Right Turn	568	584	102.8%	75.1	50.5	E
	Subtotal	1,840	1,496	81.3%	100.6	46.5	F
SB	Left Turn	723	533	73.7%	135.1	51.7	F
	Through	671	589	87.7%	53.4	11.7	D
	Right Turn	297	305	102.7%	24.5	2.2	C
	Subtotal	1,691	1,427	84.4%	77.9	22.1	E
EB	Left Turn	113	119	105.6%	85.1	10.5	F
	Through	1,809	1,647	91.0%	59.9	9.7	E
	Right Turn	250	280	112.2%	26.1	8.0	C
	Subtotal	2,172	2,047	94.2%	56.8	8.0	E
WB	Left Turn	347	333	95.8%	64.8	17.4	E
	Through	2,539	1,964	77.4%	36.4	1.5	D
	Right Turn	474	260	54.8%	13.3	2.0	B
	Subtotal	3,360	2,556	76.1%	37.8	2.6	D
Total		9,063	7,526	83.0%	62.7	12.3	E

Intersection 16 **SR 65 Ramps-Fidelity Wy/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	175	121	69.3%	165.3	54.8	F
	Through						
	Right Turn	130	100	76.9%	158.2	56.5	F
	Subtotal	305	221	72.5%	161.7	54.3	F
SB	Left Turn						
	Through						
	Right Turn	1,080	1,083	100.2%	3.3	0.7	A
	Subtotal	1,080	1,083	100.2%	3.3	0.7	A
EB	Left Turn						
	Through	3,270	2,431	74.3%	158.4	18.3	F
	Right Turn	23	16	71.0%	150.0	17.9	F
	Subtotal	3,293	2,448	74.3%	158.3	18.3	F
WB	Left Turn	36	29	81.3%	52.8	16.9	D
	Through	2,214	1,373	62.0%	5.9	0.4	A
	Right Turn						
	Subtotal	2,250	1,402	62.3%	6.9	0.6	A
Total		6,928	5,153	74.4%	84.8	8.6	F

Intersection 17 **SR 65 Ramps-Washington Blvd/Blue Oaks Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	781	9	1.1%	590.6	25.5	F
	Through						
	Right Turn	816	116	14.3%	437.4	60.8	F
	Subtotal	1,597	125	7.8%	457.3	78.6	F
SB	Left Turn	131	124	94.3%	52.5	13.6	D
	Through	484	534	110.3%	65.4	14.7	E
	Right Turn	249	238	95.7%	23.9	10.9	C
	Subtotal	864	896	103.7%	52.6	13.1	D
EB	Left Turn						
	Through	1,272	1,157	91.0%	15.1	1.8	B
	Right Turn	2,128	1,375	64.6%	23.7	1.9	C
	Subtotal	3,400	2,532	74.5%	19.8	1.7	B
WB	Left Turn	447	345	77.1%	124.2	28.1	F
	Through	1,220	1,155	94.7%	24.1	3.3	C
	Right Turn	378	393	104.0%	17.9	2.8	B
	Subtotal	2,045	1,893	92.6%	41.1	7.2	D
Total		7,906	5,446	68.9%	41.3	9.8	D

Intersection 31 **Foothills Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	347	330	95.2%	120.9	25.4	F
	Through	512	464	90.5%	46.7	4.8	D
	Right Turn	622	491	78.9%	165.2	42.8	F
	Subtotal	1,481	1,284	86.7%	111.0	18.4	F
SB	Left Turn	240	201	83.6%	161.6	19.3	F
	Through	1,468	1,209	82.4%	145.0	13.8	F
	Right Turn	477	385	80.6%	157.7	22.9	F
	Subtotal	2,185	1,794	82.1%	149.5	13.0	F
EB	Left Turn	320	319	99.6%	103.7	41.1	F
	Through	1,439	1,397	97.0%	52.3	7.4	D
	Right Turn	160	158	98.6%	20.2	3.9	C
	Subtotal	1,919	1,873	97.6%	58.6	10.9	E
WB	Left Turn	791	669	84.6%	80.4	8.5	F
	Through	1,952	1,683	86.2%	48.2	7.4	D
	Right Turn	106	89	84.2%	27.6	3.8	C
	Subtotal	2,849	2,441	85.7%	56.3	5.2	E
Total		8,434	7,393	87.7%	89.1	6.1	F

Intersection 32 **Washington Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	357	310	86.8%	145.7	27.3	F
	Through	529	524	99.1%	44.4	4.5	D
	Right Turn	371	369	99.6%	7.0	1.0	A
	Subtotal	1,257	1,203	95.7%	59.0	8.6	E
SB	Left Turn	160	130	81.5%	199.5	41.6	F
	Through	1,044	867	83.1%	172.8	42.3	F
	Right Turn	212	184	86.6%	149.6	42.8	F
	Subtotal	1,416	1,181	83.4%	172.5	41.8	F
EB	Left Turn	205	173	84.5%	125.2	17.8	F
	Through	1,880	1,566	83.3%	100.2	17.9	F
	Right Turn	178	131	73.4%	80.8	21.3	F
	Subtotal	2,263	1,870	82.6%	101.2	17.6	F
WB	Left Turn	412	348	84.4%	211.7	49.7	F
	Through	2,117	1,783	84.2%	158.3	37.9	F
	Right Turn	87	79	90.4%	106.7	36.3	F
	Subtotal	2,616	2,209	84.5%	165.0	37.6	F
Total		7,552	6,463	85.6%	128.0	14.8	F

Intersection 33 **Hallisy Dr-Gold Coast Dr/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	367	331	90.2%	71.9	26.5	E
	Through	72	73	100.8%	70.9	27.2	E
	Right Turn	35	32	92.3%	37.8	30.8	D
	Subtotal	474	436	92.0%	69.3	26.4	E
SB	Left Turn	80	73	91.7%	49.2	9.1	D
	Through	35	35	101.0%	27.9	15.0	C
	Right Turn						
	Subtotal	115	109	94.5%	42.6	6.8	D
EB	Left Turn	21	14	68.8%	81.5	16.1	F
	Through	2,278	1,936	85.0%	37.5	4.6	D
	Right Turn	30	30	100.1%	21.8	3.1	C
	Subtotal	2,329	1,981	85.0%	37.6	4.5	D
WB	Left Turn	78	79	100.8%	67.7	10.7	E
	Through	2,233	2,142	95.9%	23.6	3.2	C
	Right Turn	94	106	112.8%	9.6	1.7	A
	Subtotal	2,405	2,326	96.7%	24.4	3.0	C
Total		5,323	4,851	91.1%	34.3	4.0	C

