TEMPORARY CONSTRUCTION OFFICES AND VEHICLE PARKING
Addendum to the Final Environmental Impact Report for the
San Diego International Airport Development Plan
(State Clearinghouse No. 2017011053)
March 2021

1. INTRODUCTION

The *San Diego International Airport – Airport Development Plan Final Environmental Impact Report* (FEIR), certified in January 2020, provides analysis and disclosure of potential environmental effects associated with the preparation and adoption of an Airport Development Plan (ADP) for the San Diego International Airport (SDIA). The ADP describes specific improvements on SDIA to meet demand through 2050.

The proposed Project involves providing temporary construction offices in modular trailers and construction contractor parking in proximity to the construction site for the primary airside, terminal and roadway improvements described in the ADP and evaluated in the FEIR. The purposes of this Addendum are: (1) to document the review that the San Diego County Regional Airport Authority (SDCRAA) has undertaken to assess the proposed Project in relation to the FEIR and current conditions; and (2) to substantiate the conclusion, based on substantial evidence presented in this Addendum and attachments, that there are no substantial changes to the project evaluated in the FEIR, no substantial changes in circumstances, and no new information indicating that there would be new significant impacts or a substantial increase in the severity of any previously disclosed significant impacts which would require major revisions to the FEIR. Because no major changes to the FEIR are required pursuant to this framework, the preparation of a Supplemental or Subsequent EIR is not required pursuant to the California Environmental Quality Act (CEQA); codified as Public Resources Code, Section 21000 et seq.

California Environmental Quality Act Requirements

CEQA requires public agencies to analyze and consider the environmental consequences of their decisions to approve development projects over which they exercise discretion. CEQA achieves this objective by requiring agencies to prepare Environmental Impact Reports (EIRs) for projects with the potential to cause significant impacts on the physical environment. EIRs are public documents that assess environmental effects related to the planning, construction, and operation of a project, and indicate ways to reduce or avoid possible environmental damage. An EIR also discloses growth-inducing impacts, effects found not to be significant, significant cumulative impacts, and significant impacts that cannot be avoided, if any. The purpose of an EIR is to inform. EIRs are not policy documents that recommend project approval or denial.

As lead agency, the SDCRAA prepared a FEIR (State Clearinghouse # 2017011053) that was certified in 2020 for the ADP in compliance with CEQA and CEQA Guidelines (California Code of Regulations, Section 15000 et seq., as amended). The FEIR evaluated the potential short-term and long-term, direct, indirect, and cumulative environmental impacts associated with the airport improvements in the ADP. The FEIR provides a Project-level analysis for the ADP, which consists of specific physical improvements for near-term construction and operation to meet aviation demand through 2035 at SDIA.

Section 21166 of CEQA (the statute) sets forth the requirements for how a lead agency is to consider changes to a proposed Project or its circumstances or the availability of new information that occurs after an EIR for the project has been completed, and Section 15162 of the State CEQA Guidelines reiterates those requirements, along with additional guidance.

Section 21166 of CEQA states:

When an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

(b) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions in the environmental impact report.

(c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

Section 15162 of the State CEQA Guidelines indicates that:

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR … due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR … due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete … shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15164 of the State CEQA Guidelines states that an Addendum to an EIR should be prepared "if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." When an Addendum

is prepared, the decision-making body must consider the Addendum with the EIR prior to making a decision on the Project. Although, pursuant to State CEQA Guidelines Section 15164(c), an addendum to an EIR need not be circulated for public review, this Addendum to the San Diego International Airport ADP FEIR, along with the FEIR itself, is available to the public:

- On the Airport Authority website at www.san.org/plan.
- At the San Diego County Regional Airport Authority offices located in the Administration Building (former Commuter Terminal) at San Diego International Airport, 3225 North Harbor Drive, San Diego, CA 92101 during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. Please contact Ted Anasis at 619-400-2478 to arrange for review during coronavirus pandemic restrictions on Authority office visits and hours.

2. PROJECT BACKGROUND AND PROJECT DESCRIPTION

A. Project Background

The FEIR was certified and the ADP project was approved on January 9, 2020, by the SDCRAA Board. Since that time, SDCRAA has begun detailed construction planning necessary to prepare for the implementation of the ADP, including construction and operation of the improvements approved as part of the ADP to meet regional aviation demands. In addition, due to the global pandemic and the need to take precautions to reduce the exposure and transmission of coronavirus, the SDCRAA has identified the need for expanded temporary construction offices and meeting spaces to provide for increased separation of workers indoors and reduce the potential for virus transmission during the construction of the ADP.

B. Purpose and Need

The temporary construction offices and parking are necessary to (1) provide offices and meeting spaces in proximity to the project site for the ADP; (2) provide adequate interior space for social distancing; and (3) provide a remote parking location for construction staff vehicles consistent with traffic demand management strategies to reduce construction traffic impacts set forth in Mitigation Measure MM-TR-Con-1 in the approved Final EIR Mitigation Monitoring and Reporting Program.

C. Project Description

The proposed Project for the purposes of this Addendum is the placement of temporary construction offices, including meeting rooms, near the proposed construction site for the ADP as shown on Figure 1. As is typical when a development project nears the start of construction, identifying the location and logistics of establishing construction offices and worker parking areas occurs in the detailed construction planning, based largely on the availability of nearby properties. Construction offices and worker parking are integral parts of any large construction project and were anticipated to be included in the ADP construction program, although the specifics of exactly where and how those facilities would be provided were not known when the FEIR was completed for the ADP.

The details of the subject facilities, as described and addressed in this Addendum, do not change the overall construction program of the ADP as addressed in the FEIR, including as related to construction activities, provision of consolidated parking for construction workers, the use of

temporary construction buildings, the anticipated number and traffic patterns of construction truck trips, and the types and numbers of equipment to be used.

While the construction program has not changed, the anticipated number of construction workers that would be working on-site has been further refined, and is expected to be up to approximately double the number anticipated in the FEIR. As the construction program has been further defined, it has been determined that the average number of workers needed on-site would be approximately 1,000 workers per day over multiple shifts staggered between 5:00 AM – 6:00 PM. At the peak of construction activities, the number of daily workers is estimated to be up to 1,500. Although it should be noted that the number of employees commuting to the site on a daily basis would fluctuate regularly depending on the type and extent of construction activity(ies) occurring from day to day. As described further below, to ensure that adequate parking is available to accommodate the peak number of workers expected during construction of the ADP and to conform with traffic demand management strategies to reduce construction traffic impacts, the proposed Project would provide construction staff and contractors a remote parking lot with a sufficient number of parking stalls to park their vehicles and use a shuttle bus along Liberator Way to the construction site. The temporary construction offices and vehicle parking would operate from 2021 to 2026.

Additionally, the proposed temporary offices and meeting rooms that would be established under the proposed Project would allow construction managers and staff to work and meet in proximity to the construction site for the ADP.

Temporary construction offices are proposed in proximity to the construction site on a parcel located at the intersection of North Harbor Drive and Liberator Way, as shown on Figure 2. The proposed location is on State tidelands managed by the Port of San Diego in an area identified as Harbor Island – East Basin. The site is currently vacant and surrounded by chain link fencing. It is striped with parking stalls and includes some interior fencing and light poles. The proposed location is approximately 134,000 square feet and has direct access from Liberator Way. The temporary construction offices and meeting rooms would total 75,000 square feet in two modular buildings. The modular buildings would be single-story structures, approximately 19 feet in height. The modular buildings would include offices and meeting spaces for employees of the SDCRAA and the construction managers and staff for the ADP construction duration from 2021 to 2026. The temporary construction offices would be placed on the existing paved surface and would be connected to existing utilities. No grading or other ground disturbance would occur and the existing asphalt would remain. Other improvements would include new temporary concrete barriers (K-rails) on the existing asphalt between temporary structures and edge of the pavement along the shoreline, repairs to the existing perimeter fencing as needed, new access gates for vehicles (including fire access) and pedestrians, and curb and sidewalk improvements including a marked crosswalk along Liberator Way. Existing light poles within the footprint of the temporary structures would be removed. All work would be on the existing asphalt and no work would occur at or along the shoreline.

At the completion of the ADP construction, the modular buildings, K-rails, and any utility connections would be removed, returning the site to the existing asphalt surface pavement. It is anticipated that the light poles that were removed would be replaced and that the existing access gates, curb and sidewalk improvements would remain.

Vehicle parking for construction staff would be located at existing paved surface parking lots on Harbor Island – East Basin located at the intersection of Harbor Island Drive directly east of the entrance to the Sheraton Hotel and near the intersection of Liberator Way and North Harbor Drive. The proposed locations are on State tidelands managed by the Port of San Diego in areas

with existing paved surface parking and lighting, and no physical changes would be made to the site. The vehicle parking would occupy up to approximately 1,500 parked vehicles total at three designated parking areas. In addition, a shuttle bus would operate to transport construction staff to the construction site for the ADP via Liberator Way. The parking locations and shuttle bus route and bus stop locations are shown on Figure 1. The construction contract would limit the number of construction workers arriving and departing the proposed Project sites during roadway network peak hours of 8:00 AM – 9:00 AM and 5:00 PM –6:00 PM periods to a maximum total of 150 employee trips arriving and departing during the roadway network peak hours of 8:00 AM – 9:00 AM and 5:00 PM – 6:00 PM periods. During these hours, 25 shuttle trips are planned to occur with a capacity of 20 workers per shuttle.

Currently, use of the parking lots that make up the proposed Project sites is authorized by temporary permit only and typically involves parking for special events associated with the nearby Sheraton Hotel and overflow parking for car rental companies.

3. ENVIRONMENTAL REVIEW OF THE PROJECT

The following analysis addresses the currently proposed Project (temporary construction offices and vehicle parking) in light of the CEQA evaluation criteria described above in Section 2, relative to whether there is any basis under those CEQA criteria to require a supplemental or subsequent EIR for the project.

For purposes of this Addendum, all environmental topic areas evaluated in the FEIR were reviewed through use of an Environmental Review Checklist. The Environmental Review Checklist provided as Appendix A to this Addendum follows the basic format of a typical CEQA Initial Study environmental analysis checklist, but has been tailored to address each such environmental topic relative to the CEQA criteria presented above in Section 1.

The analysis of the Checklist presented in Appendix A provides a brief summary of the analysis of the approved ADP (i.e., Alternative 4) for each environmental topic contained in the SDIA ADP Recirculated Draft EIR (RDEIR), as revised by the Corrections and Additions contained in Chapter 3 of the FEIR.

As demonstrated in the evaluation, none of the CEQA criteria presented above in Section 1 calling for preparation of a subsequent EIR or negative declaration would occur as a result of the proposed Project.

4. CONCLUSION

The information and analysis in this Addendum has been undertaken, pursuant to the provisions of CEQA and the CEQA Guidelines, to provide decision makers with a factual basis for determining whether any substantial modifications to the Project, substantial changes in circumstances, or receipt of new information not available during preparation of the FEIR would require additional review or preparation of a subsequent or supplemental EIR.

Based on substantial evidence provided herein, as supported by the attached Appendix A, implementation of the proposed temporary construction offices and vehicle parking is adequately addressed by the FEIR, and none of the conditions warranting preparation of a supplemental or subsequent EIR, as set forth in CEQA Section 21166 and State CEQA Guidelines Section 15162 exist. Pursuant to Section 15164 of the State CEQA Guidelines, preparation of an Addendum to the ADP FEIR fully satisfies the CEQA review requirements for the project.

Figures:

Appendices:

NORTH

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ISSUED BY AIRPORT DESIGN AND CONSTRUCTION DEPARTMENT

REVISIONS	DATE	APPROVED

SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN: ARRIVE
CHECKED: -
APPROVED:

SAN DIEGO INTERNATIONAL AIRPORT
AIRPORT DEVELOPMENT PROGRAM
AIRPORT DESIGN AND CONSTRUCTION OFFICES
PROPOSED PROJECT SITE

DATE : NOVEMBER 09, 2020
SCALE : NOT TO SCALE

FIGURE 1

INFORMATION ONLY

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ISSUED BY AIRPORT DESIGN AND CONSTRUCTION REPRESENTATIVE

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SAN DIEGO INTERNATIONAL AIRPORT
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CHECKED: -
APPROVED:

SAN DIEGO INTERNATIONAL AIRPORT
AIRPORT DEVELOPMENT PROGRAM
AIRPORT DESIGN AND CONSTRUCTION
CONSTRUCTION OFFICES
TEMPORARY CONSTRUCTION OFFICES

DATE : NOVEMBER 09, 2020
SCALE : NOT TO SCALE

FIGURE 2

APPENDIX A: ENVIRONMENTAL REVIEW CHECKLIST
TEMPORARY CONSTRUCTION TRAILERS/VEHICLE PARKING
ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE SAN DIEGO INTERNATIONAL AIRPORT DEVELOPMENT PLAN

	YES	NO
I. AESTHETICS		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		X
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		X
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		X

DISCUSSION:

Section 3.1, Aesthetics and Visual Resources, and Section 5.6.4.1 of the FEIR address potential impacts to aesthetics and visual resources from implementation of the ADP. The following evaluates the extent to which those analyses apply to the proposed Project.

a. Would the project have a substantial adverse effect on a scenic vista?

As described in Section 3.1.4 of the FEIR, SDIA is relatively flat and is in an urbanized area, surrounded by existing commercial, industrial, military, residential, and recreational uses, and San Diego Bay. Existing visual resources in the area consist of natural and human-made features. Natural visual features include the San Diego Bay, the Pacific Ocean, the Navy Boat Channel, and distant views of the Point Loma peninsula. The human-made features include the downtown skyline. Scenic vistas in the area are focused toward the south of the SDIA toward the bay, the downtown skyline, and the Point Loma peninsula rather than toward the airport. Views of the SDIA from passing motorists, pedestrians, and cyclists along North Harbor Drive and from roadway ramps are intermittent due to intervening mature trees partially lining North Harbor Drive. As discussed and illustrated in Section 5.6.4.1 of the FEIR, the ADP would not have a substantial adverse effect on a scenic vista.

The Port Master Plan guides the land use and policies for areas adjacent to and south of SDIA, including the proposed Project sites. The proposed Project sites are located in Planning District 2, Lindbergh Field/Harbor Island, Precise Plan which identifies two areas of scenic views near the SDIA: views from Spanish Landing toward the San Diego Bay, and views from Harbor Island also toward the bay. The proposed Project sites consist of flat paved asphalt parking areas south of Harbor Drive. The sites are visible intermittently from Harbor Drive and the adjacent multi-use path through existing structures, trees, and landscaping. There are also views of the site available from other surrounding streets and Basin 3. The proposed construction offices would be located between North Harbor Drive/Liberator Way and San Diego Bay. The construction office site is surrounded by

existing chain link fencing which is visible intermittently from Harbor Drive and the adjacent multi-use path through existing trees and landscaping. There are also views of the site available from Basin 3, at a distance from the southeastern portion of Harbor Island, and from the Coast Guard station located across the Basin to the east. There are limited views of the Bay and of downtown San Diego for certain locations along Harbor Drive west of the project sites; however, due to the existing fencing and existing buildings located west of the site, the views of the Bay and downtown are limited in both the expansiveness and in the quality. Higher quality views of the Bay and downtown would remain along Harbor Drive to the west along Spanish Island Park The modular buildings would be 19 feet in height and would be visible from certain locations along Harbor Drive and the multi-use path and would alter views to San Diego Bay in the area. However, the buildings are a temporary use that would be removed at the completion of the construction of the ADP; the site would be returned to the asphalt paved parking surface.

The proposed vehicle parking is presently surface asphalt paving. There would be no substantial structures added as the site would be occupied with up to 1,500 parking spaces and views would not be altered from North Harbor Drive or Harbor Island Drive to San Diego Bay.

As described above, the proposed Project would not have a substantial effect on a scenic vista, and no effect on aesthetics beyond that identified in the ADP FEIR would occur. Further, the proposed Project is temporary in nature and the sites would be restored to existing conditions. Therefore, the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to aesthetics. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

As discussed in Sections 3.1.6.2.1 and 5.6.4.1 of the FEIR, the ADP site consists of highly-developed areas within and adjacent to a busy international airport. The ADP site is not located adjacent to or within the viewshed of a designated state scenic highway. The nearest designated state scenic highway is approximately two miles east of the project sites (a one-mile segment of State Route 163 along the western portion of Balboa Park). The ADP site is not visible from the scenic highway-eligible portion of State Route 163. As discussed in Section 5.6.4.1 of the FEIR, the ADP would not impact scenic resources within a state scenic highway.

The proposed Project sites are not visible from the scenic highway-eligible portion of State Route 163, nor are they notably visible from State Route 75 (Silver Strand Highway and San Diego - Coronado Bridge). As such, the proposed Project would not impact scenic resources within a state scenic highway. Therefore, the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to aesthetics. It would not require substantial revisions of the environmental impact report and no changes occur with respect

to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

c. If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?

The visual character of SDIA is described in Section 3.1 of the FEIR as being represented by a runway, taxiways, aircraft parking aprons, an airport traffic control tower, passenger terminals, and public parking. As discussed in Section 5.6.4.1 of the FEIR, the ADP would not conflict with applicable aesthetics-related California Coastal Act (CCA) and local plan policies, goals, objectives, and/or guidelines, nor would the ADP severely contrast with the character of the surrounding neighborhood.

The proposed Project includes temporary modular offices and vehicle parking on existing paved surface asphalt lots. The overall visual impact of the proposed modular offices structures would be similar to the rental car facilities and visitor serving uses on adjacent properties. Therefore, the proposed Project would not conflict with applicable aesthetics-related CCA or local plan policies, goals, objectives, and/or guidelines, nor would the proposed Project severely contrast with the character of the surrounding uses. Therefore, the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to aesthetics. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

As discussed in Section 5.6.4.1 of the FEIR, the ADP would not alter lighting so as to create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and the impact would be less than significant. The proposed Project would not include new substantial sources of exterior lighting and would be consistent with the existing rental car facilities and visitor serving uses on Harbor Island – East Basin. The proposed Project would not introduce new permanent light fixtures. Therefore, no effect relative to lighting and glare beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to aesthetics. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
II. AGRICULTURE AND FOREST RESOURCES		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 1.4.4, Scope of Analysis, of the FEIR, specifically page 1-11, states that the ADP would have no impact on agriculture or forestry resources. The following evaluates the extent to which that analysis applies to the proposed Project.

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

As described on page 1-11 of the FEIR, SDIA is highly developed and there are no existing or proposed agricultural uses or operations within or near SDIA. The proposed Project sites are existing asphalt used for vehicle parking. The proposed Project would be located on the existing asphalt

and no effect on agricultural resources would occur. Thus, the proposed Project would not result in any material difference in the agricultural impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to agricultural resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

As described on page 1-11 of the FEIR, SDIA is highly developed and there are no existing or proposed agricultural uses or operations within or near SDIA. Likewise, the proposed Project sites are developed and not zoned for agricultural use, nor do any Williamson Act contracts apply to the proposed Project sites. Thus, no impacts would occur and the proposed Project would not result in any material difference in the agricultural impacts described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to agricultural resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no

substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

As described on page 1-11 of the FEIR, SDIA is highly developed and there is no forest land within or near SDIA. Similarly, the proposed Project sites are developed with existing asphalt pavement for vehicle parking and is not zoned for forest land or timberland. The proposed Project would not alter any forest land or timberland. Therefore, no impact on land zoned as forest land or timberland would occur.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to forestland or timberland. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

As described on page 1-11 of the FEIR, SDIA is highly developed and there is no forest land within or near SDIA. Likewise, no forest land exists within the proposed Project limits or adjacent areas. Therefore, the proposed Project would not result in the loss or conversion of forest land.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to forest land. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

e. Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

As described on page 1-11 of the FEIR, SDIA is highly developed and there are no agricultural or forest lands within or near SDIA and thus no impacts on such resources would occur. Likewise, there are no agricultural or forest lands at the proposed Project sites. Therefore, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to farmland or forest land. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES		NO
III. AIR QUALITY			
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?			**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?			**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?			**X**

DISCUSSION:

Section 2.7 of the FEIR describes the Construction Assumptions for the ADP, and Section 3.2, Air Quality, and Section 5.6.4.2 address potential impacts to air quality from construction and operation of the ADP. Section 3.4, Human Health Risk, and Section 5.6.4.3 address potential human health risk impacts from construction and operation of the ADP, including as related to emissions of hazardous air pollutants. The following evaluates the extent to which that analysis applies to the proposed Project.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The analysis and conclusions of the FEIR relative to air quality impacts related to construction and operational emissions are considered to be applicable to, and adequate for, the improvements included in the proposed Project. The construction emissions are identified in Section 5.6.4.2 and summary of impact determinations are identified in Table 5-38. While the construction program has not changed, the anticipated number of construction workers that would be working on-site has been further refined, and is expected to be approximately double the number anticipated in the FEIR. As shown in Table 1 below, emissions related to construction worker commute represent only a small portion of the construction emissions and even with a very conservative assumption of doubling of the number of workers, the proposed Project would not change the conclusions of the FEIR.