Intersection 35 **Pleasant Grove Blvd/Highland Pointe Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	380	309	81.3%	148.9	41.2	F
	Through	2,634	1,705	64.7%	242.9	24.0	F
	Right Turn	35	18	51.0%	275.5	38.2	F
	Subtotal	3,049	2,032	66.6%	229.1	24.9	F
SB	Left Turn	186	165	88.9%	92.7	29.6	F
	Through	1,824	1,784	97.8%	48.8	17.0	D
	Right Turn	289	290	100.5%	16.1	6.4	B
	Subtotal	2,299	2,240	97.4%	47.9	15.9	D
EB	Left Turn	541	374	69.1%	267.9	46.1	F
	Through	5	5	106.4%	62.8	42.7	E
	Right Turn	453	411	90.7%	83.2	21.2	F
	Subtotal	999	790	79.1%	170.4	27.6	F
WB	Left Turn	279	277	99.3%	72.6	18.1	E
	Through	40	41	101.7%	68.8	19.4	E
	Right Turn	340	335	98.6%	41.6	27.9	D
	Subtotal	659	653	99.1%	56.6	21.9	E
Total		7,006	5,714	81.6%	130.4	10.1	F

Intersection 36 **SR 65 SB Ramps/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	194	193	99.5%	27.7	6.5	C
	Through						
	Right Turn	484	485	100.2%	30.5	7.4	C
	Subtotal	678	678	100.0%	29.7	7.0	C
EB	Left Turn						
	Through	2,556	1,807	70.7%	17.8	1.3	B
	Right Turn	497	297	59.8%	15.7	1.9	B
	Subtotal	3,053	2,104	68.9%	17.5	1.4	B
WB	Left Turn						
	Through	2,098	2,015	96.0%	18.0	9.5	B
	Right Turn	307	296	96.4%	9.8	4.8	A
	Subtotal	2,405	2,311	96.1%	17.0	8.9	B
Total		6,136	5,093	83.0%	18.9	5.1	B

Intersection 37 **SR 65 NB Ramps/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	606	598	98.6%	62.3	7.6	E
	Through						
	Right Turn	684	703	102.8%	29.8	8.6	C
	Subtotal	1,290	1,301	100.9%	44.8	6.5	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	2,276	1,694	74.4%	20.2	3.5	C
	Right Turn	474	310	65.5%	11.3	1.5	B
	Subtotal	2,750	2,004	72.9%	18.8	3.1	B
WB	Left Turn	206	190	92.2%	59.7	12.9	E
	Through	1,799	1,725	95.9%	3.6	0.4	A
	Right Turn						
	Subtotal	2,005	1,915	95.5%	9.2	1.7	A
Total		6,045	5,220	86.4%	21.8	1.9	C

SimTraffic Post-Processor **Roseville General Plan**
Average Results from 10 Runs **Cumulative Unconstrained Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 38 **Fairway Dr/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	616	530	86.1%	55.5	12.2	E
	Through	1,242	1,058	85.1%	40.1	3.2	D
	Right Turn	728	528	72.5%	15.4	1.9	B
	Subtotal	2,586	2,116	81.8%	38.0	4.7	D
SB	Left Turn	108	114	105.9%	67.1	8.6	E
	Through	704	683	97.1%	59.4	4.0	E
	Right Turn	153	146	95.1%	22.7	3.0	C
	Subtotal	965	943	97.7%	54.7	4.0	D
EB	Left Turn	226	230	101.6%	63.0	5.9	E
	Through	421	405	96.3%	50.9	4.8	D
	Right Turn	514	466	90.6%	109.2	31.3	F
	Subtotal	1,161	1,100	94.8%	78.0	13.5	E
WB	Left Turn	654	626	95.7%	62.8	14.5	E
	Through	603	597	99.0%	37.4	2.2	D
	Right Turn	116	103	88.4%	9.8	1.7	A
	Subtotal	1,373	1,325	96.5%	47.4	8.1	D
Total		6,085	5,485	90.1%	51.2	4.0	D

Intersection 34 **Pleasant Grove Blvd/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	1,100	655	59.6%	137.3	13.1	F
	Through	1,243	888	71.4%	65.7	8.9	E
	Right Turn	1,218	869	71.3%	24.2	3.5	C
	Subtotal	3,561	2,411	67.7%	70.2	7.6	E
SB	Left Turn	406	333	81.9%	118.5	32.2	F
	Through	986	775	78.6%	183.2	39.1	F
	Right Turn	21	19	88.7%	44.4	22.6	D
	Subtotal	1,413	1,126	79.7%	161.9	37.1	F
EB	Left Turn	47	46	97.0%	119.1	31.0	F
	Through	1,377	1,240	90.0%	121.3	29.8	F
	Right Turn	882	766	86.9%	73.5	37.3	E
	Subtotal	2,306	2,052	89.0%	103.4	32.3	F
WB	Left Turn	838	480	57.3%	334.7	42.2	F
	Through	1,555	1,466	94.3%	55.5	9.0	E
	Right Turn	274	264	96.4%	20.6	5.3	C
	Subtotal	2,667	2,211	82.9%	111.9	14.6	F
Total		9,947	7,801	78.4%	103.7	10.8	F

Intersection 63 **Gibson Dr (W)/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	38	32	84.0%	118.4	38.4	F
	Through						
	Right Turn	1,203	1,018	84.7%	74.7	37.5	E
	Subtotal	1,241	1,050	84.6%	76.0	37.1	E
EB	Left Turn	469	346	73.7%	82.4	9.3	F
	Through	2,229	1,672	75.0%	19.2	3.2	B
	Right Turn						
	Subtotal	2,698	2,018	74.8%	30.1	3.2	C
WB	Left Turn						
	Through	2,337	1,468	62.8%	105.7	21.0	F
	Right Turn	30	18	60.8%	128.3	64.3	F
	Subtotal	2,367	1,487	62.8%	105.9	21.3	F
Total		6,306	4,555	72.2%	65.0	11.5	E

Intersection 64 **Chase Dr/Rosville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	54	107.2%	56.4	18.6	E
	Through						
	Right Turn	77	77	99.7%	1.4	0.3	A
	Subtotal	127	130	102.6%	23.3	7.4	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	2,189	1,623	74.1%	24.1	7.7	C
	Right Turn	78	55	70.2%	12.0	4.5	B
	Subtotal	2,267	1,677	74.0%	23.7	7.5	C
WB	Left Turn	458	323	70.5%	73.2	15.3	E
	Through	2,317	1,735	74.9%	24.8	3.7	C
	Right Turn						
	Subtotal	2,775	2,058	74.2%	32.5	5.9	C
Total		5,169	3,866	74.8%	28.3	6.1	C