Table 1: Criteria Pollutants Emissions Summary Adjusted for Increased Number of Constructions Workers (Based on Alternative 4 Emissions in Table 5-19 of Final EIR)

Phase/ Year	Sources		Pollutants (tons/year)					
			VOC	NOX	PM10	PM2.5	CO	SOX
1a/ 2024	Aircraft		114	1,110	7	7	1,027	107
	APUs		<1	7	1	1	4	1
	GSE		29	81	2	2	867	<1
	Stationary Sources		4	17	6	2	11	1
	Motor Vehicles		2	11	9	1	104	1
	Energy Use		<1	2	<1	<1	2	<1
	Construction Total (Original)		3	15	9	1	17	<1
	Worker Commute Emissions	Original	0.19	1	0.12	0.11	2.76	0.01
		Adjusted	*0.38*	*2*	*0.24*	*0.22*	*5.52*	*0.02*

Table 1: Criteria Pollutants Emissions Summary Adjusted for Increased Number of Constructions Workers (Based on Alternative 4 Emissions in Table 5-19 of Final EIR)

Phase/ Year	Sources		Pollutants (tons/year)					
			VOC	NOX	PM10	PM2.5	CO	SOX
	Construction Total (Adjusted)		**3.19**	**16.00**	**9.12**	**1.11**	**19.76**	**<1**
	Grand Total (Original)		**151**	**1,244**	**35**	**15**	**2,032**	**110**
	Grand Total (Adjusted)		***151.19***	***1,245.00***	***35.12***	***15.11***	***2,034.76***	***110.01***
Existing			141	1,058	25	14	1,887	95
Future-Existing (Original)			10	186	10	1	145	15
Future-Existing (Adjusted)			10.19	187.00	10.12	1.11	147.76	15.01
Threshold			13.7	40	15	10	100	40
Exceeds Threshold? (Original)			No	Yes	No	No	Yes	No
Exceeds Threshold? (Adjusted)			No	Yes	No	No	Yes	No
1b/ 2026	Aircraft		119	1,184	8	8	1,030	111
	APUs		<1	8	1	1	4	1
	GSE		29	79	2	2	922	<1
	Stationary Sources		4	17	6	2	11	1
	Motor Vehicles		2	13	9	1	99	1
	Energy Use		<1	2	<1	<1	2	<1
	Construction Total (Original)		1	4	5	1	5	<1
	Worker Commute Emissions	Original	0.16	0.81	0.1	0.09	2.41	0.01
		Adjusted	*0.32*	*1.62*	*0.2*	*0.18*	*4.82*	*0.02*
	Construction Total (Adjusted)		**1.16**	**4.81**	**5.10**	**1.09**	**7.41**	**<1**
	Grand Total (Original)		**154**	**1,307**	**32**	**14**	**2,072**	**113**
	Grand Total (Adjusted)		***154.16***	***1,307.81***	***32.10***	***14.09***	***2,074.41***	***113.01***
Existing			141	1,058	25	14	1,887	95
Future (Original)-Existing			13	249	7	1	185	20
Future (Adjusted)-Existing			13.16	249.81	7.10	0.09	187.41	18.01
Threshold			13.7	40	15	10	100	40
Exceeds Threshold? (Original)			No	Yes	No	No	Yes	No
Exceeds Threshold? (Adjusted)			No	Yes	No	No	Yes	No

Implementation of the proposed Project would not substantially increase the amounts of construction-related emissions identified in the FEIR, because although the number of construction workers increases, the overall construction program for the ADP (i.e., construction equipment, duration, etc.) would not change.

The conclusion of the FEIR analysis indicates that implementation of the ADP would not conflict with or obstruct implementation of an applicable air quality plan. That conclusion would not change with the implementation of the proposed Project, because the Project does not substantially change the overall construction program for the ADP. Therefore, the Project does not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there

is no substantial new information that there would be a new significant impact on air quality or a substantial increase in the severity of previously identified significant air quality impacts requiring major revisions of the certified FEIR.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a non-attainment area for an applicable federal or state ambient air quality?

The proposed Project would not materially change the cumulative air quality impacts conclusions of the FEIR analysis, because the impacts associated with the ADP are not materially affected by the proposed Project. Therefore, the Project does not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact on air quality requiring major revisions of the certified FEIR.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

There are no sensitive receptors, (i.e., homes, schools, hospitals, resident care facilities, or day-care centers) in proximity to the proposed Project sites. Therefore, the Project does not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. There is no substantial new information that there would be a new significant impact on air quality or a substantial increase in the severity of previously identified significant air quality impacts requiring major revisions of the certified FEIR.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The proposed Project would not create objectionable odors affecting a substantial number of people because it does not propose activities that are customarily associated with objectionable odors. Therefore, the Project does not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact on air quality requiring major revisions of the certified FEIR.

	YES	NO
IV. BIOLOGICAL RESOURCES		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 3.5, Biological Resources, and Section 5.6.4.4 of the FEIR address potential impacts to biological resources including listed species, and potential impacts to wetland resources from implementation of the ADP. The following evaluates the extent to which those analyses apply to the proposed Project.

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

As indicated in Section 3.5 of the FEIR, the vast majority of SDIA is developed or highly disturbed and devoid of any sensitive biological resources. One exception is the California least tern nesting area in the southeast portion of SDIA. The FEIR determined that no direct physical disturbance of least tern nesting habitat would occur as no improvements are located at the least tern nesting sites or other areas of sensitive habitat for threatened, endangered, or other species. Mitigation measures were identified to reduce impacts adjacent to the least tern nesting sites. With mitigation measures, impacts to sensitive species and habitats were determined to be less than significant. The proposed Project sites are not adjacent to the nesting area for the California least tern on SDIA and is separated by North Harbor Drive, a major arterial road. The proposed Project sites are fully paved with asphalt and there is no suitable nesting area. As such, under the proposed Project, indirect, as well as direct, impacts to the California least tern nesting area would be less than significant.

The proposed Project site for the temporary offices is adjacent to San Diego Bay, specifically Convair Lagoon. San Diego Bay is used as habitat for foraging and nesting for multiple species. The proposed Project footprint would be restricted to the existing asphalt surface pavement. The proposed Project would maintain existing fencing surrounding the boundaries of the site to avoid human access to San Diego Bay.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to sensitive species. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

As described Section 3.5 Biological Resources, the FEIR determined that no significant impacts on wetlands or other sensitive natural community would occur with implementation of the ADP.

The proposed Project is located in a developed area adjacent to San Diego Bay. The proposed temporary offices and vehicle parking sites would be located on the existing asphalt pavement and no effect on wetlands or other sensitive natural communities beyond that identified in the FEIR would occur. Thus, the proposed Project would not result in any material difference in impacts on wetlands or other sensitive natural community compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to wetlands or other sensitive natural

community. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

As described in Section 3.5 Biological Resources, the FEIR determined that no significant impacts on wetlands would occur. The proposed temporary offices would be located on existing asphalt pavement and all activities would be within existing fencing along the boundary of San Diego Bay. No effect on wetlands or other sensitive natural communities beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in the wetlands impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to wetlands. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

The proposed Project sites are areas that are currently developed with asphalt paving and they have no least tern or other habitat. The temporary offices and vehicle parking sites would be entirely contained within the existing asphalt pavement. As such, the proposed Project would not impact least tern nesting areas and no effect on biological resources beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in the impacts relative to biological resources compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to wildlife corridors and nursery sites. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

As described in Sections IV (a. – d.) above, the proposed Project sites do not support any resources that are subject to local policies or ordinances such as a tree preservation policy or ordinance.

The proposed Project is located in a developed area and no effect on biological resources beyond that identified in the FEIR would occur. Thus, the proposed Project would not result in any material difference in the impacts relative to conflicting with policies or ordinances protecting biological resources compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts relative to policies or ordinances protecting biological resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

f. Would the project conflict with the provisions of an adopted habitat conservation plan; natural communities conservation plan; or any other approved local, regional, or state habitat conservation plan?

As indicated in Section 3.5 Biological Resources of the FEIR, SDIA is not within an adopted habitat management plan or natural communities conservation plan. Although the airport is within the municipal limits of the City of San Diego, and the City is a participating jurisdiction in the San Diego Multiple Species Conservation Program (MSCP), State Tidelands along San Diego Bay are specifically excluded from the MSCP. These State Tidelands are addressed in the San Diego Bay Integrated Natural Resources Management Plan, which was prepared by the U.S. Navy and the Port of San Diego; however, that plan does not focus on "developed fill areas" such as SDIA, nor does it provide applicable guidance for the development of SDIA. As such, the FEIR determined that no impact would occur.

The proposed Project sites are existing developed sites with asphalt paving, and as such no conflict with a habitat conservation plan would occur beyond that identified in the FEIR. The proposed Project would not result in any material difference in the impacts relative to conflict with an adopted habitat conservation plan compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to relative to conflict with an adopted habitat conservation plan. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES		NO
V. CULTURAL RESOURCES			
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?			**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?			**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?			**X**

DISCUSSION:

Section 3.6, Cultural Resources, and Section 5.6.4.5 of the FEIR address potential impacts to cultural resources from implementation of the ADP. The following evaluates the extent to which that analysis applies to the proposed Project.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA §15064.5?

The FEIR identifies historic properties, which are all located within the boundaries of SDIA, that would be impacted by the ADP. None of the historic properties identified in the SDIA boundary are at or near the proposed Project sites.

The proposed Project sites do not have any structures, historic or otherwise, and consist only of surface asphalt pavement. One historic building associated with the Lockheed Martin Harbor Island Facilities is located on Harbor Island Drive between two of the proposed Project sites that would be used for vehicle parking. The continued use of the proposed Project sites for vehicle parking would not result in any change of use, construction activities, or any other activity that could adversely impact the adjacent structure. No effect on historical resources beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in the historical resources impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to historical resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA §15064.5?

No archaeological sites have been identified within the SDIA boundaries. The current topography of the project area has been achieved through decades of dredging and placement of fill soils in an area of bay and mudflats. Based on this, archaeological resources would not be anticipated in the project area; no impact is expected to occur.

The proposed Project sites are located on State tidelands to the south of the project area analyzed in the FEIR. The current topography of the proposed Project sites has been achieved through the placement of fill soils. The proposed Project would not involve any ground disturbances for installation of the modular buildings and use of the existing parking areas. The existing asphalt surface would remain, and the office buildings would be removed from the site at the completion of construction of the ADP. No effect on archaeological resources beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in archaeological resources impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to archaeological resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

As described in Section V (b.) above, the current topography of the ADP project vicinity, including the proposed Project sites, has been achieved through decades of dredging and placement of fill soils in an area of bay and mudflats. Based on this, human remains would not be anticipated in the proposed Project areas. Further, no ground disturbances would occur and the existing asphalt would remain. No impact would therefore occur. Thus, the proposed Project would have no effect on cultural resources beyond that identified in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to cultural resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
VI. ENERGY		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 3.15, Utilities, and Section 5.6.4.14 of the FEIR address potential impacts related to energy (fuel, electricity, and natural gas) from implementation of the ADP. The following evaluates the extent to which that analysis applies to the proposed Project.

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The FEIR determined that while construction and operation of the ADP would result in increased energy demand, it would comply with federal, state, and local regulations and policies reducing energy demand associated with building energy use, water demand, wastewater generation, vehicle fuels, and construction equipment, including California's green building code requirements and SDCRAA's policies and requirements pertaining to energy conservation and sustainable design. In addition, electricity supplied to the ADP would be required to comply with California's aggressive renewable portfolio standard. Therefore, construction and operation of the ADP would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy.

The installation of temporary construction offices would include increased energy demand associated with building energy use, water demand, wastewater generation, and building

installation. This energy demand would be minor and temporary, and would be subject to the same federal, state, and local regulations and policies pertaining to energy conservation identified in the FEIR. Further, while the number of construction workers anticipated would increase, the proposed Project does not change the overall construction program for the ADP (i.e., construction equipment, duration, etc.) and is consistent with the construction activities anticipated to be included in the ADP.

The use of nearby off-site parking at the proposed Project sites for worker parking and the use of shuttles to carry workers to the construction site, which would include the use of alternative fuel vehicles, is consistent with fuel demand identified in the FEIR (see Table 3.15-10). Further, the use of off-site parking and shuttles is expected to improve efficiency of movement of workers to and from the construction site and would not result in the wasteful, inefficient, or unnecessary consumption of energy.

The proposed Project would not result in a substantial increase in energy use from that assumed in the FEIR. No effect on energy use beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in energy use impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to energy use. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The objectives, goals, and requirements of the ADP support SDCRAA's commitments to energy efficiency. The FEIR determined that the ADP would be supportive of state, regional, and local efforts to increase use of renewable energy and improve energy efficiency and, thus, would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The proposed Project would be implemented consistent with SDCRAA's commitments to energy efficiency. Additionally, as discussed under item VI (a). above, the remote parking and shuttle program would help to improve fuel efficiency associated with construction workers traveling to and from the ADP construction site. Further, while the number of construction workers anticipated would increase, the proposed Project does not change the overall construction program for the ADP (i.e., construction equipment, duration, etc.) and is consistent with the construction activities anticipated to be included in the ADP.

The proposed Project would not conflict with or obstruct a state or local plan for renewable energy use or energy efficiency and no effect beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference related to conflict with a state or local plan for renewable energy use would occur compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to plans for renewable energy or energy efficiency. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken.

Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
VII. GEOLOGY AND SOILS		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 3.8, Geology and Soils, and Section 5.6.4.7; Section 3.10, Hydrology and Water Quality, and Section 5.6.4.9; and Section 3.6, Cultural Resources, and Section 5.6.4.5, of the FEIR address potential impacts related to these environmental factors from implementation of the ADP. The following evaluates the extent to which that analysis applies to the proposed Project.

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

As identified in Section 3.8 of the FEIR, two zones of active faulting were identified at SDIA, including the Spanish Bight Fault Zone, a portion of which is considered active. The northern portion of Spanish Bight Fault Zone is located southeast of Winship Lane and was mapped across the west side of SDIA's Parking Lot 8 where it extends to the south. The FEIR determined that with compliance with the "No Build Zone" that precludes development of occupied structures on a fault zone, and implementation of recommendations in project-specific geotechnical investigation, including the use of engineered fill, the potential for the ADP to expose people or structures to substantial risk related to surface rupture at the ADP project site would be less than significant.

The fault zone extends south from SDIA and traverses the area south of North Harbor Drive, immediately to the west of Liberator Way. The fault zone extends south through the existing parking lot west of Liberator Way that would be available for use by construction workers. The continued use of this site for parking would not result in potential adverse effects. The temporary construction offices would not be located within the fault zone and, therefore, no risk associated with rupture of a known earthquake fault beyond that identified in the FEIR would occur.

Additionally, the installation of temporary construction offices would not involve new

construction and would need to comply with City of San Diego permit requirements to obtain an occupancy permit, and potential impacts related to seismically induced ground rupture would be below a level of significance. Therefore, no effect relative to rupture of a known earthquake fault beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to geology and soils. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

ii. Strong seismic ground shaking?

As indicated in Section 3.8 Geology and Soils of the FEIR, the ADP is required to adhere to design standards, grading, and construction practices to avoid or reduce seismic hazards. New structures would be designed, located, and built in compliance with the most up-to-date building code requirements and recommendations in the project-specific geotechnical evaluation and engineering analysis to address construction criteria and specified seismic parameters, including recommendations for proper composition and placement of engineered fill and foundation design. Compliance with up-to-date building code requirements and recommendations identified in the geotechnical evaluation and engineering analysis would reduce potential impacts associated with seismic ground shaking and would ensure the potential impacts associated with exposing people or structures to substantial risk related to ground shaking would be less than significant.

Installation of temporary modular structures would not involve new construction and would need to comply with City of San Diego permit requirements for an occupancy permit. The other uses at the proposed Project sites consist of using existing parking lots for vehicle parking, which would not result in increased risk associated with seismic ground shaking. Thus, no effect relative to strong seismic ground shaking beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to geology and soils. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

iii. Seismic-related ground failure, including liquefaction?

As indicated in Section 3.8 Geology and Soils of the FEIR, SDIA and vicinity are within an area considered to have a generally high potential for liquefaction. The project design for the ADP would incorporate measures to address potential liquefaction and related effects, pursuant to recommendations in the required site-specific geotechnical investigation and regulatory/industry standards identified in the FEIR. These measures may include standard measures to remediate liquefaction effects such as ground modification (e.g., dynamic compaction to improve on-site soil conditions) or the use of

deep foundations. Use of deep foundations and adherence to geotechnical investigation recommendations and regulatory requirements would ensure that potential impacts related to seismically-induced liquefaction and related effects would be less than significant.

Installation of temporary modular structures would not involve new construction and would need to comply with City of San Diego permit requirements for an occupancy permit. Potential impacts related to seismically induced liquefaction and related effects would be avoided or reduced below a level of significance. Thus, no effect relative to liquefaction beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to geology and soils. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

iv. Landslides?

As indicated in Section 3.8 Geology and Soils of the FEIR, SDIA and adjacent areas exhibit generally level and low-lying topography, which is not subject to a significant risk from landslides and, therefore, no significant impact would occur.

As with SDIA, the proposed Project sites are a generally level and not subject to a risk from landslides. No effect relative to landslides beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to geology and soils. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Soil erosion is addressed in Section 3.10, Hydrology and Water Quality, and Section 5.6.4.9 of the FEIR. As discussed therein, construction activities associated with all new development at SDIA would increase the potential for soil erosion and sedimentation; however, such activities would be subject to National Pollution Discharge Elimination System (NPDES) control requirements, as administered through SDIA Stormwater Management Plans (SWMP). Those measures would serve to reduce erosion and sedimentation impacts to a level that is less than significant.

The proposed Project sites are existing asphalt pavement that would be used for temporary offices and vehicle parking. No ground disturbance would occur associated with installation of the temporary construction offices and the existing asphalt would remain. The installation of temporary buildings would need to comply with measures to avoid soil erosion identified in the FEIR, and because no ground disturbance would occur, no impacts are anticipated. No construction or other ground disturbance would occur at the proposed Project sites to be used

for vehicle parking and there would be no substantial soil erosion or loss of topsoil. No effect relative to substantial soil erosion or loss of topsoil beyond that identified in the FEIR would occur, and the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to geology and soils. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

c. Is the project located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

See Section VII (a.) above regarding liquefaction and landslide hazards. Section 3.8 Geology and Soils, and Section 5.6.4.7 of the FEIR address other geotechnical issues such as expansive soils, corrosive soils, and compressible materials. The subject analysis concludes that with implementation of measures recommended in the required project-specific geotechnical investigations and compliance with regulatory requirements identified in the FEIR, potential impacts would be less than significant.

The proposed Project sites are existing asphalt pavement and no changes to the existing asphalt surface or underlying soils would occur. Further, installation of the temporary construction offices would need to comply with City of San Diego permit requirements to obtain an occupancy permit. No effect relative to unstable geologic units or soil beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to geology and soils. It would not require substantial revisions of the FEIR and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

d. Is the project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

See Section VII (c.) above.

e. Would the project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

SDIA and adjacent areas use the City's sanitary sewer system, not septic tanks or other alternative wastewater disposal system. As such, the FEIR identified that no impact related to use of septic tanks or alternative wastewater disposal system would occur. The proposed temporary offices would connect and use the City’s sanitary sewer system and no effect relative to septic tanks or alternative wastewater disposal systems would occur. Therefore, the proposed Project would not result in any material difference in impacts relative to septic tanks or alternative wastewater disposal systems compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to geology and soils. It would not

require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Paleontological resources are addressed in the FEIR in Section 3.6, Cultural Resources. As described therein, the surrounding area is built on what was originally mudflats and bay. Decades of dredging and placement of fill soils have built up the area to its current topography. Based on this, the FEIR determined there is no potential for paleontological resources within the SDIA project area and no impact would occur.

The proposed Project sites are also located on fill materials in an area that was formerly mudflats and bay. Additionally, the proposed Project sites are asphalt and no ground disturbance would occur. Therefore, no effect on paleontological resources beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in the paleontological resources impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to paleontological resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
VIII. GREENHOUSE GAS EMISSIONS		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 3.3, Greenhouse Gases and Climate Change, and Section 5.6.4.3 of the FEIR address potential impacts related to emissions of greenhouse gases from implementation of the ADP. The following evaluates the extent to which that analysis applies to the proposed Project.

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

As described in Section 3.3, Greenhouse Gases and Climate Change, of the FEIR, construction-related greenhouse gas (GHG) emissions were estimated over the ADP's construction period and included emissions from on-road and off/non-road vehicles and equipment. Construction emissions were estimated based on the ADP's development phasing and modeled with the *Airport Construction Emissions Inventory Tool* (ACEIT), which specifies the characteristics for on- and off/non-road construction vehicles, equipment, and supporting activities associated with airport construction projects.

As such, the land use and development assumptions used in the air quality analysis also are reflected in the GHG analysis, which includes construction emissions for the overall construction program for the ADP, which accounts for construction workers being at SDIA (i.e., where exactly they park at or near SDIA does not materially affect the overall construction emissions that are driven primarily by the number, activity duration, and mix of construction equipment and the number of construction workers, which are not affected by the proposed Project). Regarding increased GHG emissions associated with a very conservative assumption of doubling the number of construction worker trips, there would be only an approximately 2.2 percent increase in the project-related GHG emissions in 2024 and an approximately 1.6 percent increase in 2026 (based on Alt 4 GHG emissions in Table 5-21 of FEIR). Those increased emissions would not change the FEIR conclusion that GHG emissions would be a significant impact nor would it represent a substantial increase in the severity of the previously identified significant impacts.

Further, Construction Traffic Measure (MM-TR-Con-1) states that prior to the start of any construction phases, SDCRAA shall promote the following transportation demand management (TDM) strategies: 1.) Consider establishing a remote lot for construction workers with shuttles to their work site; 2.) Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; and 3.) Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center (page H-224 of Appendix RH-1 of the FEIR). The proposed Project would be consistent with MM-TR-Con-1 as it provides remote lots for 1,500 construction employees to park and board a shuttle bus to the construction site using Liberator Way, with a shuttle stop also at the temporary offices. In addition, the ADP will include a construction traffic management program to manage and consolidate vehicle trips, which will include the proposed Project activities.

The GHG emissions associated with the proposed Project, being effectively an integral part of the overall ADP construction program, are therefore accounted for in the FEIR and the increase in construction workers would not result in a substantial increase in the severity of the previously identified significant impact. Impacts associated with GHG emissions from the construction and operation of the ADP were previously disclosed in the FEIR as being significant and unavoidable; hence, the emissions specific to the proposed Project are already accounted for as being significant and unavoidable. Therefore, the proposed Project does not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The GHG emissions associated with the proposed Project of temporary construction offices and vehicle parking are accounted for in the FEIR, and as discussed under Item (a) above,

an increase in construction workers would not result in a substantial increase in GHG emissions. The remote parking lot with a shuttle program to the construction site and the construction traffic management program will include the proposed Project activities. Implementation of the proposed Project would not affect the applicability or effectiveness of the subject GHG control and reduction measures. Notwithstanding, the FEIR concluded that implementation of the ADP, which includes construction and operational GHG emissions, would conflict with an applicable plan, policy, or regulation adopted to reduce the emissions of GHG, which would be a significant and unavoidable impact. That impact conclusions would also extend to the proposed Project, which is part of the overall construction program for the ADP. As such, the proposed Project does not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
IX. HAZARDS AND HAZARDOUS MATERIALS		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 3.9, Hazards and Hazardous Materials, and Section 5.6.4.8 of the FEIR address potential impacts related to hazardous materials from implementation of the ADP. The following evaluates the extent to which that analysis applies to the Project.

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The ADP FEIR determined that while existing federal, state, and local regulatory programs generally serve to address impacts associated with the routine transport, use, and disposal of hazardous materials, there are certain known or potential areas of contamination at the ADP project site that pose a potential for a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, which would be a significant impact. The impact would be reduced to less than significant with implementation of mitigation.

The proposed Project would not involve the routine transport, use, or disposal of hazardous materials. Those materials would be present at the ADP construction site on the Airport, but would not be present at the temporary construction offices or vehicle parking. The proposed Project would have no effect related to the transport, use, and disposal of hazardous materials beyond that identified in the FEIR, and would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

A variety of hazardous materials are used at SDIA, and such use is strictly regulated by numerous federal, state, and local safety regulations. The ADP would not involve the generation, use, or storage of hazardous materials in quantities or types that are substantially different from those that are currently associated with the Airport. However, the ADP FEIR further determined that while existing federal, state, and local regulatory programs would generally serve to minimize reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, there are certain known or potential areas of soil and groundwater contamination at the project site warranting specific measures to address such contamination during construction.

The proposed Project would not involve the use of hazardous materials. Further, the proposed Project would not involve any ground disturbance and there would be no potential for encountering contaminated groundwater or soils at the proposed Project sites. The proposed Project would have no effect related to foreseeable upset and accident conditions that involve the release of hazardous materials beyond that identified in the FEIR, and would not result in any material difference in the impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

c. Would the project emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

As identified in the FEIR, there are no existing or proposed schools within 0.25 mile of SDIA. The nearest school identified is Montessori School of San Diego located on the other side of Interstate 5 from the Airport, approximately 0.5 mile from the nearest area of ADP construction and the impact of hazardous materials on schools would be less than significant.

Montessori School of San Diego is also the closest school to the proposed Project sites, approximately 0.9 mile to the northeast. The proposed Project would have no impact on schools beyond that identified in the FEIR, and would not result in any material difference in the impacts compared to those described in the FEIR.

Therefore, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

d. Is the project located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The FEIR determined that SDIA is identified on numerous hazardous material sites databases, and remediation activities associated with past occurrences of soil and groundwater contamination have taken place. Although the clean-up cases have been closed, there is the potential that some soil and groundwater contamination associated with past activities could remain at concentrations above regulatory screening levels. Additionally, there is the potential for soil vapor gas intrusion into the new ADP Terminal 1. With mitigation, the impacts were determined to be less than significant.

The proposed Project would not be developed on sites included on a list of hazardous materials sites. While there are several locations near the proposed Project site that are associated with open clean up cases related to hazardous material releases, these sites are under formal clean-up orders and not expected to pose a risk to neighboring properties. Further, the proposed Project sites are covered with asphalt and no ground disturbance would occur, so if any soil or groundwater contamination is located at the proposed Project sites, it would not be encountered.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

e. For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

As identified in the FEIR, the ADP is located at a public use airport, and it would not result in a safety hazard for people residing or working in the project area; however, an increase in aircraft noise associated with an increase in future aircraft levels would result in an excessive noise hazard.

The proposed Project is a temporary land use that involves installation and use of construction offices and construction worker vehicle parking. The construction offices would be one story and the use and building height would be consistent with the Airport Land Use Compatibility Plan for SDIA. The proposed Project would not result in a safety hazard for people residing or working in the project area. As discussed in Section XIII herein, the proposed Project would not cause a noise hazard. As such, potential airport-related safety impacts would be less than significant. Therefore, the proposed Project would not result in any material difference in safety impacts associated with be being within an airport land use plan area compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

As indicated in Section 3.9, Hazards and Hazardous Materials, of the FEIR, coordination with emergency service providers and planning of detours and emergency access routes during construction and compliance with emergency access requirements during construction and operations would ensure that the ADP would not interfere with an existing emergency response or emergency evacuation plan and impacts would be less that significant.

Similarly, compliance with emergency access requirements would ensure that the proposed Project would not interfere with an existing emergency response or emergency evacuation plan. The temporary construction offices and vehicle parking would have no effect relative to an adopted emergency response plan or emergency evacuation plan beyond that identified in the FEIR. Thus, the proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

g. Would the project expose people or structures, either directly or indirectly, to the risk of loss, injury, or death involving wildland fires?

SDIA is an existing urban industrial environment dominated by concrete and asphalt, well removed from wildlands and, thus, there is no fire hazard relative to wildlands. The proposed Project sites are also located in a developed area not near wildlands. No impact would occur.

The proposed Project would occur within a developed area and would have no impact relative to wildland fires. Therefore, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hazards and hazardous materials. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
X. HYDROLOGY AND WATER QUALITY		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 3.10, Hydrology and Water Quality, and Section 5.6.4.9 of the FEIR address potential impacts related to surface hydrology and water quality from implementation of the ADP. The following evaluates the extent to which those analyses apply to the proposed Project.

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

As described in Section 3.10, Hydrology and Water Quality, of the FEIR, all future development under the ADP is subject to the Airport Stormwater Management Plan (SWMP). The SWMP incorporates the terms of the General Industrial Storm Water Permit, which satisfies construction general permit requirements. The SWMP requires that all municipal activities, inclusive of new development, provide for Best Management Practices (BMPs); therefore, the FEIR determined that water quality impacts relative to construction, grading, and erosion and sedimentation would be less than significant.

The proposed Project involves the use of existing parking lots for vehicle parking and the installation of temporary construction offices. Each of the proposed Project sites is asphalt and would not be altered other than the installation of temporary modular structures and other minor improvements, such as repairs to the existing perimeter fencing, new access gates, and curb and sidewalk improvements. These improvements would be required to comply with the Port of San Diego's Jurisdictional Runoff Management Program and are not expected to change the amount or water quality of stormwater runoff from the proposed Project sites. The temporary construction offices and vehicle parking would have no effect on water quality standards or waste discharge requirements beyond that identified in the FEIR and the proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The FEIR determined that implementation of the ADP would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the ADP may impede sustainable groundwater management of the basin.

The proposed Project would not result in changes to the existing asphalt surface and would not result in the withdrawal of groundwater. The temporary construction offices would occur on areas that are already considered impervious and impacts on groundwater recharge would be less than significant. Therefore, the proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no

substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on-site or off-site?

The FEIR determined that SDIA is primarily impervious and there would be no substantial alteration in the existing drainage patterns of the ADP project site or area in a manner that would result in substantial erosion or siltation on- or off-site.

The proposed Project activities would occur on existing asphalt surfaces on a developed area that is impervious. Implementation of the proposed Project may involve some minor rerouting of surface flows based on the location and orientation of the temporary construction offices and K-rails, but it is not expected to result in any appreciable change in surface drainage patterns. Regarding the potential for the proposed Project to result in substantial erosion or siltation, please see the discussion above in Section VI (b.). No effect on the drainage pattern resulting in substantial erosion or siltation on-site or off-site beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

The ADP includes completion of a stormwater capture and reuse system, and the FEIR determined that the ADP would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The proposed Project would occur on a developed area that is impervious. Implementation of the proposed Project may involve some minor rerouting of surface flows, based on the location and orientation of the temporary construction offices and K-rails, but it is not expected to result in any appreciable change in surface drainage patterns or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. No effect on the drainage pattern beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

See discussions above in Sections X (a.), (c.), and (d.) above. The FEIR determined that potential impacts to surface drainage volumes would be less than significant.

The proposed Project would occur on an existing asphalt surface area that is impervious and no change in the amount of runoff water would occur. No effect on stormwater runoff beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

iv. Impede or redirect flood flows?

The FEIR identifies that virtually all of SDIA is mapped as Zone X, "areas determined to be outside the 500-year floodplain." Subsequent to certification of the FEIR, the flood map was updated and all of SDIA is now Zone X. The FEIR determined that no significant impacts relative to impeding or redirecting flood flows would occur.

As with SDIA, the proposed Project sites are mapped as Zone X, "areas determined to be outside the 500-year floodplain." As described in Sections X (a.), (c.), and (d.) above, the proposed Project sites are asphalt and while some minor rerouting of surface flows could occur associated with installation of the temporary construction offices and K-rails, these would be located near the San Diego Bay and would not impede or redirect flood flows. The proposed Project would have no effect relative impeding or redirecting flood flows beyond that identified in the FEIR. The proposed Project would not result in any material difference compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The FEIR determined that the ADP is not located in a flood hazard, tsunami, or seiche zone; therefore, there would be no impact.

The southern parking lot portion of the proposed Project sites area is located within the tsunami zone. This proposed Project site is currently used as a parking lot and the continued use of this site for vehicle parking would not result in a change of conditions and would not result in significant risk of release of pollutants due to project inundation. Therefore, no significant impact would occur.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would

not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The groundwater basin underlying SDIA and the proposed Project sites are not subject to a sustainable groundwater management plan and, thus, no conflict with a sustainable groundwater management plan would occur.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to hydrology and water quality. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
XI. LAND USE AND PLANNING		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 3.11, Land Use and Planning, and 5.4.6.10 of the FEIR address potential impacts related to land use plans and land use compatibility from implementation of the ADP. The following evaluates the extent to which that analysis applies to the proposed Project.

a. Would the project physically divide an established community?

As identified in the FEIR, the ADP improvements would occur within the existing SDIA boundaries and public rights-of-ways, would not extend into or cross through surrounding communities, and would not create a physical barrier that could divide existing communities. The impact was determined to be less than significant.

The proposed Project sites are paved asphalt surfaces that are used for vehicle parking, including overflow parking for rental car facilities and hotel special events and formerly airport public parking and airport employee parking. Temporary construction offices would be established at one site and the other sites would continue to be used for parking. All activities would occur within the existing proposed Project site boundaries and would not create a physical barrier or extend into or cross through local communities. Thus, no effect

on dividing an established community would occur. Therefore, the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to land use and planning. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The FEIR analyzed the compatibility of the ADP with numerous land use plans, policies, and regulations, such as the California Tidelands Trust; the California Coastal Act; the San Diego Regional Plan; Airport Master Plan, Airport Layout Plan; the SDIA Airport Land Use Compatibility Plan (ALUCP); the San Diego Port Master Plan; and the City of San Diego General Plan, including community plans for the surrounding communities. The FEIR identified that the ADP would not conflict with most aspects of the land use plans, policies, or regulations related to land use and planning adopted for the purpose of avoiding or mitigating an environmental effect; however, the significant impacts related to aircraft noise and to traffic around SDIA could be considered to pose a conflict. Additionally, the future aircraft noise contours projected to occur at buildout of the proposed project in 2035 are inconsistent with the noise compatibility (65 dB CNEL) contour delineated in the current ALUCP, which would also be a plan conflict. Therefore, it was determined that implementation of the ADP would have a significant impact associated with applicable land use plans, policies, or regulations.

The proposed Project sites are presently occupied with paved asphalt surfaces that have been used for vehicle parking including overflow parking for rental car facilities and hotel special events, and formerly airport public parking and airport employee parking. The Port of San Diego Master Plan identifies the proposed Project sites with the following land uses:

The temporary construction offices are proposed on a site totaling 133,573 square feet designated as Industrial-Business Park. **Industrial-Business Park** designation is a land use category that permits a wide range of industrial and business uses sited in development that emphasizes clustering of buildings, extensive landscaping, and shared open space. The past use of this site has included rental car overflow parking. The proposed use of the site for temporary construction offices is consistent with the Industrial-Business Park designation.

The vehicle parking sites are proposed on 11.5 acres designated as Commercial Recreation. **Commercial Recreation** designation includes land uses such as hotels, restaurants, convention center, recreational vehicle parks, specialty shopping, pleasure craft marinas, water dependent educational and recreational program facilities and activities, dock and dine facilities, and sportfishing. The existing and past uses of this site included parking for airport taxis/shuttles, hotel overflow parking, and airport public and airport employee parking. The proposed use of these sites for vehicle parking continues the existing use and is consistent with the Commercial Recreation designation.

The proposed Project would occur concurrent with the construction of the ADP from 2021 to 2026. After the completion of the ADP, the uses would be removed and the site would be restored to existing conditions. As identified above, the proposed Project is consistent with the Port Master Plan. The Port Master Plan is consistent with the California Coastal Act and

the ALUCP and, thus, the proposed Project would also be consistent with the California Coastal Act and ALUCP. Additionally, no other conflicts with the San Diego General Plan or other applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would occur. Therefore, no impact beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to land use and planning. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
XII. MINERAL RESOURCES		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

a. Section 1.4.4, Scope of Analysis, of the FEIR, specifically page 1-11, states that the ADP would have no impact relative to mineral resources. The following evaluates the extent to which that analysis applies to the proposed Project. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

As described on page 1-11 of the FEIR, the ADP is located at an existing international airport within the City of San Diego. SDIA is underlain by artificial fill and bay deposits and does not contain a known mineral resource of value to the region. Further, SDIA and the vicinity is highly developed and is not currently used, nor available, for mineral resource extraction. Therefore, no impact on mineral resources would occur.

The proposed Project sites would be located on State tidelands managed by the Port of San Diego in an area identified as Harbor Island – East Basin; no mineral resources are located in this area. Therefore, the proposed Project sites do not involve new significant impacts or a substantial increase in previously identified impacts to mineral resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

See Section XII (a.) above.

	YES	NO
XIII.NOISE		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 3.12, Noise, and Section 5.6.4.11 of the FEIR address potential impacts related to noise, including from aircraft, surface traffic (i.e., motor vehicles on nearby roadways), and construction from implementation of the ADP. The following evaluates the extent to which that analysis applies to the proposed Project.

a. Would the project result in generation of a substantial or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?

As described in Section 3.12 and Section 5.6.4.11 of the FEIR, significant and avoidable noise increases would occur associated with future Airport operations at SDIA and traffic noise levels along several roadway segments. Implementation of the ADP would not result in any significant construction noise impacts.

The proposed Project sites are not located near residential or other noise-sensitive uses. Further, they would be used for construction staff offices and vehicle parking, which are not expected to be significant generators of construction noise. Installation of the modular temporary construction offices would be a temporary activity and would not involve intensive use of heavy construction equipment that could generate high noise volumes. No construction activities or staging/laydown areas would be conducted on the proposed Project site. Further, while the number of construction workers anticipated would increase, the proposed Project does not change the overall construction program for the ADP and is consistent with the construction activities anticipated to be included in the ADP. As described above, no effect on noise beyond that identified in the FEIR would occur during operation and construction, and thus, the proposed Project would not result in any material difference in compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to noise. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new

information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

The FEIR determined that construction activities associated with the ADP, including the potential for generation of excessive groundborne vibration or groundborne noise levels, would be less than significant.

As described in Section XIII (a.) above, no construction of the ADP would be conducted on the proposed Project site. The proposed Project sites would be used for temporary offices and vehicle parking; these activities would not include construction work and would not result in excessive groundborne vibration and no significant impacts from vibration or groundborne noise would occur. No effect on vibration beyond that identified in the FEIR would occur and proposed Project would not result in any material difference in the noise impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to noise. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

c. For a project located within the vicinity of a private airstrip or an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

As described under Section XIII (a.) above, significant and unavoidable noise increases would occur associated with future Airport operations at SDIA and with traffic noise levels along several roadway segments. These impacts would occur within an airport land use plan area. Implementation of the ADP would not result in any significant construction noise impacts.

The proposed Project sites are located within the airport land use plan area. There are no residential land uses or other noise-sensitive receptors at the Project sites. People parking and working at the proposed Project sites would be exposed to noise levels typical of an airport. Such noise exposure is regulated by state and federal Occupational Safety and Health Administration (OSHA) standards. While the number of construction workers anticipated would increase, the proposed Project does not change the overall construction program for the ADP and is consistent with the construction activities anticipated to be included in the ADP. As described above Section XIII (a.), no noise impacts beyond that identified in the FEIR would occur. The proposed Project would not result in any material difference in the noise impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to noise. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
XIV. POPULATION AND HOUSING		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 1.4.4, Scope of Analysis, of the FEIR, specifically page 1-11, states that the ADP would have no impact relative to population and housing. The following evaluates the extent to which that analysis applies to the proposed Project.

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?

As discussed on page 1-11 of the FEIR, the ADP is located at an existing international airport within the City of San Diego and would not displace any housing nor result in construction of new housing. Further, as discussed in Section 6.4 of the FEIR, the ADP would not have growth inducing impacts that could affect the region's job/housing balance or otherwise result in the need for new housing. Therefore, no population and housing impact would occur.

The proposed Project's temporary construction offices and vehicle parking would not affect housing or induce population growth. No effect on population or housing beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to population and housing. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

There is no existing or proposed housing at SDIA. As described on page 1-11 of the FEIR, implementation of the land use and development plans contemplated under the ADP would not significantly affect housing.

The proposed Project is on Port tidelands and there is no housing on the site, and no housing would be displaced by the proposed Project and no effect on housing beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to population and housing. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
XV. PUBLIC SERVICES		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 3.13, Public Services, and Section 5.6.4.12 of the FEIR address potential impacts related to fire protection, law enforcement, parks, schools, and other public facilities. The following evaluates the extent to which those analyses apply to the Project.

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

Section 3.13, Public Services, of the FEIR determined that the existing fire stations, operated by the San Diego Fire Department (SDFD), would continue to provide paramedic and fire protection services on the airfield and at the Airport during construction and operation of the ADP and maintain adequate response times and service levels. Further, enforcement of code requirements pertaining to emergency vehicle access, as well as building standards, would also ensure maintenance of adequate response times and emergency access. Therefore, no new firefighting facilities would be required and there would be no need for existing fire stations to be relocated or expanded, and impacts would be less than significant.

The proposed Project sites would be served by the existing fire stations and the temporary construction offices would meet fire code requirements. Access to the proposed Project sites would be maintained. The gates that would be installed at the temporary construction offices site would comply with fire code and emergency access requirements. Further, a construction traffic management plan, would be prepared and implemented for ADP construction, including use of the proposed Project sites. This would ensure proper advanced coordination with SDFD and planning of detours and

emergency access routes, if necessary, to maintain response times. Thus, no effect on fire protection services beyond that identified in the FEIR would occur, and the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Therefore, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to public services. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

ii. Police protection?

Section 3.13 Public Services, of the FEIR identifies that San Diego Harbor Police Department (SDHPD) and San Diego Police Department (SDPD) would continue to provide law enforcement services at SDIA, and due to the level of security provided at SDIA for civil aviation protection reasons, incidents of theft, destruction, or damage at SDIA facilities, and to employee vehicles and property are not expected to increase as a result of the ADP. Existing on-site SDHPD activities at SDIA, including foot patrols and vehicle patrols, would be maintained and no reduction in service levels or response to times would occur. Construction activities would result in temporary access restrictions within the areas under construction; however, access routes through the construction area and in/out of SDIA would be kept clear and unobstructed at all times in accordance with FAA, Fire Marshal, and Fire Code regulations, thereby ensuring that adequate ingress and egress for law enforcement vehicles would be maintained.

The FEIR further identified that a SDHPD Station is located on North Harbor Drive opposite SDIA and that temporary lane closures may occur along North Harbor Drive during construction of utility connections and the connection to the new on-airport entry roadway at Laurel Street. The temporary lane closures would occur in coordination with the City of San Diego, SDPD, SDHPD, and the San Diego Fire Department and potential roadway level of service deficiencies in the vicinity would be minimized through implementation of a construction traffic management plan. This would ensure proper advanced coordination with law enforcement service and planning of detours and emergency access routes, if needed, to maintain emergency access and response times. Therefore, the FEIR determined that no delay in access to and from SDHPD Station would occur and adequate law enforcement service levels would be maintained.

The proposed Project would be located on property under the jurisdiction of the Port of San Diego and the SDHPD. The proposed Project's northeast parking lot is located adjacent to the SDHPD station identified above. The parking lot and the station are both accessed from Harbor Island Drive and Liberator Way. The use of the site for parking would not change under the proposed Project and it would not hinder access or otherwise affect operations at the adjacent station. No disruption to access or response times would occur. Additionally, as described above, a construction traffic management plan would be prepared and implemented for ADP construction, including use of the proposed Project sites. This would ensure proper advanced coordination with SDHPD and planning of detours and emergency access routes. SDHPD would continue to provide law enforcement services at the proposed Project sites. No effect on law enforcement beyond that identified in the FEIR would occur, and the proposed Project would not result in any material difference in impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to public services. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

iii. Schools?