Intersection 65 **Gibson Dr-Castaic Dr/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	2	0	0.0%	11.7	37.1	B
	Through	3	5	164.7%	84.4	64.9	F
	Right Turn	44	50	114.0%	38.1	13.1	D
	Subtotal	49	55	112.4%	44.9	13.0	D
SB	Left Turn	1,101	760	69.0%	234.2	38.2	F
	Through	7	2	32.6%	197.5	134.0	F
	Right Turn	369	259	70.2%	208.3	37.6	F
	Subtotal	1,477	1,021	69.2%	227.8	38.3	F
EB	Left Turn	200	131	65.7%	207.6	84.6	F
	Through	2,062	1,526	74.0%	22.8	16.4	C
	Right Turn						
	Subtotal	2,262	1,658	73.3%	37.2	21.9	D
WB	Left Turn	42	32	75.1%	96.6	13.9	F
	Through	2,404	1,844	76.7%	53.6	10.5	D
	Right Turn	597	458	76.7%	20.4	5.5	C
	Subtotal	3,043	2,333	76.7%	47.7	9.3	D
Total		6,831	5,067	74.2%	79.8	8.2	E

Intersection 66 **West Dr/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	39	31	78.9%	83.2	12.3	F
	Through	2,664	2,163	81.2%	16.8	5.0	B
	Right Turn	114	89	78.0%	2.3	1.2	A
	Subtotal	2,817	2,283	81.0%	17.2	5.0	B
SB	Left Turn	279	196	70.1%	80.7	15.8	F
	Through	2,921	2,078	71.1%	24.1	7.2	C
	Right Turn	31	20	65.0%	13.3	10.0	B
	Subtotal	3,231	2,294	71.0%	28.9	7.7	C
EB	Left Turn	26	21	80.4%	73.8	19.3	E
	Through	20	13	66.5%	60.5	25.2	E
	Right Turn	24	26	109.3%	42.1	16.6	D
	Subtotal	70	60	86.3%	58.9	11.8	E
WB	Left Turn	133	132	99.1%	55.7	8.7	E
	Through	2	2	114.0%	22.9	30.2	C
	Right Turn	337	325	96.5%	23.4	3.4	C
	Subtotal	472	459	97.3%	32.9	4.9	C
Total		6,590	5,097	77.3%	24.4	4.8	C

Intersection 67 **Reserve Dr/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	427	352	82.3%	148.4	38.7	F
	Through	100	78	77.9%	155.8	35.1	F
	Right Turn	418	351	84.0%	124.1	39.9	F
	Subtotal	945	781	82.6%	138.3	38.4	F
SB	Left Turn	276	293	106.2%	40.0	4.2	D
	Through	181	181	99.9%	44.8	5.2	D
	Right Turn	83	89	107.1%	4.9	2.2	A
	Subtotal	540	563	104.2%	36.1	3.9	D
EB	Left Turn	34	22	65.9%	91.5	21.5	F
	Through	2,652	1,879	70.9%	80.1	10.7	F
	Right Turn	340	230	67.6%	60.1	10.5	E
	Subtotal	3,026	2,131	70.4%	78.0	10.6	E
WB	Left Turn	320	246	77.0%	77.8	13.0	E
	Through	2,297	1,883	82.0%	47.4	9.1	D
	Right Turn	238	178	74.7%	24.1	8.3	C
	Subtotal	2,855	2,307	80.8%	48.9	8.0	D
Total		7,366	5,782	78.5%	70.4	9.0	E

SimTraffic Post-Processor **Roseville General Plan**
Average Results from 10 Runs **Cumulative Unconstrained Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 68 **Galleria Blvd/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	594	401	67.6%	259.6	29.4	F
	Through	1,003	1,006	100.3%	57.7	6.4	E
	Right Turn	64	69	108.1%	8.5	2.6	A
	Subtotal	1,661	1,477	88.9%	110.4	11.5	F
SB	Left Turn	660	336	50.8%	355.7	26.1	F
	Through	759	654	86.2%	78.5	12.6	E
	Right Turn	563	502	89.2%	35.2	6.1	D
	Subtotal	1,982	1,492	75.3%	126.5	12.7	F
EB	Left Turn	659	483	73.3%	95.9	19.8	F
	Through	1,658	1,289	77.8%	44.9	9.0	D
	Right Turn	1,032	739	71.6%	12.9	0.7	B
	Subtotal	3,349	2,512	75.0%	45.3	7.9	D
WB	Left Turn	255	215	84.3%	102.9	20.6	F
	Through	1,698	1,387	81.7%	65.8	10.4	E
	Right Turn	741	641	86.5%	10.3	1.8	B
	Subtotal	2,694	2,242	83.2%	53.6	8.0	D
Total		9,686	7,722	79.7%	75.7	4.6	E

Intersection 69 **Creekside Ridge Dr/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	27	26	95.7%	68.6	17.4	E
	Through	10	9	91.2%	59.4	43.4	E
	Right Turn	23	24	102.4%	5.8	2.9	A
	Subtotal	60	59	97.5%	43.3	9.9	D
SB	Left Turn	495	484	97.8%	70.9	25.2	E
	Through	4	4	104.5%	55.3	57.6	E
	Right Turn	151	149	98.6%	62.1	26.8	E
	Subtotal	650	637	98.0%	68.9	25.4	E
EB	Left Turn	76	49	64.5%	75.2	4.3	E
	Through	2,226	1,576	70.8%	24.3	2.3	C
	Right Turn	17	11	62.6%	7.4	0.7	A
	Subtotal	2,319	1,636	70.5%	25.8	2.5	C
WB	Left Turn	42	37	87.8%	93.7	14.1	F
	Through	2,268	1,890	83.3%	36.4	4.7	D
	Right Turn	339	259	76.3%	25.0	4.1	C
	Subtotal	2,649	2,185	82.5%	36.1	4.6	D
Total		5,678	4,517	79.6%	37.2	5.3	D

Intersection 70 **Taylor Rd/E Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	523	485	92.8%	115.4	41.4	F
	Through	376	363	96.5%	48.2	5.3	D
	Right Turn	234	244	104.1%	25.3	11.9	C
	Subtotal	1,133	1,092	96.4%	73.1	19.0	E
SB	Left Turn	583	253	43.5%	371.0	43.9	F
	Through	320	315	98.4%	44.8	5.8	D
	Right Turn	236	244	103.2%	28.8	4.0	C
	Subtotal	1,139	812	71.3%	142.1	15.7	F
EB	Left Turn	340	203	59.7%	194.8	49.9	F
	Through	2,128	1,483	69.7%	73.5	22.5	E
	Right Turn	277	211	76.3%	41.9	20.1	D
	Subtotal	2,745	1,897	69.1%	82.9	18.5	F
WB	Left Turn	252	189	74.9%	150.3	41.6	F
	Through	2,102	1,632	77.7%	97.7	19.7	F
	Right Turn	804	562	69.9%	71.7	11.4	E
	Subtotal	3,158	2,383	75.5%	96.1	17.5	F
Total		8,175	6,184	75.6%	93.9	9.1	F