As identified in Section 3.13, Public Services, of the FEIR, the ADP is located at an existing international airport within the City of San Diego and would not affect the region's population through displacement or construction of housing or have other growth inducing impacts that could affect service ratios or other performance objectives for schools. The FEIR determined that no impacts to schools would occur.

The proposed Project sites are located at existing parking lots and are not near any schools. The proposed Project would be temporary in duration and would not displace population or induce growth. The proposed Project would not result in any material difference in impacts on schools compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to public services. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

iv. Parks?

See Section XVI (a.) below.

v. Other public facilities?

As indicated in Section 3.13, Public Services, of the FEIR, the ADP is located at an existing international airport within the City of San Diego and would not affect the region's population through displacement or construction of housing or have other growth inducing impacts that could affect service ratios, response times, or other performance objectives for other public services such as libraries or hospitals. Therefore, the FEIR determined that no impact on other public facilities would occur.

The proposed Project sites are located at existing parking lots and the use of these sites for vehicle parking and construction offices would be temporary in duration. The proposed Project would not displace population or induce growth, and would not result in any material difference in impacts on other public facilities compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to public services. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

	YES	NO
XVI. RECREATION		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 3.13, Public Services, of the FEIR addresses potential impacts related to parks and recreation from implementation of the ADP. The following evaluates the extent to which that analysis applies to the proposed Project.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

As discussed in Section 3.13 of the FEIR, the ADP would occur within SDIA boundaries and would not have any direct impact on parks or park access. Further, the ADP would not induce new growth within the region that would create an increased demand for acquisition and development of new public parks or adversely impact the recreational value, use, or aesthetic quality of parks in area.

Similarly, the proposed Project sites are located at existing parking lots and would not have any direct impacts on parks. The proposed Project would be a temporary use and would not induce new population that could increase demand for parks, nor would it adversely impact the recreational value, use, or aesthetic quality of parks in the area. Further, the proposed Project would be temporary in nature and would not result in a permanent change to uses on Port tidelands. The proposed Project would have no effect on recreation beyond that identified in the FEIR would occur. Therefore, the proposed Project would not result in any material difference in the recreation impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to recreation. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

See Section XVI (a.) above.

	YES	NO
XVII. TRANSPORTATION		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 3.14, Traffic and Circulation, and Appendix R-H of the FEIR address potential traffic impacts from implementation of the ADP. Further, a traffic analysis (Attachment A) was prepared to assess the impacts of the proposed Project to use temporary construction offices on Liberator Way and park 1,500 vehicles for construction staff on Harbor Island Drive and shuttle construction employees to the construction site. The following evaluates the extent to which that analysis applies to the proposed Project.

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

As identified in the FEIR, the measures of effectiveness used in the impacts analysis for the ADP are relative to the City of San Diego's thresholds of significance. Additionally, regarding transportation planning documents related to SDIA, the SDIA Airport Multimodal Accessibility Plan (AMAP), which is included as part of the SANDAG San Diego Regional Plan and the Regional Transportation Plan/Sustainable Communities Strategies, addresses long-term access at SDIA, including transit. The ADP is consistent with the AMAP.

The traffic analysis conducted for the FEIR evaluated traffic impacts for the years 2021, 2024, 2026, 2030, 2035, and 2050 conditions and compared traffic conditions associated with the ADP with baseline conditions for each analysis year to determine traffic impacts in Section 3.14, Traffic and Circulation, and Appendix R-H. The traffic analysis included an evaluation of construction traffic trip generation, identification of impacts for both phases of construction, and mitigation measures related to construction traffic. The FEIR also identifies the construction assumptions (Section 2.7, Construction Assumptions) including a Construction Traffic Management Program described in Section 2.7.2.

The construction impact analysis and mitigation measures in the FEIR includes:

Construction Traffic Mitigation Measure MM-TR-Con-1: Construction Traffic Measure. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1.) Consider establishing a remote lot for construction workers with shuttle to their work site; 2.) Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3.) Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

The proposed Project fulfills Item #1 of MM-TR-Con-1 by establishing remote lots with 1,500 vehicle parking spaces and operating a bus to shuttle construction workers to the ADP work site.

All employees were assumed to work eight hours a day, five days a week, for 52 weeks per year. The standard 8-hour work shift would be staggered between 5:00 AM – 6:00 PM. Employee vehicles are planned to primarily arrive between 5:00 AM – 7:00 AM and leave between 2:00 PM – 4:00 PM, which is outside of the roadway network peak hours.

As described previously in Section 2.C. Project Description, the construction management plan will maintain a maximum total of 150 employee trips arriving and departing during the roadway network peak hours of 8:00 AM – 9:00 AM and 5:00 PM – 6:00 PM periods. During these hours, 25 shuttle trips are planned to occur with a capacity of 20 workers per shuttle. All employees are assumed to either use the shuttles or walk to get to their destination from the dedicated parking lots.

As discussed above, an additional traffic analysis was conducted to assess the traffic impacts of the proposed temporary construction offices and vehicle parking. The traffic analysis prepared by traffic consultant Kimley-Horn is included as Attachment A.

Tables 2 and 3 of the traffic analysis in Attachment A summarize the intersection impacts related to construction traffic and circulation. Potential traffic impacts are based on the significance criteria presented in the FEIR. As shown in Table 2 and Table 3, significant and mitigable impacts to the study area intersections would be at the following locations:

Construction Phase 1a:

#16 – Laurel Street at Kettner Boulevard

- AM Peak

#41 – Kettner Boulevard at Palm Street

- AM Peak

Construction Phase 1b:

#16 – Laurel Street at Kettner Boulevard

- AM and PM Peak

#41 – Kettner Boulevard at Palm Street

- AM Peak

The construction impacts listed above, and the corresponding mitigation measures, are consistent with the findings of the FEIR. The results of the traffic analysis do not result in any changes to the construction traffic volumes on the majority of the roadways and intersections that were analyzed and, therefore, result in no new significant impacts.

The proposed Project is not anticipated to change the distribution of construction traffic. Mitigation measures required under the FEIR would continue to be implemented. Therefore, no increase in surface transportation impacts beyond that identified in the FEIR would occur and the proposed Project would not result in any material difference in the traffic and circulation impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to traffic and circulation. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

Senate Bill 743 requires that public agencies amend their traffic impact study of a project on vehicle miles traveled (VMT). At the time of the traffic analysis in the FEIR was prepared, evaluation of transportation impacts using the VMT metric was not required by the State or any San Diego-based agencies, and level of service (LOS) was the official metric for identifying traffic impacts and mitigation. The revisions to the State CEQA Guidelines, including modifications per Senate Bill 743 reflected in new State CEQA Guidelines Section 15064.3, were adopted by the California Natural Resources Agency in December 2018; however, per Section 15064.3(c), CEQA-related analysis for a development project did not require use of the VMT metric to analyze transportation impacts until July 1, 2020. Nonetheless, project-related VMT was generally discussed in the operational traffic impacts analysis for the ADP in Section 3.14, Traffic and Circulation, and Appendix R-H of the FEIR.

VMT related to construction traffic was not discussed in the FEIR. Construction traffic are temporary trips on the network that occur during the duration of construction only. Potential project effects related to VMT are evaluated only for permanent conditions and are not applicable to construction traffic. Therefore, the change in construction traffic would have no effect on the VMT analysis and no significant impact would occur.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to traffic and circulation. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The FEIR identifies that the ADP does not include any non-standard design features that would increase traffic hazards to motor vehicles, bicyclists, or pedestrians, but rather the project provides for improvements to vehicle circulation in and near the Airport, and includes improvements for pedestrian and bicycle travel nearby. Therefore, no impact would occur.

The proposed Project includes use of existing parking lots for temporary construction offices and vehicle parking. Minor sidewalk improvements and new access gates would be installed at the temporary office site, but no other alterations would occur. This would not increase hazards or result in incompatible uses and no significant impact would occur.

The proposed Project would not result in any material difference in impacts compared to those described in the FEIR. The proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to traffic and circulation. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no

substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

d. Would the project result in inadequate emergency access?

The FEIR addressed emergency access in Section 3.13, Public Services, and Section 5.6.4.12.

See Section XIV above.

	YES	NO
XVIII. TRIBAL RESOURCES		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 3.7, Tribal Cultural Resources, and Section 5.6.4.6 of the FEIR address potential impacts to such resources from implementation of the ADP. The following evaluates the extent to which that analysis applies to the proposed Project.

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

As described in Section 3.7, Tribal Cultural Resources, and Section 5.6.4.6 of the FEIR, SDIA was formerly mudflats and bay, and is built on fill materials. There are no known tribal cultural resources present at SDIA and the FEIR determined that impacts would be less than significant. Based on formal consultation with Viejas, ground disturbance associated with construction of the ADP could disturb previously unidentified tribal cultural resources on the ADP site at SDIA. SDCRAA agreed to implement monitoring during ground disturbing activities that involve soils that are not previously dredged/filled materials. Such monitoring would serve to address the potential, if any, for tribal cultural resources to be unexpectedly encountered during project-related excavation activities.

The proposed Project sites are also located on former mudflats and bay built up by fill material that has been previously graded and developed. The proposed Project sites are currently paved with asphalt, which would be retained. No ground disturbance would occur and no tribal cultural resources would be impacted. No effect on tribal cultural resources beyond that identified in the FEIR would occur. Therefore, the proposed Project would not

result in any material difference in tribal cultural resources impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts to tribal cultural resources. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

See Section XVIII (a.) above.

	YES	NO
XIX. UTILITIES AND SERVICE SYSTEMS		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 3.15, Utilities, and Section 5.6.4.14 of the FEIR address potential impacts related to energy (electricity and natural gas), telecommunication systems, water demand/supply and systems, sewer, and solid waste from implementation of the ADP. The following evaluates the extent to which the analyses applies to the Project.

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

As identified in the FEIR, there would be some relocation and upgrading of utilities (i.e., water lines, sewer lines, stormwater drainage facilities, and electrical power lines, natural gas piping, and telecommunication infrastructure) required with development of the ADP. The implementation of these improvements would not cause significant environmental

effects beyond those addressed in the FEIR and impacts were determined to be less than significant.

The proposed Project would connect to existing utilities at the site of the temporary construction offices and would not require relocation, construction, or expansion of utility facilities. Further, while the number of construction workers anticipated would increase, the proposed Project does not change the overall construction program for the ADP and is consistent with the construction activities anticipated to be included in the ADP. The proposed Project would not result in any material difference relative to relocation, construction, or expansion of wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities compared to those described in the FEIR.

b. Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts relative to utility facilities. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

As described in Section 3.15, Utilities, and Section 5.6.4.14 of the FEIR, the ADP would have sufficient water supplies available to serve it and reasonably foreseeable future development during normal, dry, and multiple dry years as identified in a Water Supply Assessment by the City of San Diego Water Department. Further, water conservation strategies would be implemented to reduce reliance on potable water supplies. Impacts on water supply was determined to be less than significant.

The proposed Project would result in a temporary increase in water demand (e.g., associated with temporary construction office restrooms) and would require a connection to existing water conveyance facilities. This water use is consistent with the construction activities anticipated to be included in the ADP and would not exceed available water supplies. The projected water demand would be the same as analyzed in the FEIR. The proposed Project would not result in any material difference in water supply impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts relative to water supply. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

c. Has the wastewater treatment provider, which serves or may serve the project, determined that it has adequate capacity to serve the projected demand of the project in addition to the provider's existing commitments?

Development of the ADP would result in additional wastewater-generating facilities (e.g., sinks, toilets). This would include replacement of older outdated plumbing fixtures and fittings in the buildings to be demolished with new efficient plumbing. As discussed in Section 3.15, Utilities, and Section 5.6.4.14 of the FEIR, this increase in wastewater generation would not be significant, because there is adequate wastewater treatment capacity available to SDIA at the Point Loma Wastewater Treatment Plant to accommodate the projected increase. Thus, implementation of the ADP would not exceed wastewater treatment requirements of the San Diego Regional Water Quality Control Board or result in

the construction of new treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The proposed Project would result in additional wastewater-generating facilities (e.g., sinks, toilets). This was accounted for within the ADP analysis in the FEIR as described above. The proposed Project would not increase wastewater generation beyond that analyzed in the FEIR. Therefore, the proposed Project would not result in any material difference in wastewater impacts compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts relative to wastewater. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

As indicated in Section 3.15, Utilities, and Section 5.6.4.14 of the FEIR, development of SDIA in accordance with the ADP would result in an increase of solid waste generated at SDIA during construction and operations. This increase would be accommodated by existing landfills in San Diego County, which have sufficient capacity available as described in the FEIR. Solid waste management for the ADP during construction and operation would comply with recycling and solid waste reduction programs mandated by the state and as identified in SDIA's solid waste reduction programs and diversion targets, such as a food waste diversion program, green waste recycling program, and environmental sustainability objectives for the ADP. This includes a minimum diversion rate of 75 percent for general construction waste and a minimum 90 percent diversion rate for elements such as asphalt and concrete. Development of the ADP at SDIA would have a less than significant impact on the solid waste disposal system.

The proposed Project would result in a small generation of solid waste associated with occupation of the construction trailers (such as workers' food trash). This is consistent with the construction activities anticipated to be included in the ADP and would not exceed available solid waste disposal capacity. Further, disposal of solid waste associated with the proposed Project would be required to comply with state and local standards, including the ADP sustainability goals. Therefore, the proposed Project would not result in any material difference in solid waste impacts during construction compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts relative to solid waste. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

See Section XIX (d.) above.

	YES	NO
XX. WILDFIRE		
a) Are substantial changes proposed in the project that will require major revisions of the environmental impact report?		**X**
b) Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		**X**
c) Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		**X**

DISCUSSION:

Section 1.4.4, Scope of Analysis, of the FEIR, specifically page 1-11, states that the ADP would have no impact relative to wildfire. The following evaluates the extent to which that analysis applies to the proposed Project.

If located in or near state responsibility area or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As described on page 1-11 of the FEIR, the ADP is located at an existing international airport within the City of San Diego and is not located near state responsibility areas or lands classified as very high fire hazard severity zones. The proposed Project sites are similarly not located in a designated high fire severity zone. Thus, the proposed Project would not result in any material difference in the impacts related to wildfire compared to those described in the FEIR.

Based on the above, the proposed Project does not involve new significant impacts or a substantial increase in previously identified impacts related to wildfire. It would not require substantial revisions of the environmental impact report and no changes occur with respect to the circumstances under which that project is undertaken. Further, there is no substantial new information that there would be a new significant impact requiring major revisions of the certified FEIR.

Attachment A – Traffic Analysis

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Kimley»Horn

Technical Memorandum

DATE: March 22, 2021

TO: *Ted Anasis*
San Diego County Regional Airport Authority

FROM: Mychal Loomis
Kimley-Horn and Associates, Inc.
401 B Street, Suite 600, San Diego, CA 92101

SUBJECT: San Diego International Airport Development Plan (ADP) EIR Addendum – Construction Traffic Study

1. INTRODUCTION

Kimley-Horn has prepared this technical memorandum to document a change in the assumptions used for the development of construction traffic volumes as part of the traffic evaluation of the San Diego International Airport (SAN) Airport Development Plan (ADP). While the construction program has not changed, the anticipated number of construction workers that would be working on-site has been further refined as well as the changes to the employee parking areas for Construction Phases 1a and 1b since completion of the Final Environmental Impact Report for the SAN ADP (*Final EIR*). The total construction truck trip patterns or volumes for the approved ADP (Alternative 4 in the *Final EIR*) would not change from those identified in Appendix R-H of the *Final EIR*, but construction volume intensities were conservatively modified for Phases 1a and 1b. This supplemental analysis evaluates the potential impact of the change in construction traffic to the roadway network. The baseline scenarios are consistent with those analyzed in the *Final EIR*. The off-airport intersections were analyzed under the following scenarios:

2020/2021 Construction Conditions[1]

- 2020/2021 Without Project Construction: Represents the traffic conditions of the street network and existing airport facilities applicable to a construction scenario within the next couple of years. Based on 2020 Calibrated San Diego Regional Travel Forecast Model (Series 13) volumes and cumulative project volumes (2020).
- 2020/2021 With Construction Phase 1a: Represents the 2020/2021 Without Project traffic conditions with the addition of the project traffic related to the Phase 1a construction traffic.

2024 Construction Conditions

- 2024 Without Project Construction: Represents the traffic conditions of the 2024 street network and existing airport facilities. Based on 2020 Calibrated San Diego Regional Travel Forecast Model (Series 13) volumes and cumulative project volumes (2020) with a 0.5% annual growth rate for 4 years.
- 2024 With Construction Phase 1b: Represents the 2024 Without Project traffic conditions with the addition of project traffic related to the Phase 1b construction traffic and the 30.1 million airport passengers.

[1] Construction is not anticipated until late 2021 or early 2022 but aligns with the baseline scenario of the 2020/2021 Without Project Construction defined in the *Final EIR*.

The following sections summarize the methodologies used to determine the intersection volumes and the intersection analysis results for each scenario.

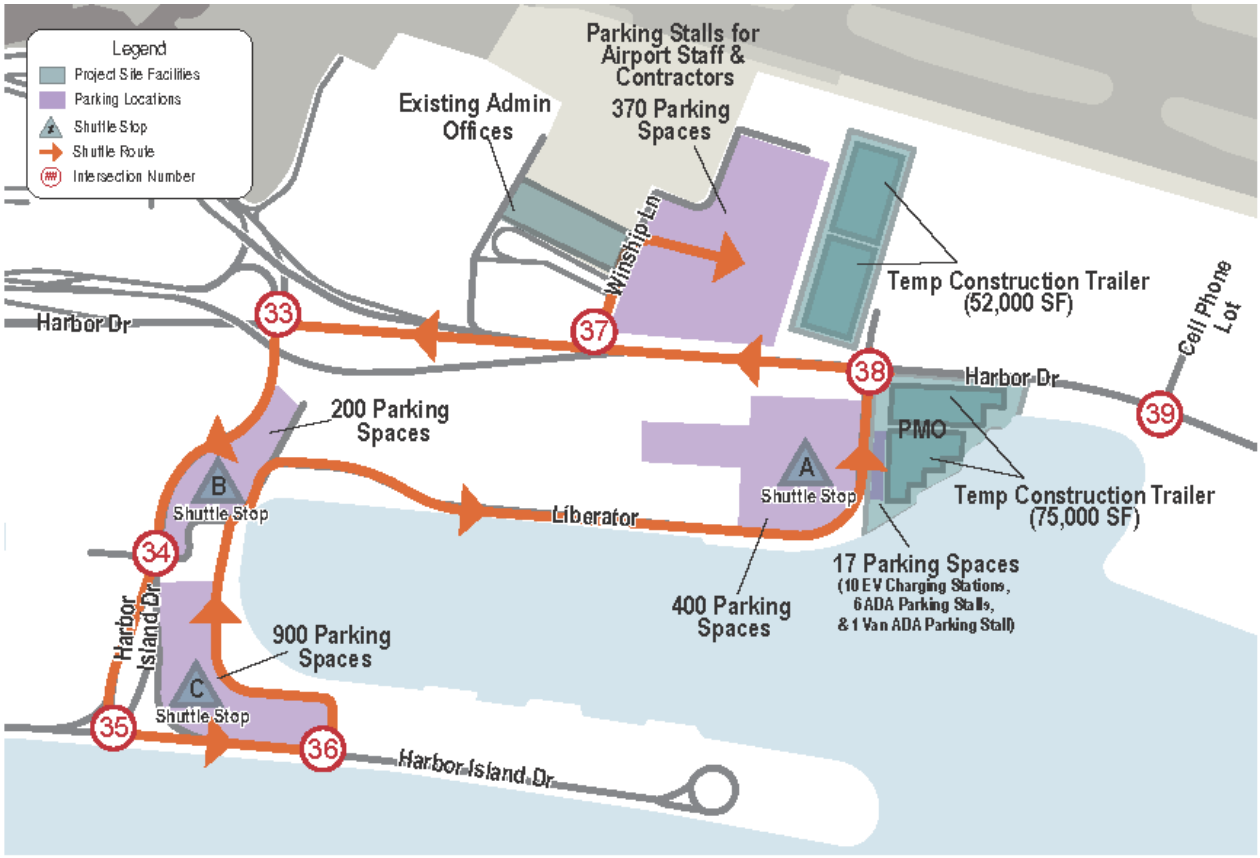
2. PROJECT DESCRIPTION

The Project proposes to provide construction employee parking at 3 locations and provide shuttles to and from the provided employee parking lots and construction site located north of North Harbor Drive. The location of the parking lots are described below and shown in Figure 1:

- Lot A: Off Liberator Way south of North Harbor Drive
- Lot B: East of Harbor Island Drive, just south of North Harbor Drive
- Lot C: East of Harbor Island Drive at Harbor Island Drive

Changes to traffic assumptions made in the *Final EIR* as a result of the Project include the number of construction employees during the peak traffic hours, the location of the employee parking areas, and incorporation of an employee shuttle to and from the parking areas to the construction site. The duration of construction and the primary access to the construction site via North Harbor Drive remain consistent with the *Final EIR*.

Figure 1 Construction Parking Lots and Shuttle Route



3. DATA COLLECTION

Weekday intersection turning movement volumes for intersections 1-40 were collected in June 2017. Data collection was taken during the month of June to capture the Airport traffic during the time of year that has the peak number of enplanements and deplanements. After publication of the Draft EIR in July 2018, the traffic study area was expanded to include intersections 41-44, and the weekday intersection turning movement volumes for these four intersections were collected in March 2019. All intersection turning movement volumes were collected from 7:00 AM to 11:00 AM and from 4:00 PM to 6:00 PM. AM, Airport, and PM network peak hours were determined based on the hourly volumes at the initial 40 study intersections. The AM Peak Hour was determined to be 8:00 – 9:00 AM, the Airport Peak Hour was determined to be 9:00 – 10:00 AM, and the PM Peak Hour was determined to be 5:00 – 6:00 PM. Figure 2 shows the project study area.

4. CONSTRUCTION TRIP GENERATION

Construction trip generation associated with the proposed project would consist of employee commuter trips and material related truck trips. As the construction program was further defined, it was determined that the average number of workers needed on-site would be approximately 1,000 workers per day over multiple shifts staggered between 5:00 AM – 6:00 PM. At the peak of construction activities, the number of daily workers is estimated to be up to 1,500. Although it should be noted that the number of employees commuting to the site on a daily basis would fluctuate regularly depending on the type and extent of construction activity(ies) occurring from day to day. The temporary construction offices and vehicle parking would operate from 2021 to 2026.

All employees were assumed to work eight hours a day, five days a week, for 52 weeks per year. The standard 8-hour work shift would be staggered between 5:00 AM – 6:00 PM. Employee vehicles are planned to primarily arrive between 5:00 AM – 7:00 AM and leave between 2:00 PM – 4:00 PM, which is outside of the roadway network peak hours. To offset potential traffic increases during commute times, the supporting construction management plan should include ways to maintain a maximum total of 150 employee trips arriving and departing during the roadway network peak hours of 8:00 AM – 9:00 AM and 5:00 PM – 6:00 PM periods regardless of construction activity(ies) occurring. During these hours, 25 shuttle trips are planned to occur with a capacity of 20 workers per shuttle. All employees are assumed to either use the shuttles or walk to get to their destination from the dedicated parking lots.. Even with the refined assumptions, the peak hour trip assumption for construction material related truck trips was kept the same as the original *Final EIR* analysis.

Table 1 presents the revised total Airport construction trip generation during the roadway peak hours based on the number of employees, shuttles operating between the employee parking spaces and the construction parking lots, and material delivery truck estimates.

Table 1
Total Airport Construction Trip Generation

Construction Phase	Estimated Years of Construction	Type of Trip	Employee and Shuttle Trips		Truck Trips	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Phase 1a	2021 – 2024	Inbound	175	25	6	5
		Outbound	25	175	5	6
Phase 1b	2024 - 2026	Inbound	175	25	6	5
		Outbound	25	175	5	6

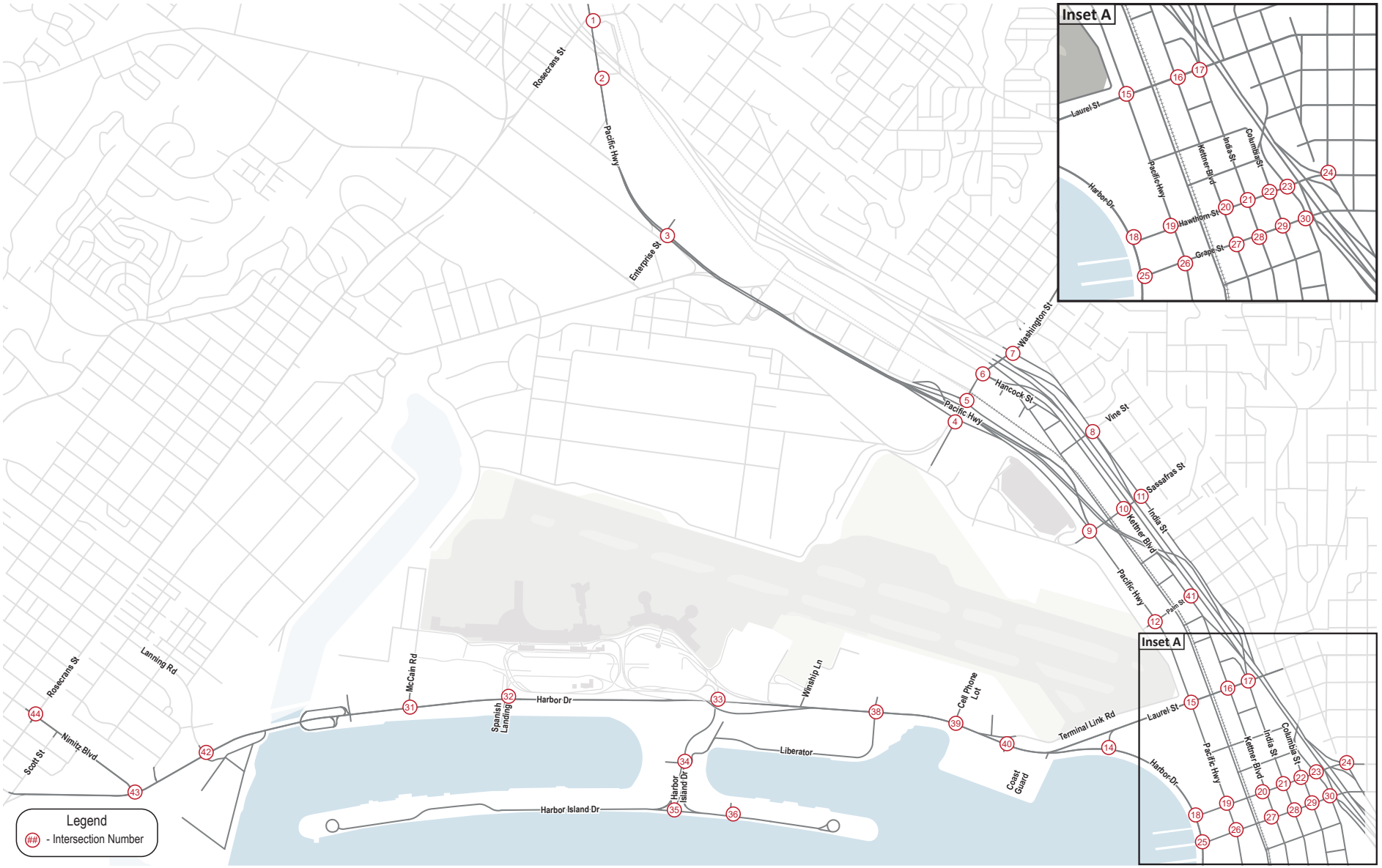


Figure 2
Traffic Analysis Study Area

5. AIRPORT TRIP DISTRIBUTIONS

The trip distribution for the Airport construction trips were assumed to follow the general trip distribution associated with the Airport traffic which includes distribution to the region using a combination of freeways and local roadways. Construction truck trips were all assumed to use the freeway network and local roadways between the freeway and construction site. With the revised distribution, construction traffic would use Harbor Drive and park at three separate lots with shuttle stops to the construction staging site off Liberator Way. Attachment A and Attachment B show the construction trip distribution for passenger cars and trucks respectively.

6. AIRPORT INTERSECTION TRIP ASSIGNMENT

The trip distributions were applied to the AM Peak Hour and PM Peak Hour volumes shown in Table 1 for analysis years 2020/2021 and 2024 to determine the volume of Airport trips at each intersection. The maximum anticipated number of employees and associated trips was applied to each analysis year. Attachment C provides figures of the intersection Airport construction trip assignment volumes. Attachment D contains the total intersection volumes for Airport traffic and construction.

7. THRESHOLDS OF SIGNIFICANCE

The SDCRAA's development of thresholds of significance to use in evaluating the proposed project's potential traffic and circulation impacts took into consideration the thresholds utilized by the City of San Diego. The following summarizes SDCRAA's review of the aforementioned thresholds of significance and the bases for selection of specific thresholds for evaluation of the proposed project's impacts.

The City of San Diego has developed acceptable threshold standards to determine the significance of project impacts to intersections. Regarding the evaluation of the proposed project's construction-related impacts under the City's thresholds, the measurement of effectiveness (MOE) applied to intersections is based on allowable increases in delay. At intersections that are expected to operate at LOS E or F without the project, the allowable increase in delay is two seconds at LOS E and one second at LOS F with the addition of the project. If vehicle trips from a project cause the delay at an intersection to increase by more than the allowable threshold, this would be considered a significant project impact that requires mitigation. Also, if the project causes an intersection that was operating at an acceptable LOS (i.e., LOS A, B, C, or D) to operate at LOS E or F, this would be considered a significant project impact that requires mitigation.

8. INTERSECTION LEVEL OF SERVICE – CONSTRUCTION PHASE 1A

2020/2021 Without Project Construction and 2020/2021 With Project Construction traffic volumes were evaluated at the study area intersections. Results of the analysis are represented in Table 2. Level of Service Worksheets are contained in Attachment E. As shown in the table, it is anticipated that under the With Project Construction traffic volume conditions all study area intersections operate at acceptable levels of service during the weekday AM and PM peak hours with the exception of:

#16 – Laurel Street at Kettner Blvd

- Operates at LOS F during the AM Peak and at LOS E during the PM Peak

#41 – Kettner Boulevard at Palm Street

- Operates at LOS E during the AM Peak and at LOS F during the PM Peak

The following mitigation measures would address the significant impacts that would occur from the project, between 2020/2021 baseline conditions and 2020/2021 With Project Construction.

Consistent with the *Final EIR*, MM-TR-Con-1 described below would apply to each of the two locations under 2020/2021 With Project Construction conditions. Implementation of MM-TR-Con-1 is not anticipated to reduce the traffic impact to be less than significant but would help alleviate traffic impact on the facilities.

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies:
1. Consider establishing a remote lot for construction workers with shuttles to their work site;
2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

#16 Kettner Boulevard at W Laurel Street

The intersection of Kettner Boulevard at W Laurel Street operates at LOS F during the AM peak hour and LOS E during the PM peak hour under 2020/2021 Without Project Construction traffic conditions. This intersection would experience an increase in delay greater than one second in the AM peak hour and less than two seconds in the PM peak hour with the addition of the construction traffic. Because the increase in delay during the AM peak hour would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

This construction traffic impact finding is consistent with the findings of the *Final EIR*. In addition to MM-TR-Con-1, MM-TR-I-1c would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic. The mitigation measures would be installed per the adopted MMRP.

#41 Kettner Boulevard at Palm Street

The intersection of Kettner Boulevard at Palm Street operates at LOS E during the AM peak hour and LOS F during the PM peak hour under 2020/2021 Without Project Construction traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM peak hour with the addition of the construction traffic. Because the increase in delay during the AM peak hour would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

This construction traffic impact finding is consistent with the findings of the *Final EIR*. In addition to MM-TR-Con-1, MM-TR-I-1e would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic. The mitigation measures would be installed per the adopted MMRP.

TABLE 2

2021 CONDITIONS

PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	2021 BASELINE		2021 PLUS CONSTRUCTION		
				DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change (c)
1	Pacific Hwy at Rosecrans St	Signal	AM	27.9	C	27.9	C	0.0
			PM	37.3	D	37.4	D	0.1
2	Pacific Hwy at Old Town Transit Center (Bus Access)	Signal	AM	10.0	B	10.0	B	0.0
			PM	11.8	B	11.8	B	0.0
3	Pacific Hwy at Enterprise St	Signal	AM	34.0	C	34.0	C	0.0
			PM	49.5	D	49.4	D	-0.1
4	Pacific Hwy SB Ramps at Washington St	Signal	AM	11.9	B	12.0	B	0.1
			PM	13.0	B	13.0	B	0.0
5	Washington St at Frontage Rd	Signal	AM	21.4	C	21.4	C	0.0
			PM	19.3	B	19.5	B	0.2
6	Washington St at Hancock St	Signal	AM	21.7	C	21.7	C	0.0
			PM	23.1	C	23.1	C	0.0
7	Washington St at San Diego Ave	Signal	AM	32.7	C	32.7	C	0.0
			PM	16.6	B	16.6	B	0.0
8	India St at Vine St	Signal	AM	4.6	A	4.6	A	0.0
			PM	4.3	A	4.3	A	0.0
9	Sassafras St at Pacific Hwy	Signal	AM	22.4	C	22.6	C	0.2
			PM	30.9	C	30.9	C	0.0
10	Sassafras St at Kettner Blvd	Signal	AM	14.8	B	15.0	B	0.2
			PM	16.9	B	16.9	B	0.0
11	Sassafras St at India St	Signal	AM	6.6	A	6.6	A	0.0
			PM	10.0	B	10.4	B	0.4
12	Palm St at Pacific Hwy	Signal	AM	9.4	A	9.6	A	0.2
			PM	11.3	B	11.3	B	0.0
14	Laurel St at North Harbor Dr	Signal	AM	25.9	C	26.4	C	0.5
			PM	28.2	C	33.3	C	5.1
15	Laurel St at Pacific Hwy	Signal	AM	43.7	D	46.2	D	2.5
			PM	54.2	D	54.8	D	0.6
16	Laurel St at Kettner Blvd	Signal	AM	136.1	F	151.4	F	15.3
			PM	59.5	E	60.3	E	0.8
17	Laurel St at India St	Signal	AM	15.7	B	15.7	B	0.0
			PM	16.2	B	16.2	B	0.0
18	Hawthorn St at North Harbor Dr	Signal	AM	9.1	A	9.2	A	0.1
			PM	10.3	B	10.2	B	-0.1
19	Hawthorn St at Pacific Hwy	Signal	AM	37.4	D	37.9	D	0.5
			PM	44.9	D	45.8	D	0.9
20	Hawthorn St at Kettner Blvd	Signal	AM	31.3	C	31.9	C	0.6
			PM	28.9	C	28.9	C	0.0
21	Hawthorn St at India St	Signal	AM	32.3	C	32.3	C	0.0
			PM	27.5	C	27.5	C	0.0
22	Hawthorm St at Columbia St	Signal	AM	34.7	C	35.4	D	0.7
			PM	31.1	C	31.1	C	0.0

Notes:

Bold values indicate intersections operating at LOS E or F. Shaded value indicates significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *6th Edition Highway Capacity Manual* and performed using Synchro 10.0

TABLE 2 (cont.)
2021 CONDITIONS
PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION			PEAK HOUR	2021 BASELINE		2021 PLUS CONSTRUCTION		
				DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change (c)
23	Hawthorn St at State St	Signal	AM	11.4	B	11.7	B	0.3
			PM	9.1	A	9.1	A	0.0
24	Hawthorn St at Brant St/ I-5 NB Ramps	SSSC	AM	16.3	C	16.3	C	0.0
			PM	22.1	C	22.3	C	0.2
25	Grape St at North Harbor Dr	Signal	AM	10.8	B	10.9	B	0.1
			PM	19.0	B	19.0	B	0.0
26	Grape St at Pacific Hwy	Signal	AM	29.4	C	29.5	C	0.1
			PM	29.1	C	29.4	C	0.3
27	Grape St at Kettner Blvd	Signal	AM	31.3	C	31.3	C	0.0
			PM	37.1	D	37.6	D	0.5
28	Grape St at India St	Signal	AM	31.1	C	31.1	C	0.0
			PM	38.6	D	39.5	D	0.9
29	Grape St at Colmbia St	Signal	AM	31.7	C	31.7	C	0.0
			PM	39.9	D	40.5	D	0.6
30	Grape St at State St/ I-5 SB Ramps	Signal	AM	25.8	C	25.7	C	-0.1
			PM	36.6	D	37.6	D	1.0
31	North Harbor Dr at McCain Rd	Signal	AM	11.6	B	11.7	B	0.1
			PM	8.1	A	8.3	A	0.2
32	North Harbor Dr at Airport Terminal Rd	Signal	AM	22.4	C	22.2	C	-0.2
			PM	19.3	B	19.4	B	0.1
33	North Harbor Dr at Harbor Island Dr/ Airport Terminal Road	Signal	AM	10.2	B	42.5	D	32.3
			PM	36.8	D	39.4	D	2.6
34	Harbor Island Dr at Rental Car Access/ Sheraton	Signal	AM	10.2	B	10.6	B	0.4
			PM	10.9	B	12.0	B	1.1
35	Harbor Island Dr at Harbor Island Dr	Signal	AM	22.5	C	23.4	C	0.9
			PM	22.9	C	23.3	C	0.4
36	Harbor Island Dr at Parking Lot Access	SSSC	AM	8.5	A	8.5	A	0.0
			PM	9.3	A	9.0	A	-0.3
38	North Harbor Dr at Liberator Blvd	Signal	AM	5.0	A	5.7	A	0.7
			PM	9.0	A	10.0	B	1.0
39	North Harbor Dr at Cell Phone Lot	Signal	AM	17.2	B	18.1	B	0.9
			PM	20.3	C	24.9	C	4.6
40	North Harbor Dr at Terminal Link Rd	Signal	AM	4.4	A	5.0	A	0.6
			PM	3.5	A	3.7	A	0.2
41	Kettner Blvd at Palm St	SSSC	AM	39.4	E	42.1	E	2.7
			PM	380.8	F	380.8	F	0.0
42	North Harbor Dr at Lanning Rd	Signal	AM	13.5	B	13.4	B	-0.1
			PM	33.7	C	33.7	C	0.0
43	North Harbor Dr at Nimitz Blvd	Signal	AM	16.4	B	16.7	B	0.3
			PM	40.7	D	40.7	D	0.0
44	Rosecrans St at Nimitz Blvd	Signal	AM	34.3	C	34.3	C	0.0
			PM	40.6	D	40.8	D	0.2

Notes:

Bold values indicate intersections operating at LOS E or F. Shaded value indicates significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 6th Edition Highway Capacity Manual and performed using Synchro 10.0

9. INTERSECTION LEVEL OF SERVICE – CONSTRUCTION PHASE 1B

2024 Without Project Construction and 2024 With Project Construction traffic volumes were evaluated at the study area intersections. The baseline condition volumes represent the future year volumes with the addition of project-related traffic. Results of the analysis are represented in Table 3. Level of Service Worksheets are contained in Attachment E. As shown in the table, it is anticipated that under the With Project Construction traffic volume conditions all study area intersections operate at acceptable levels of service during the weekday AM and PM peak hours with the exception of:

#3 – Pacific Highway at Enterprise Street

- Operates at LOS E during the PM Peak[2]

#15 – Laurel Street at Pacific Highway

- Operates at LOS E during the PM Peak[3]

#16 – Laurel Street at Kettner Blvd

- Operates at LOS F during the AM and PM Peak

#41 – Kettner Boulevard at Palm Street

- Operates at LOS F during the AM and PM Peak

The following mitigation measures would address the significant impacts that would occur from the project, between 2024 baseline conditions and 2024 With Project Construction.

Consistent with the *Final EIR*, MM-TR-Con-1 described below would apply to both of the two locations under 2024 With Project Construction conditions. Implementation of MM-TR-Con-1 is not anticipated to reduce the traffic impact to be less than significant but would help alleviate traffic impact on the facilities.

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies:
1. Consider establishing a remote lot for construction workers with shuttles to their work site;
2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

#16 Laurel Street at Kettner Boulevard

The intersection of Laurel Street at Kettner Boulevard operates at LOS F during the AM and PM peak hours under 2024 Without Project Construction traffic conditions. This intersection would experience an increase in delay greater than one second in the AM and PM peak hours with the addition of the construction traffic. Because the increase in delays would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

This construction traffic impact finding is consistent with the findings of the *Final EIR*. In addition to MM-TR-Con-1, MM-TR-I-1c would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic. The mitigation measures would be installed per the adopted MMRP.

[2] Since the LOS would remain at E in the PM peak hour under the "With Project Construction" condition and the delay increase over the 2024 baseline condition would be 0.0 second (less than the threshold of 2 seconds), the impact to intersection 3 would not be significant.

[3] Since the LOS would remain at E in the PM peak hour under the "With Project Construction" condition and the delay increase over the 2024 baseline condition would be 1.1 seconds (less than the threshold of 2 seconds), the impact to intersection 15 would not be significant.

#41 Kettner Boulevard at Palm Street

The intersection of Kettner Boulevard at Palm Street operates at LOS F during the AM and PM peak hours under 2024 Without Project Construction traffic conditions. This intersection would experience an increase in delay greater than one second in the AM peak hour with the addition of the construction traffic. Because the increase in delay during the AM peak hour would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

This construction traffic impact finding is consistent with the findings of the *Final EIR*. In addition to MM-TR-Con-1, MM-TR-I-1e would also mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic. The mitigation measures would be installed per the adopted MMRP.