Intersection 71 **N Sunrise Ave/E Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	576	549	95.4%	113.8	23.0	F
	Through	109	112	102.8%	43.9	9.1	D
	Right Turn	379	366	96.5%	5.3	1.9	A
	Subtotal	1,064	1,027	96.5%	67.8	14.2	E
SB	Left Turn	105	92	87.9%	172.2	64.8	F
	Through	267	225	84.1%	135.2	74.0	F
	Right Turn	306	295	96.4%	34.6	9.0	C
	Subtotal	678	612	90.2%	90.9	35.7	F
EB	Left Turn	106	79	74.6%	71.9	6.5	E
	Through	2,120	1,419	66.9%	36.4	5.2	D
	Right Turn	417	265	63.6%	11.7	1.3	B
	Subtotal	2,643	1,764	66.7%	34.3	4.4	C
WB	Left Turn	345	295	85.4%	118.6	23.1	F
	Through	2,103	1,686	80.2%	84.4	28.0	F
	Right Turn	42	33	79.6%	44.0	19.3	D
	Subtotal	2,490	2,014	80.9%	88.8	26.5	F
Total		6,875	5,417	78.8%	66.5	9.5	E

Intersection 72 **Secret Ravine Pkwy/E Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	1	1	114.0%	4.7	11.1	A
	Through						
	Right Turn						
	Subtotal	1	1	114.0%	4.7	11.1	A
SB	Left Turn	141	147	104.0%	65.5	17.7	E
	Through						
	Right Turn	578	529	91.4%	58.3	23.6	E
	Subtotal	719	675	93.9%	59.9	17.7	E
EB	Left Turn	737	505	68.5%	63.2	22.1	E
	Through	1,815	1,271	70.1%	36.5	25.7	D
	Right Turn	4	3	66.5%	32.0	70.0	C
	Subtotal	2,556	1,779	69.6%	44.1	24.7	D
WB	Left Turn	13	15	114.0%	93.8	39.9	F
	Through	1,879	1,695	90.2%	56.3	26.9	E
	Right Turn	144	133	92.1%	32.0	24.0	C
	Subtotal	2,036	1,843	90.5%	54.9	26.6	D
Total		5,312	4,298	80.9%	50.4	11.9	D

Intersection 73 **E Roseville Pkwy/Alexandra Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,902	1,881	98.9%	18.2	2.8	B
	Right Turn	403	396	98.3%	14.4	3.4	B
	Subtotal	2,305	2,277	98.8%	17.6	2.9	B
SB	Left Turn	120	94	78.5%	33.7	3.7	C
	Through	1,821	1,306	71.7%	11.3	2.3	B
	Right Turn						
	Subtotal	1,941	1,401	72.2%	12.8	2.0	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	79	86	108.2%	22.9	3.5	C
	Through						
	Right Turn	64	62	96.2%	10.2	2.4	B
	Subtotal	143	147	102.8%	17.6	2.0	B
Total		4,389	3,825	87.2%	15.8	1.8	B

Intersection 74 **E Roseville Pkwy/Rocky Ridge Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	86	87	101.2%	70.6	12.6	E
	Through	2,023	2,020	99.9%	14.1	2.3	B
	Right Turn						
	Subtotal	2,109	2,107	99.9%	16.4	2.4	B
SB	Left Turn						
	Through	1,665	1,245	74.8%	15.1	2.9	B
	Right Turn	235	184	78.3%	8.1	1.5	A
	Subtotal	1,900	1,429	75.2%	14.2	2.6	B
EB	Left Turn	282	282	100.0%	51.0	2.0	D
	Through						
	Right Turn	211	204	96.5%	15.2	3.5	B
	Subtotal	493	486	98.5%	36.0	2.3	D
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		4,502	4,022	89.3%	18.0	1.5	B

Intersection 75 **E Roseille Pkwy/Lead Hill Blvd-Orvietto Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	212	215	101.5%	69.7	9.2	E
	Through	1,697	1,675	98.7%	17.5	1.9	B
	Right Turn	4	3	76.0%	1.8	2.5	A
	Subtotal	1,913	1,894	99.0%	23.4	2.1	C
SB	Left Turn	17	12	71.5%	62.3	19.4	E
	Through	1,799	1,287	71.5%	35.0	7.9	C
	Right Turn	76	56	74.0%	17.6	4.5	B
	Subtotal	1,892	1,355	71.6%	34.6	7.7	C
EB	Left Turn	417	437	104.9%	63.3	9.5	E
	Through	22	20	91.5%	64.2	28.4	E
	Right Turn	255	249	97.6%	16.6	4.2	B
	Subtotal	694	706	101.8%	46.8	6.9	D
WB	Left Turn	3	2	50.7%	22.0	48.4	C
	Through	20	20	98.8%	48.2	17.0	D
	Right Turn						
	Subtotal	23	21	92.5%	51.8	19.7	D
Total		4,522	3,977	87.9%	31.5	3.2	C

Intersection 174 **Galleria Blvd/Antelope Creek Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	119	83	69.6%	56.0	4.8	E
	Through	1,893	1,760	93.0%	22.4	4.8	C
	Right Turn	181	158	87.5%	2.7	0.4	A
	Subtotal	2,193	2,001	91.3%	22.2	4.3	C
SB	Left Turn	307	222	72.4%	133.7	48.3	F
	Through	1,342	1,148	85.5%	67.5	21.7	E
	Right Turn	259	264	102.0%	11.3	1.8	B
	Subtotal	1,908	1,634	85.7%	66.6	18.9	E
EB	Left Turn	505	490	97.1%	93.0	24.7	F
	Through	75	65	86.1%	62.6	20.3	E
	Right Turn	124	135	108.8%	2.4	0.4	A
	Subtotal	704	690	98.0%	72.6	19.4	E
WB	Left Turn	430	244	56.6%	171.3	71.8	F
	Through	88	86	97.6%	61.1	12.1	E
	Right Turn	431	393	91.1%	13.3	17.4	B
	Subtotal	949	722	76.1%	67.6	25.7	E
Total		5,754	5,048	87.7%	49.1	5.4	D

Intersection 76 **E Roseville Pkwy/Olympus Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	11	12	107.1%	76.8	34.2	E
	Through	1,528	1,439	94.2%	44.1	11.5	D
	Right Turn	174	165	94.8%	10.2	2.7	B
	Subtotal	1,713	1,616	94.3%	40.9	10.8	D
SB	Left Turn	390	333	85.4%	93.7	15.5	F
	Through	1,831	1,699	92.8%	35.7	10.3	D
	Right Turn	43	40	92.8%	28.2	10.7	C
	Subtotal	2,264	2,071	91.5%	45.0	11.6	D
EB	Left Turn	112	102	90.9%	110.5	22.9	F
	Through	209	194	92.7%	92.3	20.7	F
	Right Turn	102	99	97.2%	78.0	19.6	E
	Subtotal	423	395	93.3%	93.3	20.2	F
WB	Left Turn	67	65	97.0%	73.1	17.8	E
	Through	171	175	102.4%	52.0	3.8	D
	Right Turn	211	209	99.1%	2.9	0.2	A
	Subtotal	449	449	100.0%	32.1	3.5	C
Total		4,849	4,531	93.4%	46.5	7.3	D