TABLE 3
2024 CONDITIONS
PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	2024 BASELINE		2024 PLUS CONSTRUCTION		
				DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change (c)
1	Pacific Hwy at Rosecrans St	Signal	AM	27.9	C	28.0	C	0.1
			PM	40.1	D	40.2	D	0.1
2	Pacific Hwy at Old Town Transit Center (Bus Access)	Signal	AM	10.3	B	10.3	B	0.0
			PM	12.8	B	12.8	B	0.0
3	Pacific Hwy at Enterprise St	Signal	AM	37.5	D	37.5	D	0.0
			PM	64.1	E	64.1	E	0.0
4	Pacific Hwy SB Ramps at Washington St	Signal	AM	12.1	B	12.2	B	0.1
			PM	13.8	B	13.8	B	0.0
5	Washington St at Frontage Rd	Signal	AM	27.5	C	27.6	C	0.1
			PM	23.6	C	23.9	C	0.3
6	Washington St at Hancock St	Signal	AM	20.9	C	20.9	C	0.0
			PM	23.9	C	23.9	C	0.0
7	Washington St at San Diego Ave	Signal	AM	35.4	D	35.4	D	0.0
			PM	17.5	B	17.4	B	-0.1
8	India St at Vine St	Signal	AM	4.6	A	4.6	A	0.0
			PM	4.4	A	4.4	A	0.0
9	Sassafras St at Pacific Hwy	Signal	AM	26.7	C	26.8	C	0.1
			PM	37.2	D	37.2	D	0.0
10	Sassafras St at Kettner Blvd	Signal	AM	18.2	B	18.5	B	0.3
			PM	21.4	C	21.5	C	0.1
11	Sassafras St at India St	Signal	AM	5.8	A	5.8	A	0.0
			PM	9.3	A	9.7	A	0.4
12	Palm St at Pacific Hwy	Signal	AM	12.5	B	12.5	B	0.0
			PM	14.0	B	14.0	B	0.0
14	Laurel St at North Harbor Dr	Signal	AM	39.8	D	54.0	D	14.2
			PM	39.3	D	39.8	D	0.5
15	Laurel St at Pacific Hwy	Signal	AM	47.5	D	49.7	D	2.2
			PM	61.2	E	62.3	E	1.1
16	Laurel St at Kettner Blvd	Signal	AM	117.7	F	220.5	F	102.8
			PM	94.4	F	102.5	F	8.1
17	Laurel St at India St	Signal	AM	17.2	B	16.6	B	-0.6
			PM	17.4	B	16.8	B	-0.6
18	Hawthorn St at North Harbor Dr	Signal	AM	6.1	A	9.5	A	3.4
			PM	8.2	A	10.8	B	2.6
19	Hawthorn St at Pacific Hwy	Signal	AM	39.7	D	38.4	D	-1.3
			PM	39.1	D	52.9	D	13.8
20	Hawthorn St at Kettner Blvd	Signal	AM	31.7	C	32.6	C	0.9
			PM	30.7	C	30.0	C	-0.7
21	Hawthorn St at India St	Signal	AM	31.9	C	33.3	C	1.4
			PM	30.2	C	28.6	C	-1.6
22	Hawthorm St at Columbia St	Signal	AM	36.5	D	37.2	D	0.7
			PM	33.9	C	32.4	C	-1.5

Notes:
Bold values indicate intersections operating at LOS E or F. Shaded value indicates significant impact.
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the *6th Edition Highway Capacity Manual* and performed using Synchro 10.0
\\Sndfp01\ca_snd1\SND_TPTO\195072001 - SDCRAA ADP EIR UPDATE\ANALYSIS\EXCEL\Construction Analysis\[12.15.2020_195072001IN01.xlsm]2024+C

TABLE 3 (cont.)
2024 CONDITIONS
PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION			PEAK HOUR	2024 BASELINE		2024 PLUS CONSTRUCTION		
				DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change (c)
23	Hawthorn St at State St	Signal	AM	12.0	B	12.6	B	0.6
			PM	10.9	B	9.8	A	-1.1
24	Hawthorn St at Brant St/ I-5 NB Ramps	SSSC	AM	17.3	C	19.8	C	2.5
			PM	24.3	C	24.6	C	0.3
25	Grape St at North Harbor Dr	Signal	AM	10.5	B	11.0	B	0.5
			PM	13.1	B	19.7	B	6.6
26	Grape St at Pacific Hwy	Signal	AM	29.9	C	30.4	C	0.5
			PM	29.6	C	29.8	C	0.2
27	Grape St at Kettner Blvd	Signal	AM	33.4	C	32.8	C	-0.6
			PM	39.4	D	39.0	D	-0.4
28	Grape St at India St	Signal	AM	32.8	C	33.5	C	0.7
			PM	40.8	D	46.7	D	5.9
29	Grape St at Colmbia St	Signal	AM	36.1	D	34.0	C	-2.1
			PM	54.6	D	49.7	D	-4.9
30	Grape St at State St/ I-5 SB Ramps	Signal	AM	29.8	C	27.7	C	-2.1
			PM	41.7	D	45.1	D	3.4
31	North Harbor Dr at McCain Rd	Signal	AM	11.5	B	13.9	B	2.4
			PM	9.7	A	9.9	A	0.2
32	North Harbor Dr at Airport Terminal Rd	Signal	AM	21.3	C	21.6	C	0.3
			PM	18.7	B	18.8	B	0.1
33	North Harbor Dr at Harbor Island Dr/ Airport Terminal Road	Signal	AM	32.6	C	34.4	C	1.8
			PM	28.3	C	33.9	C	5.6
34	Harbor Island Dr at Rental Car Access/ Sheraton	Signal	AM	10.2	B	10.7	B	0.5
			PM	11.1	B	12.4	B	1.3
35	Harbor Island Dr at Harbor Island Dr	Signal	AM	14.2	B	23.4	C	9.2
			PM	14.7	B	23.7	C	9.0
36	Harbor Island Dr at Parking Lot Access	SSSC	AM	8.6	A	8.6	A	0.0
			PM	9.4	A	9.1	A	-0.3
38	North Harbor Dr at Liberator Blvd	Signal	AM	5.9	A	6.0	A	0.1
			PM	6.9	A	13.8	B	6.9
39	North Harbor Dr at Cell Phone Lot	Signal	AM	1.4	A	1.5	A	0.1
			PM	1.9	A	32.7	C	30.8
40	North Harbor Dr at Terminal Link Rd	Signal	AM	7.7	A	2.1	A	-5.6
			PM	17.5	B	4.1	A	-13.4
41	Kettner Blvd at Palm St	SSSC	AM	254.7	F	270.6	F	15.9
			PM	1509.3	F	1509.3	F	0.0
42	North Harbor Dr at Lanning Rd	Signal	AM	13.4	B	13.4	B	0.0
			PM	35.4	D	35.5	D	0.1
43	North Harbor Dr at Nimitz Blvd	Signal	AM	19.2	B	16.7	B	-2.5
			PM	42.8	D	40.8	D	-2.0
44	Rosecrans St at Nimitz Blvd	Signal	AM	35.7	D	35.8	D	0.1
			PM	42.6	D	44.5	D	1.9

Notes:

Bold values indicate intersections operating at LOS E or F. Shaded value indicates significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 6th Edition Highway Capacity Manual and performed using Synchro 10.0

10. VEHICLE MILES TRAVELED (VMT)

Construction traffic are temporary trips on the network that occur during the duration of construction only. Potential project effects related to VMT are evaluated only for permanent conditions and are not applicable to construction traffic. Therefore, the change in construction traffic would have no effect on the VMT analysis performed in the *Final EIR*.

11. FINDINGS AND CONCLUSION

Table 2 and Table 3 summarizes the intersection impacts related to construction traffic and circulation. Identified potential impacts are based on the significance criteria presented in the *Final EIR.* As shown in Table 2 and Table 3, significant and mitigable impacts to the study area intersections would be at the following locations:

Construction Phase 1a:

#16 – Laurel Street at Kettner Blvd

- AM Peak

#41 – Kettner Boulevard at Palm Street

- AM Peak

Construction Phase 1b:

#16 – Laurel Street at Kettner Blvd

- AM and PM Peak

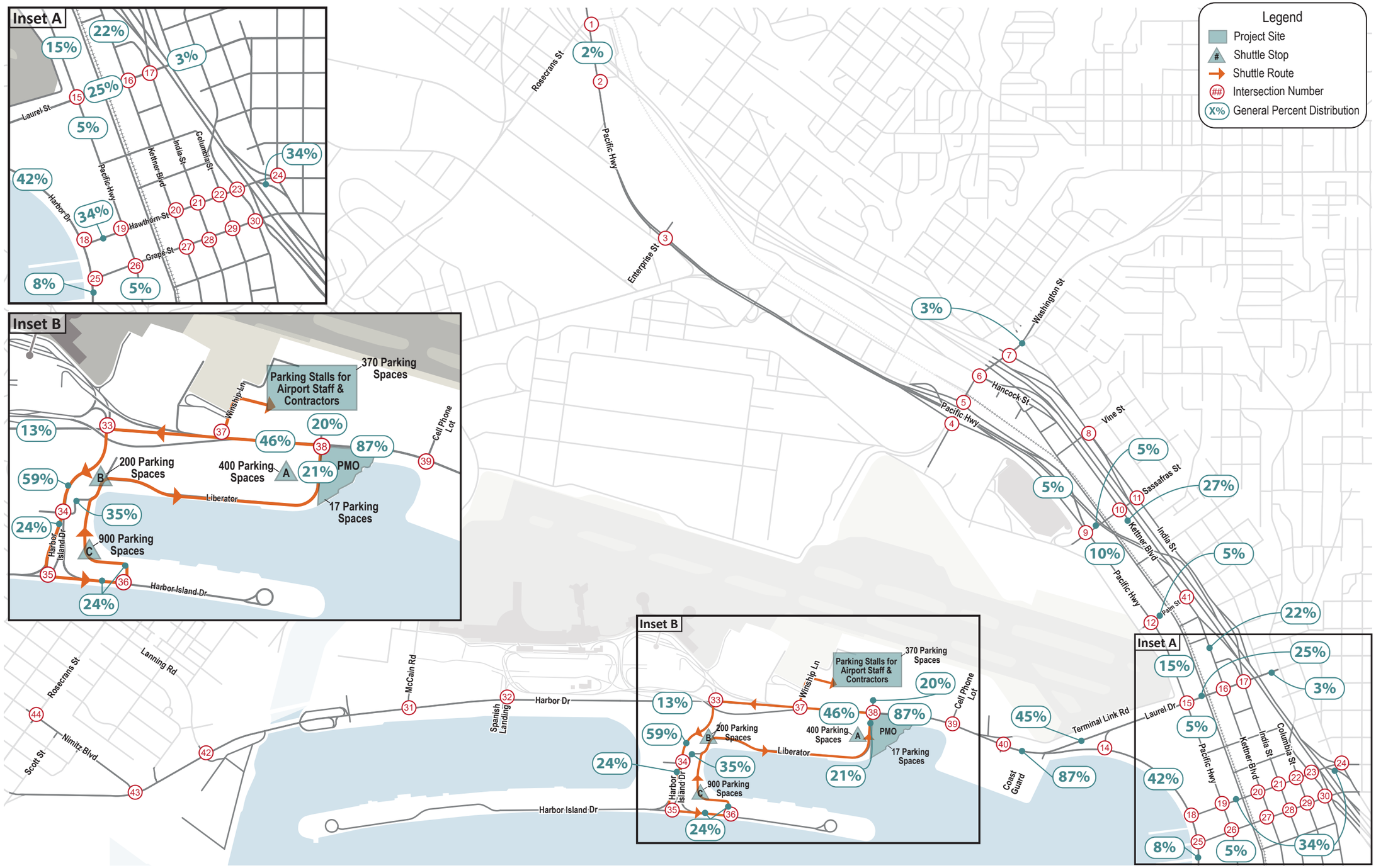
#41 – Kettner Boulevard at Palm Street

- AM Peak

The construction impacts listed above, and the corresponding mitigation measures are consistent with the findings of the *Final EIR.* The results of the traffic analysis do not result in any changes to the construction traffic volumes on the majority of the roadways and intersections that were analyzed and therefore result in no new significant impacts. Construction traffic should maintain traffic levels equal to or less then volumes analyzed in this study during the peak traffic hours of 8:00 – 9:00 AM and 5:00 – 6:00 PM.

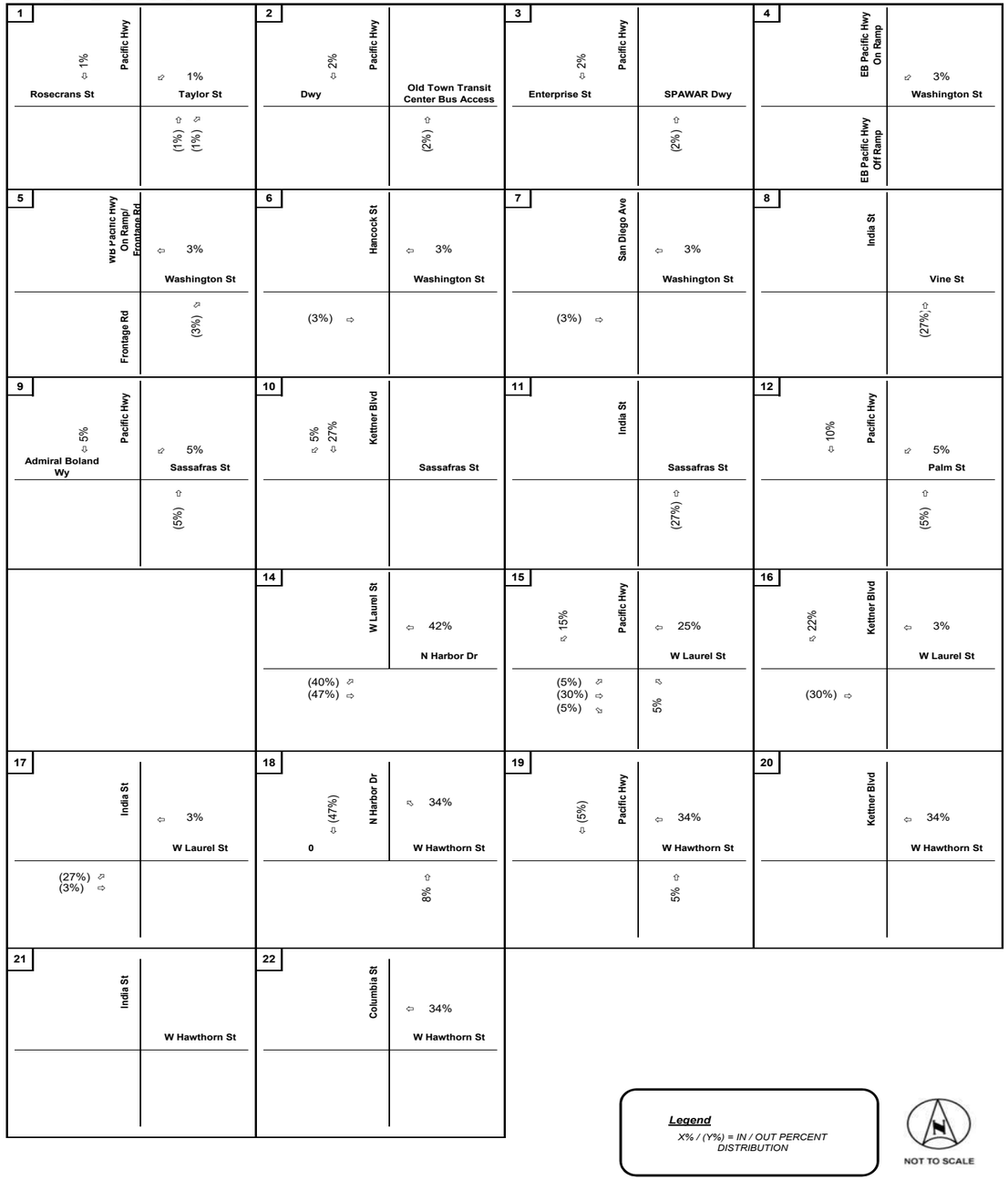
Attachment A

Construction Trip Distribution – Passenger Cars



Attachment A-1
Phase 1A - Passenger Car Distribution

SAN ADP EIR ADDENDUM



Legend

X% / (Y%) = IN / OUT PERCENT DISTRIBUTION

NOT TO SCALE

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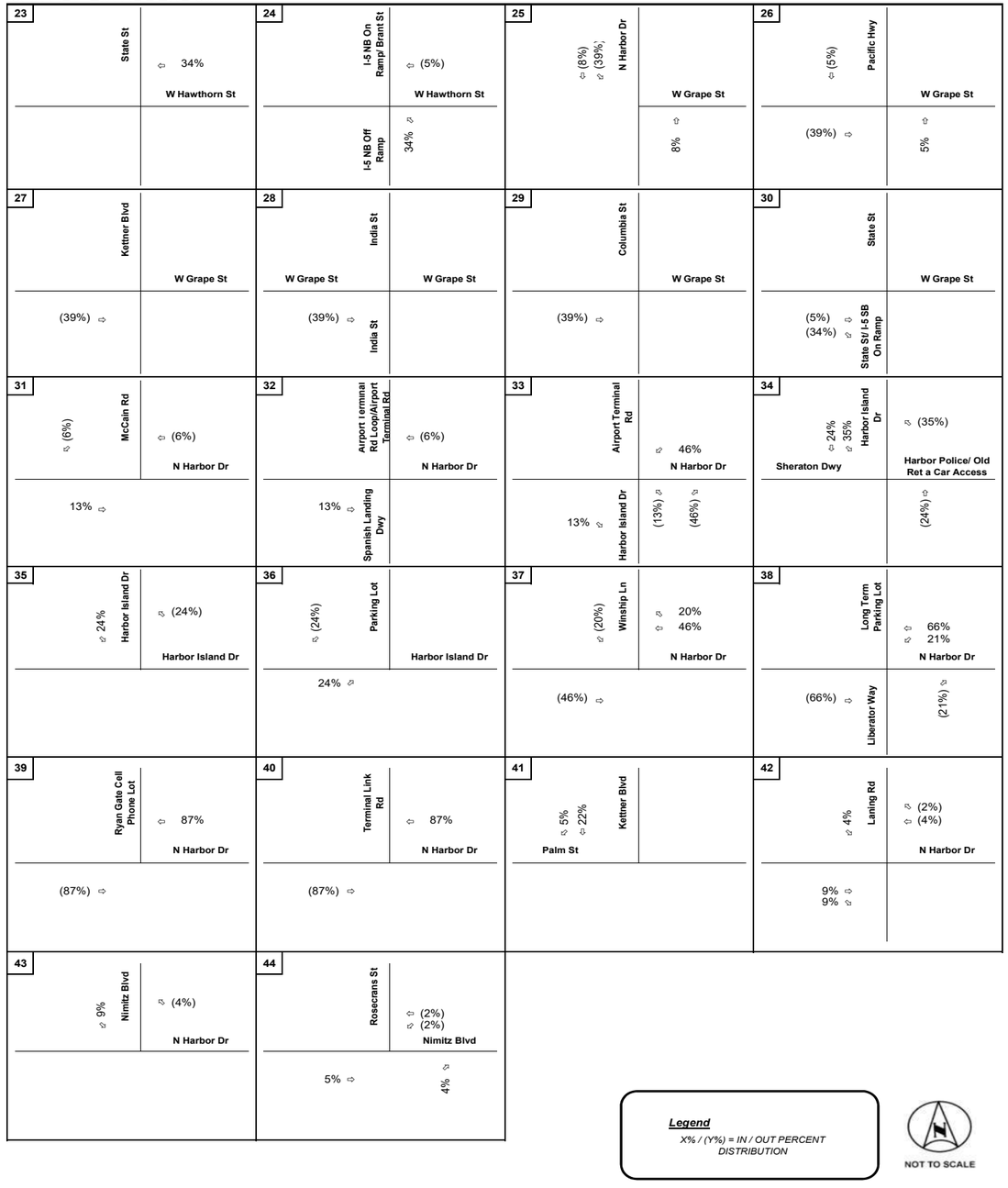
Phase 1A - Project Trip Distribution (PC) - Study Intersections

SAN ADP EIR ADDENDUM



Legend

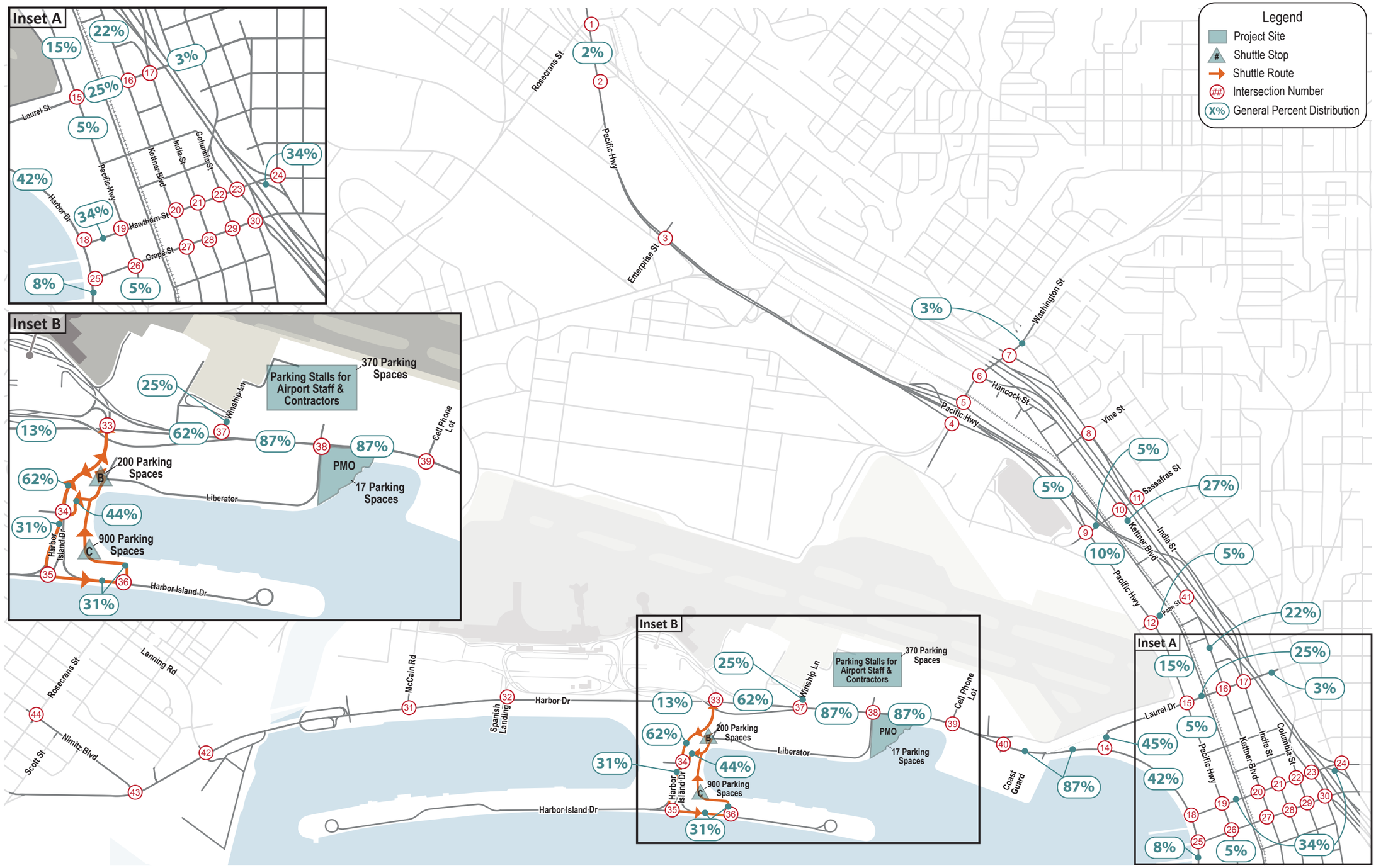
X% / (Y%) = IN / OUT PERCENT DISTRIBUTION