Intersection 77 **E Roseville Pkwy/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	183	196	106.9%	74.0	11.3	E
	Through	628	596	94.9%	50.5	4.2	D
	Right Turn	50	52	103.4%	17.6	5.0	B
	Subtotal	861	844	98.0%	54.0	5.4	D
SB	Left Turn	732	656	89.5%	75.3	12.9	E
	Through	1,030	946	91.9%	44.0	8.5	D
	Right Turn	102	101	99.5%	27.9	4.6	C
	Subtotal	1,864	1,703	91.4%	55.1	6.8	E
EB	Left Turn	182	150	82.5%	75.9	8.0	E
	Through	1,804	1,576	87.4%	31.1	3.7	C
	Right Turn	391	315	80.6%	20.3	2.8	C
	Subtotal	2,377	2,041	85.9%	32.6	3.1	C
WB	Left Turn	106	107	101.1%	84.2	19.8	F
	Through	1,670	1,582	94.7%	62.8	11.5	E
	Right Turn	863	829	96.0%	64.0	26.2	E
	Subtotal	2,639	2,518	95.4%	64.2	16.2	E
Total		7,741	7,106	91.8%	51.8	6.0	D

Intersection 85 **I-80 WB Ramps/Eureka Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	1,367	1,250	91.4%	64.6	28.0	E
	Subtotal	1,367	1,250	91.4%	64.6	28.0	E
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	885	811	91.6%	68.7	24.7	E
	Right Turn	614	474	77.2%	108.2	27.7	F
	Subtotal	1,499	1,285	85.7%	83.3	25.8	F
WB	Left Turn	838	502	59.9%	168.3	48.9	F
	Through	1,551	1,338	86.3%	6.5	1.9	A
	Right Turn						
	Subtotal	2,389	1,840	77.0%	50.6	14.3	D
Total		5,255	4,375	83.3%	64.0	14.5	E

Intersection 86 **Taylor Rd-I-80 EB Ramps/Eureka Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	180	176	97.7%	40.5	7.1	D
	Through	576	586	101.7%	47.9	3.4	D
	Right Turn	389	362	93.1%	5.1	0.5	A
	Subtotal	1,145	1,124	98.1%	33.0	1.7	C
SB	Left Turn	522	376	72.1%	233.7	35.9	F
	Through						
	Right Turn	533	371	69.6%	281.6	77.9	F
	Subtotal	1,055	747	70.8%	253.7	45.7	F
EB	Left Turn	191	151	79.2%	159.6	63.7	F
	Through	1,693	1,535	90.7%	56.5	9.8	E
	Right Turn	368	317	86.1%	12.5	1.6	B
	Subtotal	2,252	2,003	89.0%	57.5	7.2	E
WB	Left Turn						
	Through	1,783	1,544	86.6%	49.3	14.6	D
	Right Turn	1,608	1,465	91.1%	41.6	9.7	D
	Subtotal	3,391	3,009	88.7%	45.6	11.9	D
Total		7,843	6,883	87.8%	69.5	6.7	E

Intersection 87 **N Sunrise Ave/Eureka Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	579	430	74.2%	229.3	83.2	F
	Through	473	497	105.1%	48.5	5.7	D
	Right Turn	246	230	93.6%	4.3	0.7	A
	Subtotal	1,298	1,157	89.1%	105.0	26.1	F
SB	Left Turn	157	152	96.6%	58.0	5.2	E
	Through	501	529	105.6%	47.8	2.4	D
	Right Turn	505	480	95.0%	83.2	41.4	F
	Subtotal	1,163	1,161	99.8%	64.0	18.9	E
EB	Left Turn	240	196	81.5%	81.9	20.7	F
	Through	1,764	1,561	88.5%	32.8	8.5	C
	Right Turn	441	385	87.4%	14.6	6.2	B
	Subtotal	2,445	2,142	87.6%	33.9	7.7	C
WB	Left Turn	121	121	99.9%	77.0	11.7	E
	Through	2,331	2,228	95.6%	45.5	8.3	D
	Right Turn	148	135	90.9%	21.7	11.3	C
	Subtotal	2,600	2,483	95.5%	45.8	8.1	D
Total		7,506	6,943	92.5%	54.8	6.0	D

Intersection 90 **Eureka Rd/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	509	496	97.4%	74.7	13.0	E
	Through	667	672	100.8%	59.3	3.7	E
	Right Turn	21	20	94.1%	40.3	18.6	D
	Subtotal	1,197	1,188	99.2%	65.6	5.9	E
SB	Left Turn	930	715	76.9%	234.5	40.5	F
	Through	899	852	94.8%	90.2	17.4	F
	Right Turn	131	120	92.0%	97.8	29.3	F
	Subtotal	1,960	1,688	86.1%	152.0	17.1	F
EB	Left Turn	162	156	96.2%	55.4	6.2	E
	Through	1,245	1,152	92.5%	25.1	2.8	C
	Right Turn	452	409	90.4%	22.4	1.6	C
	Subtotal	1,859	1,716	92.3%	27.3	2.0	C
WB	Left Turn	87	78	89.1%	87.5	10.5	F
	Through	1,637	1,497	91.5%	37.4	3.0	D
	Right Turn	635	594	93.5%	21.4	1.1	C
	Subtotal	2,359	2,169	91.9%	34.8	2.7	C
Total		7,375	6,761	91.7%	67.5	4.4	E

SimTraffic Post-Processor **Roseville General Plan**
Average Results from 10 Runs **Cumulative Unconstrained Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 98 **Harding Blvd/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	35	33	93.4%	63.2	13.3	E
	Through	32	30	92.6%	72.6	14.8	E
	Right Turn	105	119	113.6%	60.4	14.5	E
	Subtotal	172	182	105.6%	62.9	9.3	E
SB	Left Turn	982	869	88.5%	54.6	5.6	D
	Through	16	14	85.5%	61.0	23.8	E
	Right Turn	371	332	89.4%	33.2	5.7	C
	Subtotal	1,369	1,214	88.7%	49.0	5.4	D
EB	Left Turn	328	251	76.5%	238.9	32.7	F
	Through	1,315	985	74.9%	167.8	22.6	F
	Right Turn	18	16	86.6%	149.9	54.1	F
	Subtotal	1,661	1,251	75.3%	182.1	22.5	F
WB	Left Turn	70	56	79.8%	78.4	19.0	E
	Through	1,068	833	78.0%	48.8	12.8	D
	Right Turn	779	566	72.6%	31.3	6.7	C
	Subtotal	1,917	1,454	75.9%	43.3	10.1	D
Total		5,119	4,101	80.1%	88.2	9.1	F

Intersection 99 **I-80 WB Ramps/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	421	418	99.4%	51.6	11.9	D
	Through	524	529	100.9%	54.5	13.7	D
	Right Turn	172	169	98.1%	50.7	12.6	D
	Subtotal	1,117	1,116	99.9%	52.9	12.8	D
EB	Left Turn						
	Through	1,420	1,157	81.5%	23.3	3.0	C
	Right Turn	264	223	84.6%	18.2	4.5	B
	Subtotal	1,684	1,380	82.0%	22.5	3.0	C
WB	Left Turn						
	Through	1,745	1,310	75.1%	64.9	19.4	E
	Right Turn	723	481	66.6%	47.2	19.9	D
	Subtotal	2,468	1,792	72.6%	60.2	19.1	E
Total		5,269	4,288	81.4%	46.2	8.2	D

Intersection 100 **I-80 EB Ramps/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	1,008	882	87.5%	35.5	49.4	D
	Subtotal	1,008	882	87.5%	35.5	49.4	D
SB	Left Turn						
	Through						
	Right Turn	642	593	92.3%	52.9	19.3	D
	Subtotal	642	593	92.3%	52.9	19.3	D
EB	Left Turn	460	369	80.2%	39.7	18.3	D
	Through	1,381	1,167	84.5%	12.2	11.9	B
	Right Turn						
	Subtotal	1,841	1,536	83.5%	18.8	13.3	B
WB	Left Turn						
	Through	2,548	1,860	73.0%	35.3	8.3	D
	Right Turn	609	461	75.7%	8.2	1.1	A
	Subtotal	3,157	2,321	73.5%	29.8	6.3	C
Total		6,648	5,333	80.2%	29.3	11.6	C

Intersection 101 **N Sunrise Ave/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	495	265	53.6%	356.6	62.9	F
	Through	558	474	85.0%	63.9	7.4	E
	Right Turn	125	104	83.0%	29.4	6.3	C
	Subtotal	1,178	843	71.6%	153.9	33.9	F
SB	Left Turn	206	193	93.5%	135.4	23.4	F
	Through	878	868	98.8%	68.2	11.5	E
	Right Turn	493	475	96.4%	34.0	11.7	C
	Subtotal	1,577	1,536	97.4%	66.3	13.0	E
EB	Left Turn	543	430	79.2%	148.8	38.0	F
	Through	1,629	1,356	83.3%	51.2	12.6	D
	Right Turn	217	188	86.7%	18.9	7.7	B
	Subtotal	2,389	1,974	82.6%	69.9	18.8	E
WB	Left Turn	251	216	86.0%	74.5	15.7	E
	Through	2,169	1,685	77.7%	77.8	16.3	E
	Right Turn	111	82	73.9%	63.3	14.2	E
	Subtotal	2,531	1,982	78.3%	76.9	14.6	E
Total		7,675	6,336	82.6%	81.8	9.3	F

SimTraffic Post-Processor **Roseville General Plan**
Average Results from 10 Runs **Cumulative Unconstrained Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 102 **Santa Clara Dr/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	63	52	82.0%	97.2	26.6	F
	Through	22	18	81.2%	57.3	17.7	E
	Right Turn	76	67	88.0%	19.7	9.2	B
	Subtotal	161	136	84.7%	54.3	13.3	D
SB	Left Turn	174	165	94.8%	54.8	9.1	D
	Through	119	125	105.4%	60.4	9.9	E
	Right Turn	171	168	98.0%	39.6	7.9	D
	Subtotal	464	458	98.7%	50.7	8.1	D
EB	Left Turn	141	111	78.7%	74.1	12.5	E
	Through	1,627	1,388	85.3%	20.0	3.1	C
	Right Turn	38	33	88.0%	17.2	3.2	B
	Subtotal	1,806	1,533	84.9%	23.9	2.2	C
WB	Left Turn	122	108	88.5%	44.8	4.6	D
	Through	2,187	1,873	85.6%	23.6	8.9	C
	Right Turn	37	32	87.3%	13.7	4.0	B
	Subtotal	2,346	2,013	85.8%	24.6	8.5	C
Total		4,777	4,140	86.7%	28.3	5.1	C

Intersection 103 **Sierra Gardens Dr/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	152	149	97.8%	96.9	62.0	F
	Through	31	26	84.6%	112.3	63.0	F
	Right Turn	27	24	90.1%	96.7	74.3	F
	Subtotal	210	199	94.8%	99.2	64.1	F
SB	Left Turn	207	209	101.1%	54.6	8.2	D
	Through	58	55	94.3%	59.7	11.2	E
	Right Turn	35	37	105.3%	52.0	12.5	D
	Subtotal	300	301	100.3%	55.1	6.6	E
EB	Left Turn	65	54	83.6%	53.1	13.6	D
	Through	1,705	1,513	88.7%	15.0	7.3	B
	Right Turn	46	32	70.2%	10.9	7.8	B
	Subtotal	1,816	1,600	88.1%	16.2	7.1	B
WB	Left Turn	39	36	92.6%	60.9	16.2	E
	Through	2,271	2,043	89.9%	27.6	6.7	C
	Right Turn	40	40	100.7%	15.7	3.5	B
	Subtotal	2,350	2,119	90.2%	27.9	6.5	C
Total		4,676	4,219	90.2%	29.0	6.2	C

Intersection 104 **Target Dwy/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	131	122	92.8%	88.4	35.9	F
	Through	23	26	112.3%	63.9	35.4	E
	Right Turn	63	64	101.9%	43.7	21.3	D
	Subtotal	217	212	97.5%	72.4	30.8	E
SB	Left Turn	80	75	94.1%	82.6	36.4	F
	Through	10	11	114.0%	70.2	28.6	E
	Right Turn	126	126	99.8%	56.5	27.5	E
	Subtotal	216	212	98.3%	66.4	28.8	E
EB	Left Turn	151	125	83.0%	62.6	20.8	E
	Through	1,598	1,439	90.1%	15.0	2.9	B
	Right Turn	56	55	98.4%	17.3	6.2	B
	Subtotal	1,805	1,620	89.7%	18.8	3.3	B
WB	Left Turn	77	68	88.8%	102.0	13.5	F
	Through	2,156	2,003	92.9%	30.0	9.3	C
	Right Turn	13	11	84.8%	27.2	9.4	C
	Subtotal	2,246	2,083	92.7%	32.4	9.6	C
Total		4,484	4,127	92.0%	31.1	6.8	C