NOT TO SCALE

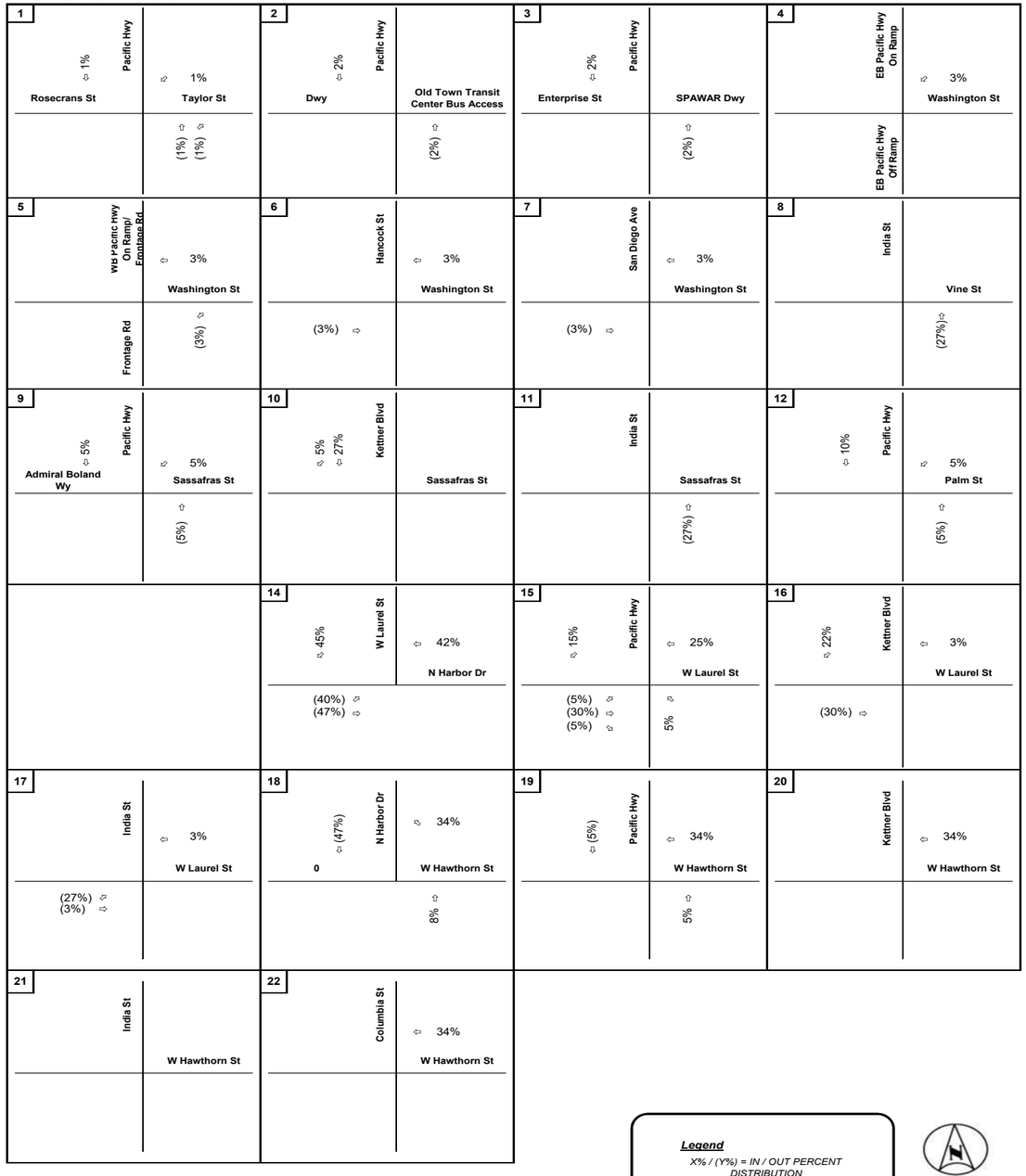
Kimley»Horn

Phase 1A - Project Trip Distribution (PC) - Study Intersections (cont.)

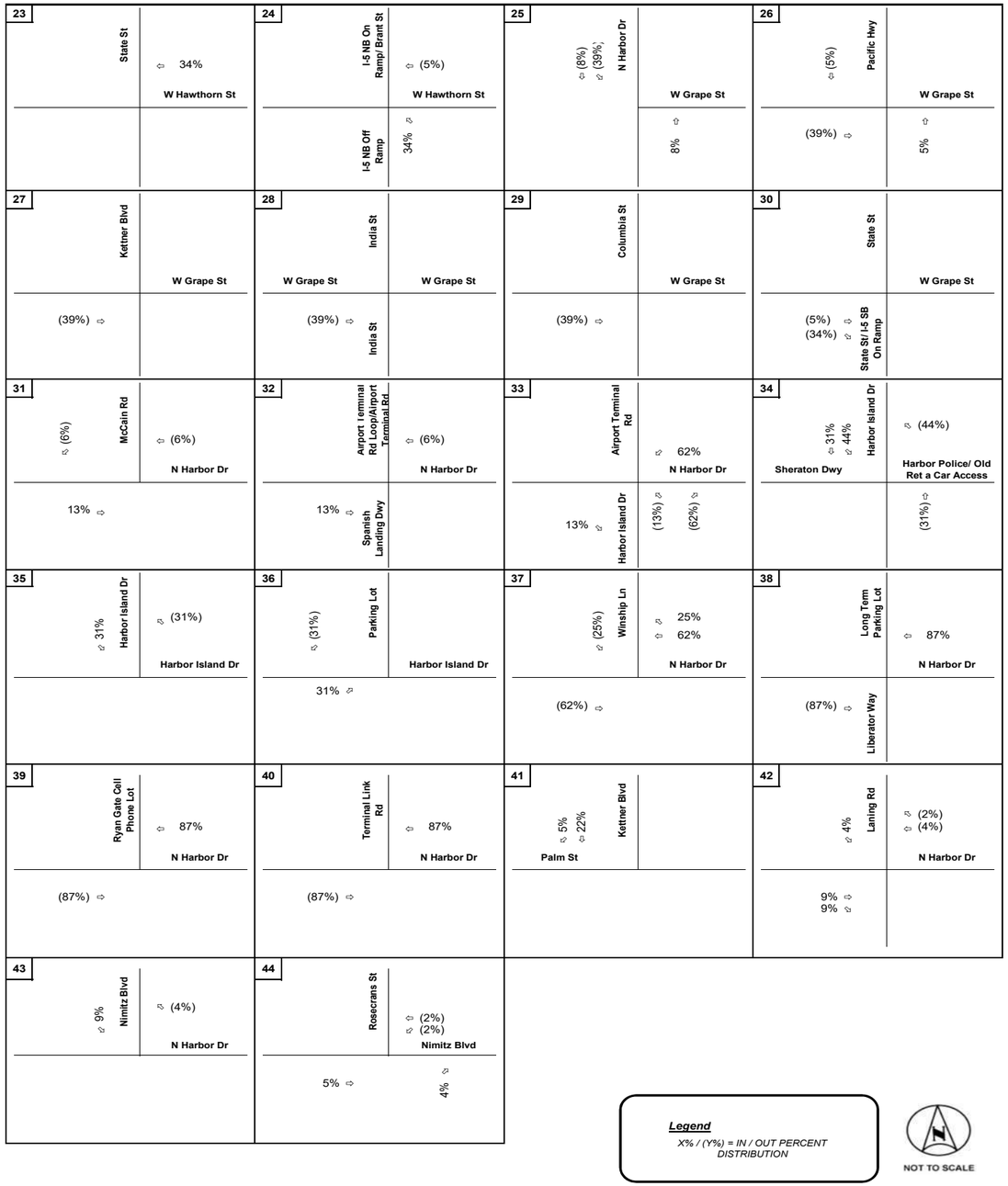
Attachment A-2
Phase 1A - Passenger Car Distribution



Attachment A-3
Phase 1B - Passenger Car Distribution

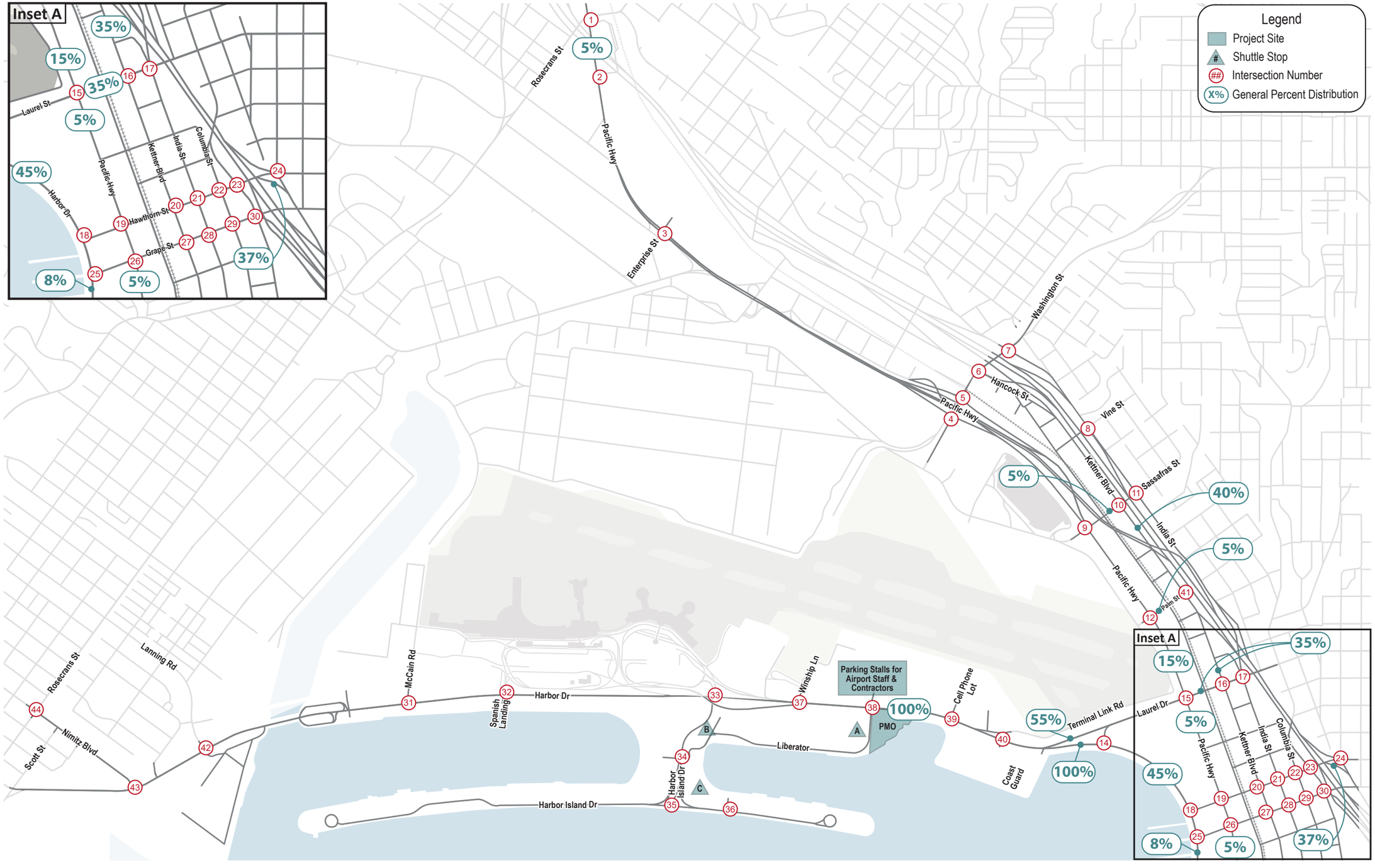


SAN ADP EIR ADDENDUM

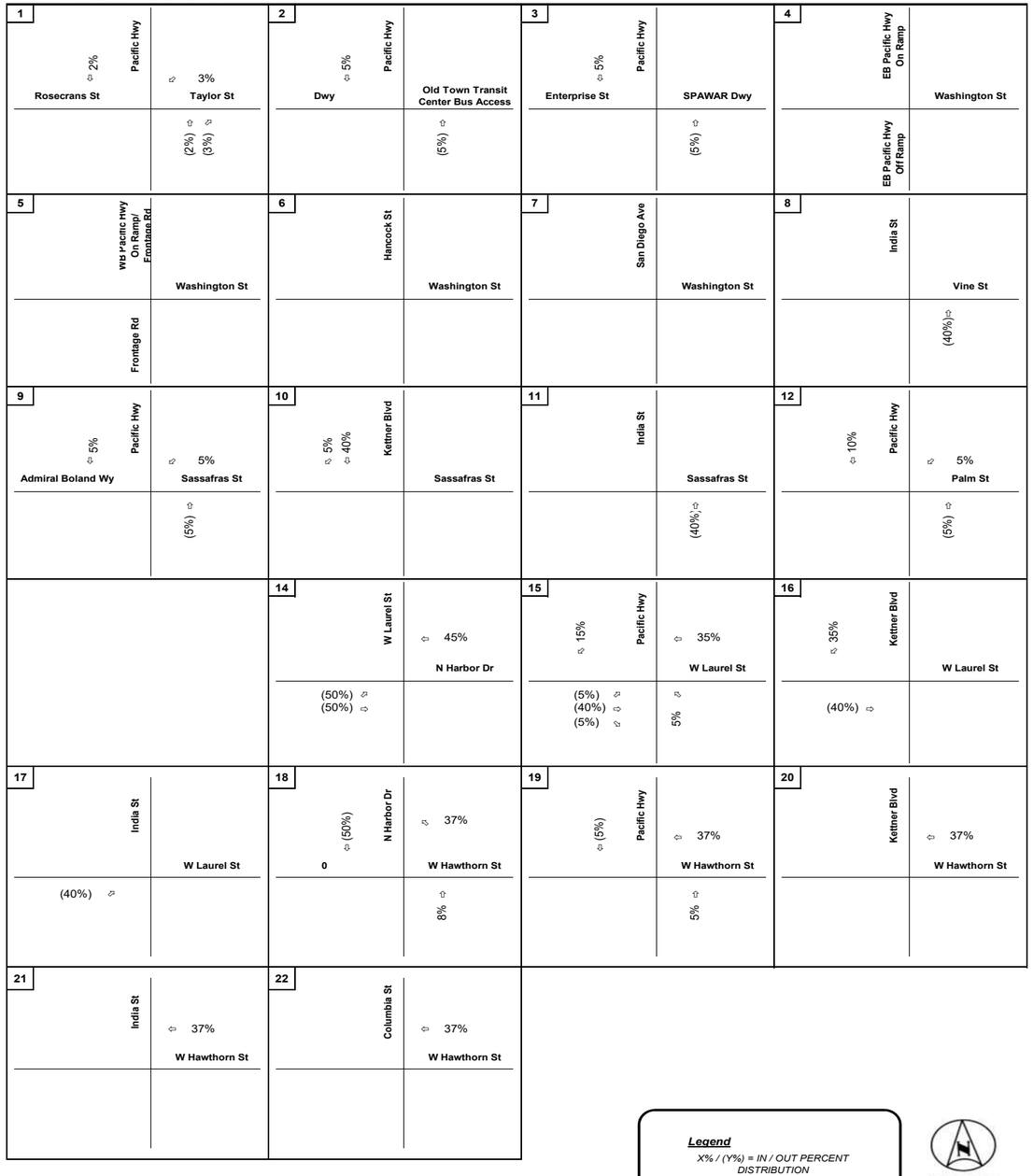


Attachment B

Construction Trip Distribution – Trucks



Attachment B-1
Truck Distribution

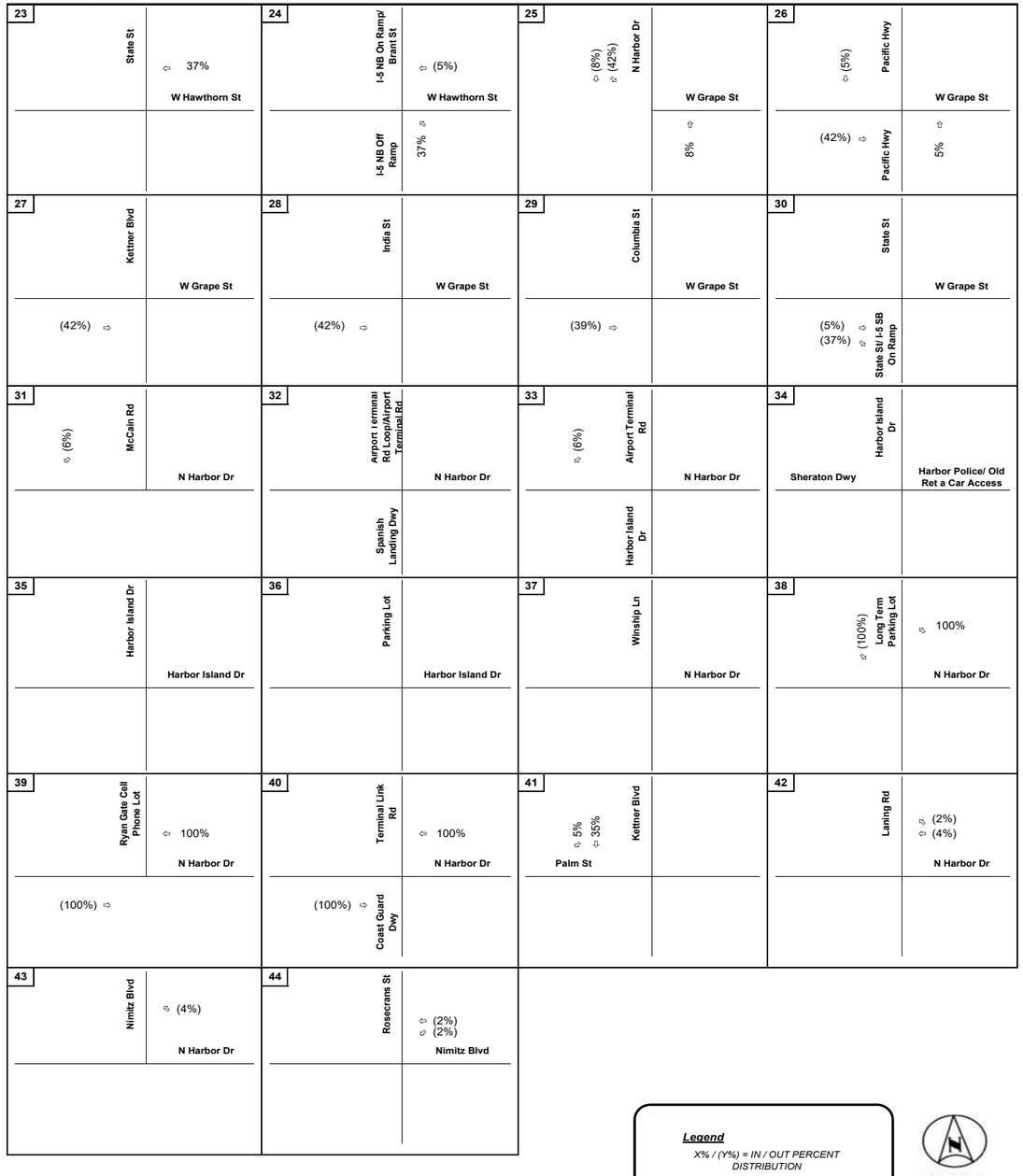


Legend
X% / (Y%) = IN / OUT PERCENT DISTRIBUTION

NOT TO SCALE

Kimley»Horn

Project Trip Distribution (Trucks)- Study Intersections



Legend
X% / (Y%) = IN / OUT PERCENT DISTRIBUTION

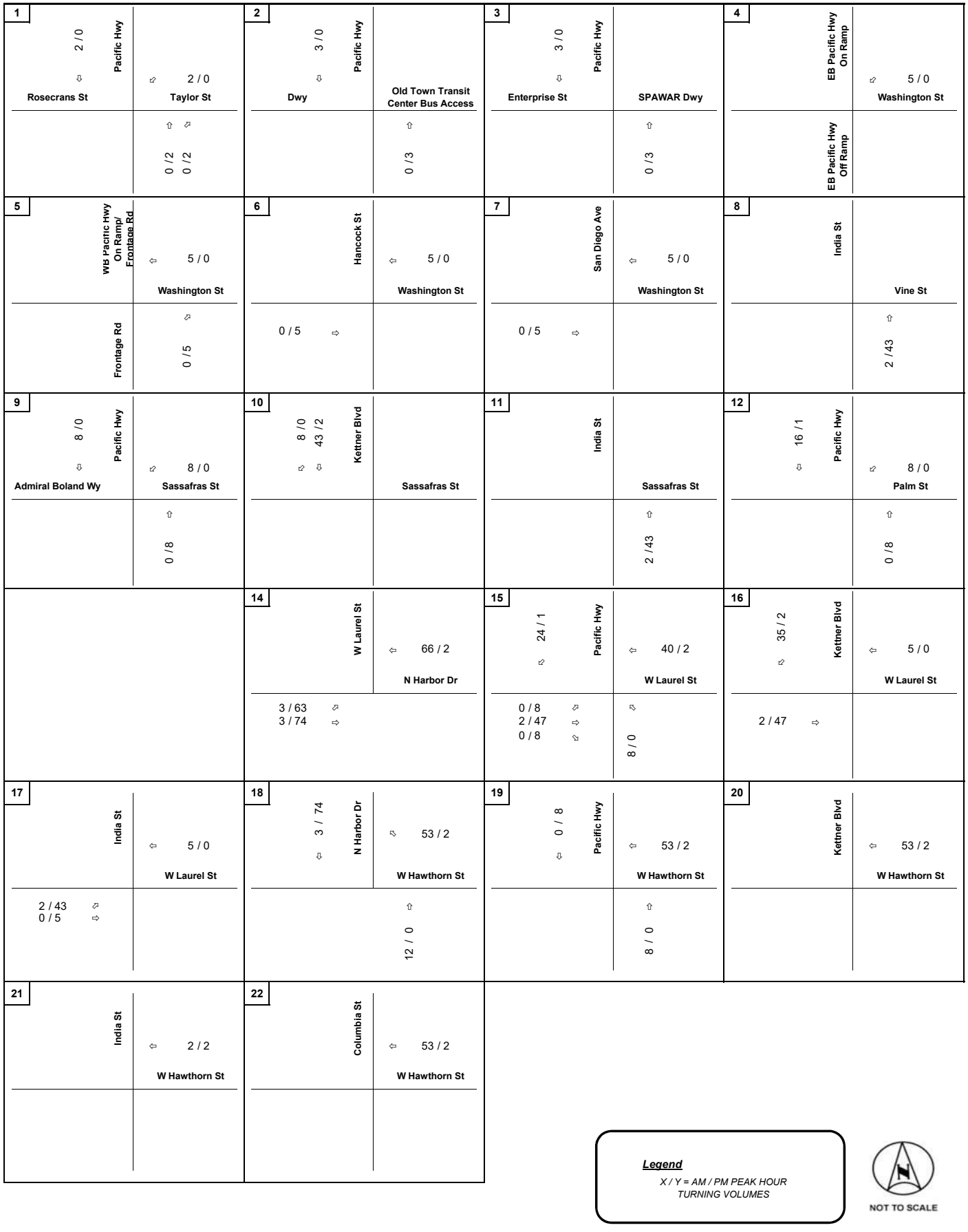
NOT TO SCALE

Kimley»Horn

Project Trip Distribution (Trucks)- Study Intersections (cont.)