Intersection 105 **Rocky Ridge Dr/Douglas Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	313	293	93.7%	96.0	26.3	F
	Through	469	460	98.1%	50.9	4.5	D
	Right Turn	270	267	98.9%	24.2	4.4	C
	Subtotal	1,052	1,021	97.0%	56.8	6.0	E
SB	Left Turn	271	270	99.6%	58.0	5.2	E
	Through	1,039	1,016	97.8%	49.8	3.2	D
	Right Turn	437	418	95.6%	64.6	20.9	E
	Subtotal	1,747	1,703	97.5%	54.7	6.8	D
EB	Left Turn	186	165	88.5%	64.6	12.7	E
	Through	1,347	1,217	90.4%	34.8	4.8	C
	Right Turn	136	112	82.4%	15.7	3.6	B
	Subtotal	1,669	1,494	89.5%	36.7	5.2	D
WB	Left Turn	353	324	91.7%	74.9	9.4	E
	Through	1,685	1,542	91.5%	49.4	3.6	D
	Right Turn	178	158	88.8%	19.9	3.4	B
	Subtotal	2,216	2,024	91.3%	51.2	3.4	D
Total		6,684	6,242	93.4%	49.8	2.8	D

Intersection 178 **Harding Blvd/Estates Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	67	46	69.2%	37.0	4.0	D
	Through	1,125	890	79.1%	15.2	3.2	B
	Right Turn	5	5	98.8%	7.8	8.4	A
	Subtotal	1,197	941	78.6%	16.3	2.8	B
SB	Left Turn	71	69	96.9%	57.8	7.8	E
	Through	1,137	1,025	90.2%	48.1	18.5	D
	Right Turn	220	192	87.4%	60.3	28.2	E
	Subtotal	1,428	1,286	90.1%	50.5	18.9	D
EB	Left Turn	266	257	96.4%	28.1	1.9	C
	Through	14	18	127.6%	26.3	12.3	C
	Right Turn	24	26	109.3%	19.6	4.3	B
	Subtotal	304	301	98.9%	27.4	2.0	C
WB	Left Turn	20	23	115.9%	41.9	14.0	D
	Through	15	13	88.7%	38.6	18.7	D
	Right Turn	20	18	89.3%	12.1	7.5	B
	Subtotal	55	54	98.8%	30.7	7.5	C
Total		2,984	2,582	86.5%	34.9	10.0	C

Intersection 179 **Harding Blvd/Roseville Sq** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	124	87	70.2%	35.3	6.8	D
	Through	1,007	763	75.7%	15.5	2.1	B
	Right Turn	8	7	85.5%	11.7	12.0	B
	Subtotal	1,139	857	75.2%	17.6	2.2	B
SB	Left Turn	29	29	98.3%	74.9	15.1	E
	Through	1,107	969	87.5%	67.1	21.1	E
	Right Turn	45	38	85.3%	79.4	25.9	E
	Subtotal	1,181	1,036	87.7%	67.8	20.9	E
EB	Left Turn	153	152	99.1%	28.2	5.9	C
	Through	19	15	78.0%	34.4	15.1	C
	Right Turn	102	99	96.9%	15.2	6.3	B
	Subtotal	274	265	96.8%	23.7	5.9	C
WB	Left Turn	160	147	91.9%	34.9	4.5	C
	Through	8	5	57.0%	32.8	28.0	C
	Right Turn	37	33	88.3%	12.3	6.3	B
	Subtotal	205	184	89.9%	31.1	4.1	C
Total		2,799	2,342	83.7%	41.3	9.2	D

Intersection 107 **Foothills Blvd/Cirby Wy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	559	486	87.0%	110.0	31.7	F
	Right Turn	473	378	80.0%	161.3	25.8	F
	Subtotal	1,032	865	83.8%	132.7	26.6	F
SB	Left Turn	1,492	1,414	94.7%	52.4	10.4	D
	Through	729	708	97.2%	14.2	13.8	B
	Right Turn						
	Subtotal	2,221	2,122	95.5%	39.6	9.7	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	650	449	69.1%	54.8	9.8	D
	Through						
	Right Turn	1,607	1,212	75.4%	7.1	0.7	A
	Subtotal	2,257	1,661	73.6%	20.0	2.5	B
Total		5,510	4,648	84.4%	49.9	8.1	D

Intersection 108 **Vernon St/Cirby Wy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	62	68	110.3%	64.8	9.5	E
	Through	66	61	92.7%	41.1	13.2	D
	Right Turn	125	124	99.4%	30.4	4.4	C
	Subtotal	253	254	100.3%	42.4	4.0	D
SB	Left Turn	94	85	90.6%	155.5	48.2	F
	Through	151	147	97.4%	141.7	44.1	F
	Right Turn	584	581	99.6%	64.9	18.4	E
	Subtotal	829	814	98.1%	88.4	25.4	F
EB	Left Turn	385	333	86.5%	70.4	12.2	E
	Through	1,673	1,460	87.3%	40.2	4.3	D
	Right Turn	29	23	79.9%	36.1	13.1	D
	Subtotal	2,087	1,816	87.0%	45.8	5.6	D
WB	Left Turn	82	56	68.6%	99.8	13.8	F
	Through	1,672	1,075	64.3%	53.0	12.1	D
	Right Turn	43	34	78.7%	36.4	14.3	D
	Subtotal	1,797	1,165	64.8%	54.7	11.6	D
Total		4,966	4,048	81.5%	56.6	5.7	E

Intersection 109 **Lindsay Dr-Northridge Dr/Cirby Wy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	4	3	66.5%	7.4	10.1	A
	Through						
	Right Turn	17	15	89.4%	22.8	12.6	C
	Subtotal	21	18	85.0%	22.4	12.8	C
SB	Left Turn	34	32	95.0%	26.7	7.6	C
	Through						
	Right Turn	14	15	105.9%	13.0	11.1	B
	Subtotal	48	47	98.2%	21.7	6.1	C
EB	Left Turn	26	25	97.9%	42.7	16.3	D
	Through	1,824	1,493	81.9%	24.6	15.2	C
	Right Turn	5	2	38.0%	6.0	3.5	A
	Subtotal	1,855	1,521	82.0%	24.9	15.1	C
WB	Left Turn	15	10	63.3%	32.1	19.6	C
	Through	1,892	1,275	67.4%	19.0	7.3	B
	Right Turn	8	6	71.3%	19.9	19.4	B
	Subtotal	1,915	1,290	67.4%	19.1	7.4	B
Total		3,839	2,876	74.9%	22.0	8.2	C

Intersection 110 **Melody Ln/Cirby Wy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	258	215	83.5%	86.8	53.7	F
	Subtotal	258	215	83.5%	86.8	53.7	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,859	1,412	75.9%	43.0	16.4	D
	Right Turn	8	8	99.8%	21.9	8.1	C
	Subtotal	1,867	1,420	76.0%	42.9	16.4	D
WB	Left Turn	333	230	68.9%	29.8	3.8	C
	Through	1,961	1,308	66.7%	15.0	2.6	B
	Right Turn						
	Subtotal	2,294	1,538	67.0%	17.3	2.5	B
Total		4,419	3,173	71.8%	33.1	7.7	C

Intersection 111 **Riverside Ave/Cirby Wy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	1,029	730	71.0%	152.2	20.0	F
	Through	771	649	84.2%	71.0	12.8	E
	Right Turn	309	253	81.8%	52.5	10.9	D
	Subtotal	2,109	1,632	77.4%	104.8	16.7	F
SB	Left Turn	343	335	97.7%	93.6	40.7	F
	Through	844	676	80.1%	178.3	30.4	F
	Right Turn	193	113	58.5%	260.1	41.1	F
	Subtotal	1,380	1,124	81.5%	161.4	26.2	F
EB	Left Turn	163	129	79.3%	85.9	13.5	F
	Through	1,102	796	72.3%	56.7	7.6	E
	Right Turn	900	705	78.4%	22.0	3.1	C
	Subtotal	2,165	1,631	75.3%	43.9	4.8	D
WB	Left Turn	374	260	69.4%	188.1	28.7	F
	Through	1,129	735	65.1%	204.1	27.2	F
	Right Turn	132	73	55.0%	203.7	36.2	F
	Subtotal	1,635	1,067	65.3%	200.7	23.9	F
Total		7,289	5,455	74.8%	116.6	10.5	F

Intersection 203 **Riverside Ave/I-80 WB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,641	1,362	83.0%	72.2	24.0	E
	Right Turn	443	423	95.4%	22.3	9.0	C
	Subtotal	2,084	1,784	85.6%	60.3	19.8	E
SB	Left Turn						
	Through	989	845	85.5%	16.0	2.7	B
	Right Turn	1,129	787	69.7%	7.6	0.4	A
	Subtotal	2,118	1,632	77.0%	12.0	1.6	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	866	846	97.7%	37.3	9.9	D
	Through						
	Right Turn	411	349	85.0%	58.6	22.3	E
	Subtotal	1,277	1,195	93.6%	43.4	13.2	D
Total		5,479	4,611	84.2%	38.7	10.5	D

Intersection 204 **Riverside Ave/I-80 EB Ramps-Orlando Ave** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	1,274	1,217	95.5%	32.6	9.9	C
	Right Turn	43	44	103.4%	24.7	10.6	C
	Subtotal	1,317	1,261	95.8%	32.3	9.9	C
SB	Left Turn	110	103	93.6%	52.2	7.9	D
	Through	1,454	1,322	90.9%	29.6	8.3	C
	Right Turn						
	Subtotal	1,564	1,425	91.1%	31.2	8.2	C
EB	Left Turn						
	Through	439	427	97.2%	28.1	0.9	C
	Right Turn	196	190	96.7%	18.8	2.3	B
	Subtotal	635	616	97.1%	25.2	0.6	C
WB	Left Turn	184	171	93.1%	31.2	3.2	C
	Through						
	Right Turn	415	418	100.8%	2.1	0.4	A
	Subtotal	599	590	98.5%	10.6	1.8	B
Total		4,115	3,892	94.6%	27.5	5.5	C

Intersection 169 **Stanford Ranch Rd/Fairway Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	198	191	96.3%	57.8	6.9	E
	Through	986	968	98.2%	27.9	5.5	C
	Right Turn	198	192	97.1%	11.6	2.2	B
	Subtotal	1,382	1,351	97.7%	29.9	4.3	C
SB	Left Turn	67	67	99.3%	49.9	8.2	D
	Through	793	831	104.8%	25.2	2.8	C
	Right Turn	52	45	87.0%	5.3	2.3	A
	Subtotal	912	943	103.4%	26.0	2.3	C
EB	Left Turn	91	95	104.4%	53.0	5.5	D
	Through	350	345	98.6%	43.1	5.8	D
	Right Turn	223	206	92.5%	10.1	6.2	B
	Subtotal	664	646	97.3%	33.9	4.1	C
WB	Left Turn	189	199	105.4%	51.8	5.5	D
	Through	194	187	96.2%	37.2	6.0	D
	Right Turn	21	20	94.1%	40.6	15.8	D
	Subtotal	404	405	100.4%	44.2	4.5	D
Total		3,362	3,346	99.5%	31.3	2.1	C

Intersection 170 **Stanford Ranch Rd/SR 65 NB** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	542	539	99.4%	59.7	6.9	E
	Through	1,242	1,224	98.6%	27.5	1.6	C
	Right Turn	286	290	101.4%	7.5	1.2	A
	Subtotal	2,070	2,053	99.2%	33.2	2.2	C
SB	Left Turn	55	52	95.3%	69.2	16.1	E
	Through	1,155	1,172	101.5%	48.6	5.4	D
	Right Turn	114	119	104.7%	18.8	4.8	B
	Subtotal	1,324	1,344	101.5%	46.8	5.4	D
EB	Left Turn	137	121	88.2%	81.0	30.1	F
	Through	98	92	93.8%	88.8	25.5	F
	Right Turn	254	260	102.3%	40.4	13.3	D
	Subtotal	489	473	96.7%	60.0	18.7	E
WB	Left Turn	308	306	99.4%	57.0	8.7	E
	Through	86	75	87.5%	58.8	7.7	E
	Right Turn	94	100	106.3%	28.1	6.9	C
	Subtotal	488	481	98.7%	51.1	7.5	D
Total		4,371	4,351	99.6%	42.4	3.9	D

Intersection 171 **Stanford Ranch Rd/SR 65 NB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	685	692	101.0%	27.2	4.0	C
	Through	1,824	1,818	99.7%	9.0	0.7	A
	Right Turn						
	Subtotal	2,509	2,510	100.0%	14.1	1.0	B
SB	Left Turn						
	Through	1,936	1,930	99.7%	22.5	3.1	C
	Right Turn						
	Subtotal	1,936	1,930	99.7%	22.5	3.1	C
EB	Left Turn						
	Through						
	Right Turn	512	492	96.0%	3.4	1.6	A
	Subtotal	512	492	96.0%	3.4	1.6	A
WB	Left Turn						
	Through						
	Right Turn	701	674	96.2%	4.4	0.5	A
	Subtotal	701	674	96.2%	4.4	0.5	A
Total		5,658	5,606	99.1%	14.9	1.2	B

Intersection 172 **Stanford Ranch Rd/SR 65 NB Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	2,319	2,316	99.9%	24.4	6.2	C
	Right Turn	674	668	99.2%	30.8	12.2	C
	Subtotal	2,993	2,985	99.7%	25.9	5.4	C
SB	Left Turn	905	871	96.2%	42.7	15.1	D
	Through	1,479	1,465	99.1%	28.4	2.9	C
	Right Turn						
	Subtotal	2,384	2,336	98.0%	33.8	6.1	C
EB	Left Turn						
	Through						
	Right Turn	1,039	1,041	100.2%	16.4	1.3	B
	Subtotal	1,039	1,041	100.2%	16.4	1.3	B
WB	Left Turn						
	Through						
	Right Turn	190	198	104.2%	2.8	1.0	A
	Subtotal	190	198	104.2%	2.8	1.0	A
Total		6,606	6,560	99.3%	26.6	3.6	C