Attachment C

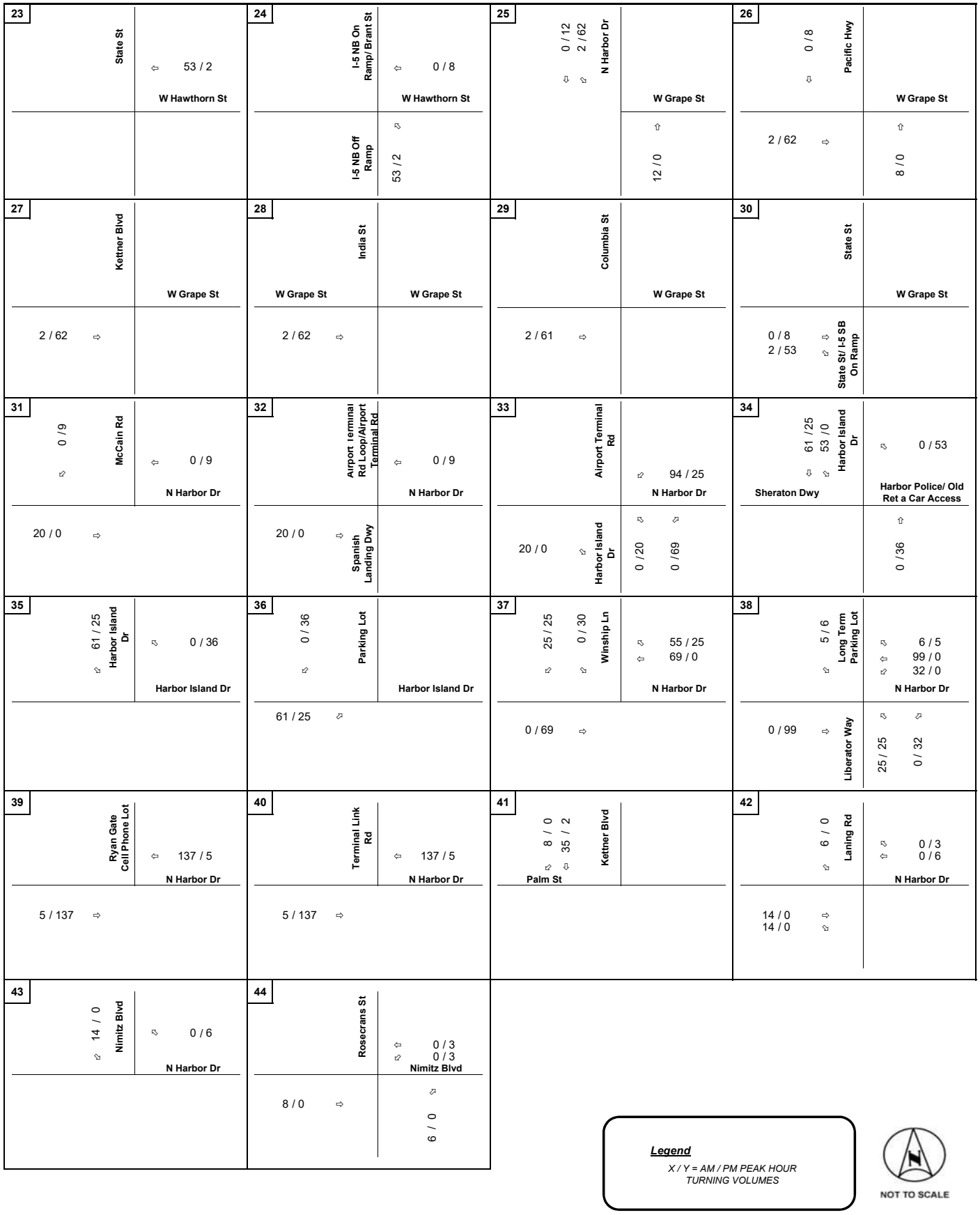
Airport Intersection Trip Assignments

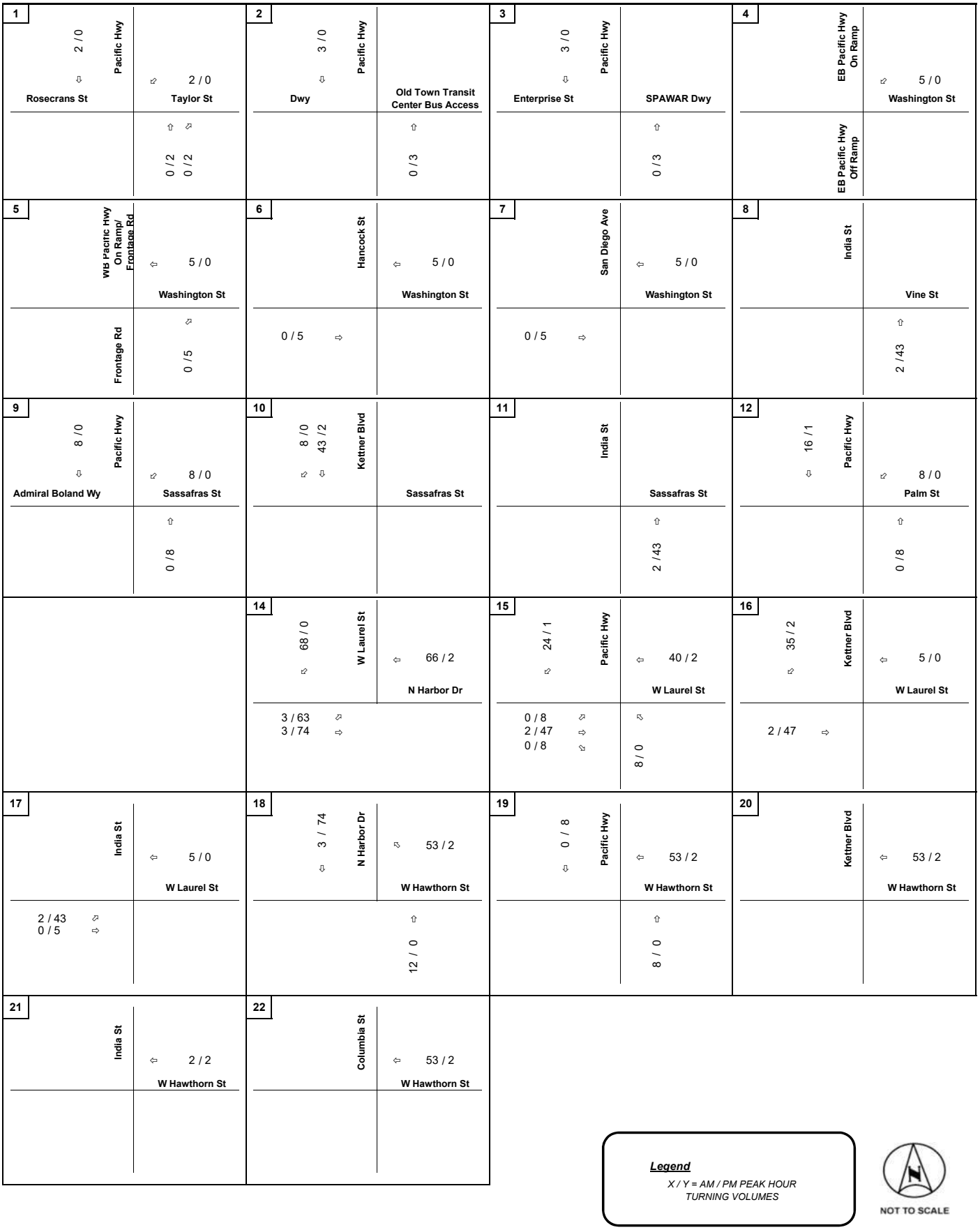


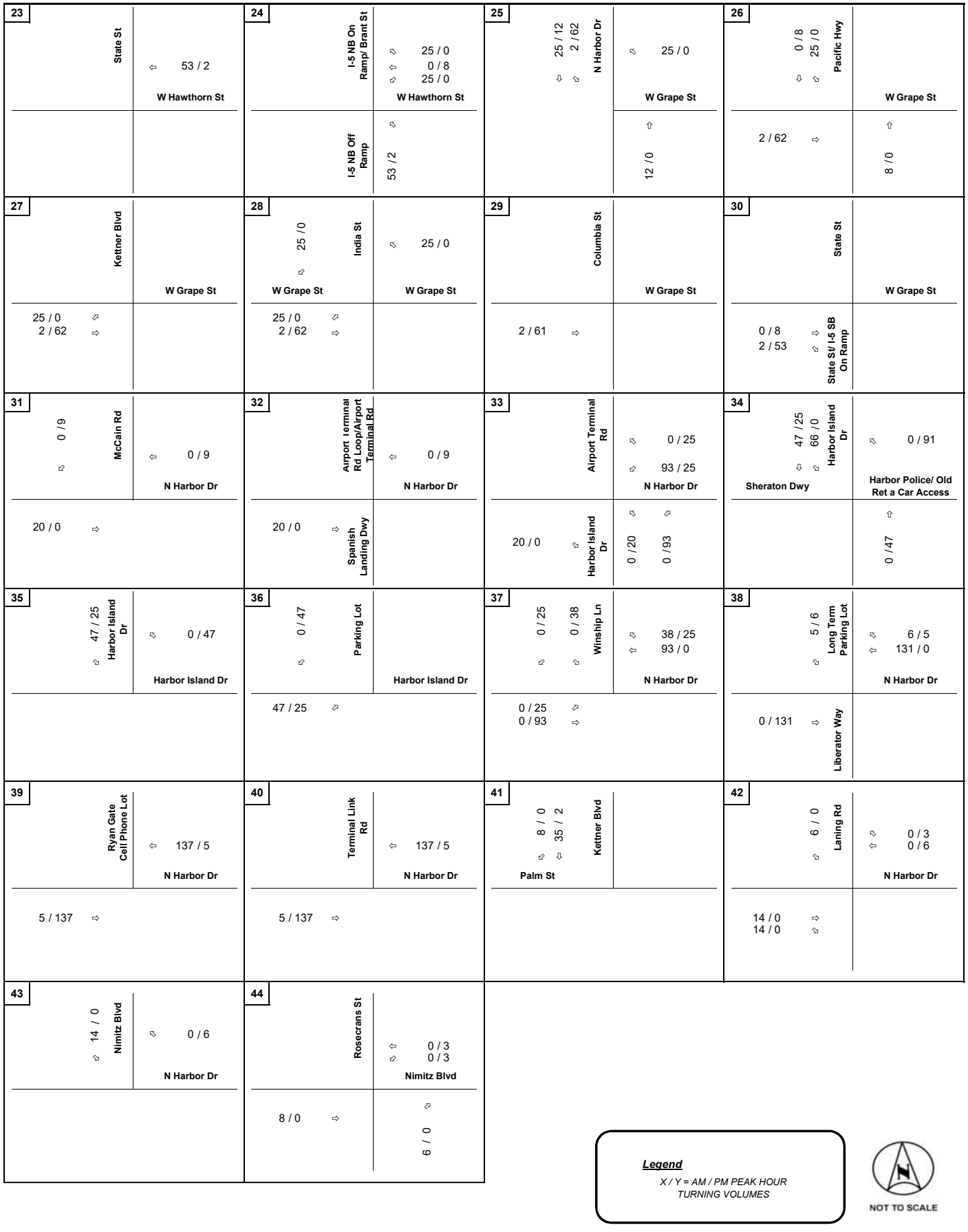
Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE


23
State St
53 / 2
W Hawthorn St
24
I-5 NB On Ramp/ Brant St
0 / 8
W Hawthorn St
I-5 NB Off Ramp
53 / 2
25
0 / 12
2 / 62
N Harbor Dr
W Grape St
12 / 0
26
0 / 8
Pacific Hwy
W Grape St
2 / 62
8 / 0
27
Kettner Blvd
W Grape St
2 / 62
28
India St
W Grape St
W Grape St
2 / 62
29
Columbia St
W Grape St
2 / 61
30
State St
W Grape St
0 / 8
2 / 53
State St/ I-5 SB On Ramp
31
0 / 9
McCain Rd
0 / 9
N Harbor Dr
20 / 0
32
Airport Terminal Rd Loop/Airport Terminal Rd
0 / 9
N Harbor Dr
20 / 0
Spanish Landing Dwy
33
Airport Terminal Rd
94 / 25
N Harbor Dr
20 / 0
Harbor Island Dr
0 / 20
0 / 69
34
61 / 25
53 / 0
Harbor Island Dr
Sheraton Dwy
0 / 53
Harbor Police/ Old Ret a Car Access
0 / 36
35
61 / 25
Harbor Island Dr
0 / 36
Harbor Island Dr
36
0 / 36
Parking Lot
Harbor Island Dr
61 / 25
37
25 / 25
0 / 30
Winship Ln
55 / 25
69 / 0
N Harbor Dr
0 / 69
38
5 / 6
Long Term Parking Lot
6 / 5
99 / 0
32 / 0
N Harbor Dr
0 / 99
Liberator Way
25 / 25
0 / 32
39
Ryan Gate Cell Phone Lot
137 / 5
N Harbor Dr
5 / 137
40
Terminal Link Rd
137 / 5
N Harbor Dr
5 / 137
41
8 / 0
35 / 2
Palm St
Kettner Blvd
42
6 / 0
Laning Rd
0 / 3
0 / 6
N Harbor Dr
14 / 0
14 / 0
43
14 / 0
Nimitz Blvd
0 / 6
N Harbor Dr
44
Rosecrans St
0 / 3
0 / 3
Nimitz Blvd
8 / 0
6 / 0
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
NOT TO SCALE


1
Pacific Hwy
2 / 0
Rosecrans St
2 / 0
Taylor St
0 / 2
0 / 2
2
Pacific Hwy
3 / 0
Dwy
Old Town Transit Center Bus Access
0 / 3
3
Pacific Hwy
3 / 0
Enterprise St
SPAWAR Dwy
0 / 3
4
EB Pacific Hwy On Ramp
5 / 0
Washington St
EB Pacific Hwy Off Ramp
5
WB Pacific Hwy On Ramp/ Frontage Rd
5 / 0
Washington St
Frontage Rd
0 / 5
6
Hancock St
5 / 0
Washington St
0 / 5
7
San Diego Ave
5 / 0
Washington St
0 / 5
8
India St
Vine St
2 / 43
9
Pacific Hwy
8 /0
Admiral Boland Wy
8 / 0
Sassafras St
0 / 8
10
8 /0
43 /2
Kettner Blvd
Sassafras St
11
India St
Sassafras St
2 / 43
12
16 / 1
Pacific Hwy
8 / 0
Palm St
0 / 8
14
68 / 0
W Laurel St
66 / 2
N Harbor Dr
3 / 63
3 / 74
15
24 / 1
Pacific Hwy
40 / 2
W Laurel St
0 / 8
2 / 47
0 / 8
8 / 0
16
35 / 2
Kettner Blvd
5 / 0
W Laurel St
2 / 47
17
India St
5 / 0
W Laurel St
2 / 43
0 / 5
18
3 / 74
N Harbor Dr
53 / 2
W Hawthorn St
12 / 0
19
0 / 8
Pacific Hwy
53 / 2
W Hawthorn St
8 / 0
20
Kettner Blvd
53 / 2
W Hawthorn St
21
India St
2 / 2
W Hawthorn St
22
Columbia St
53 / 2
W Hawthorn St
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
NOT TO SCALE



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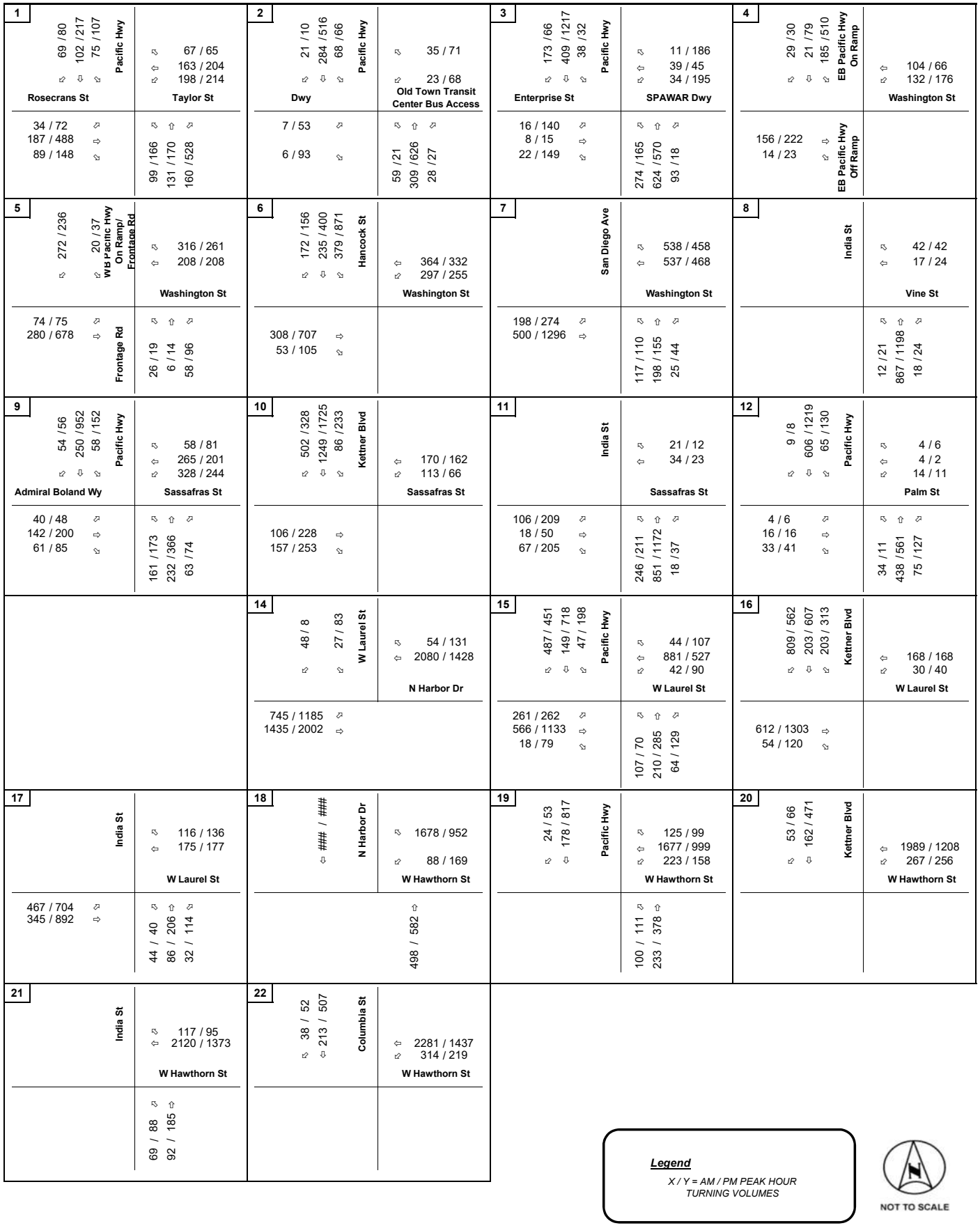
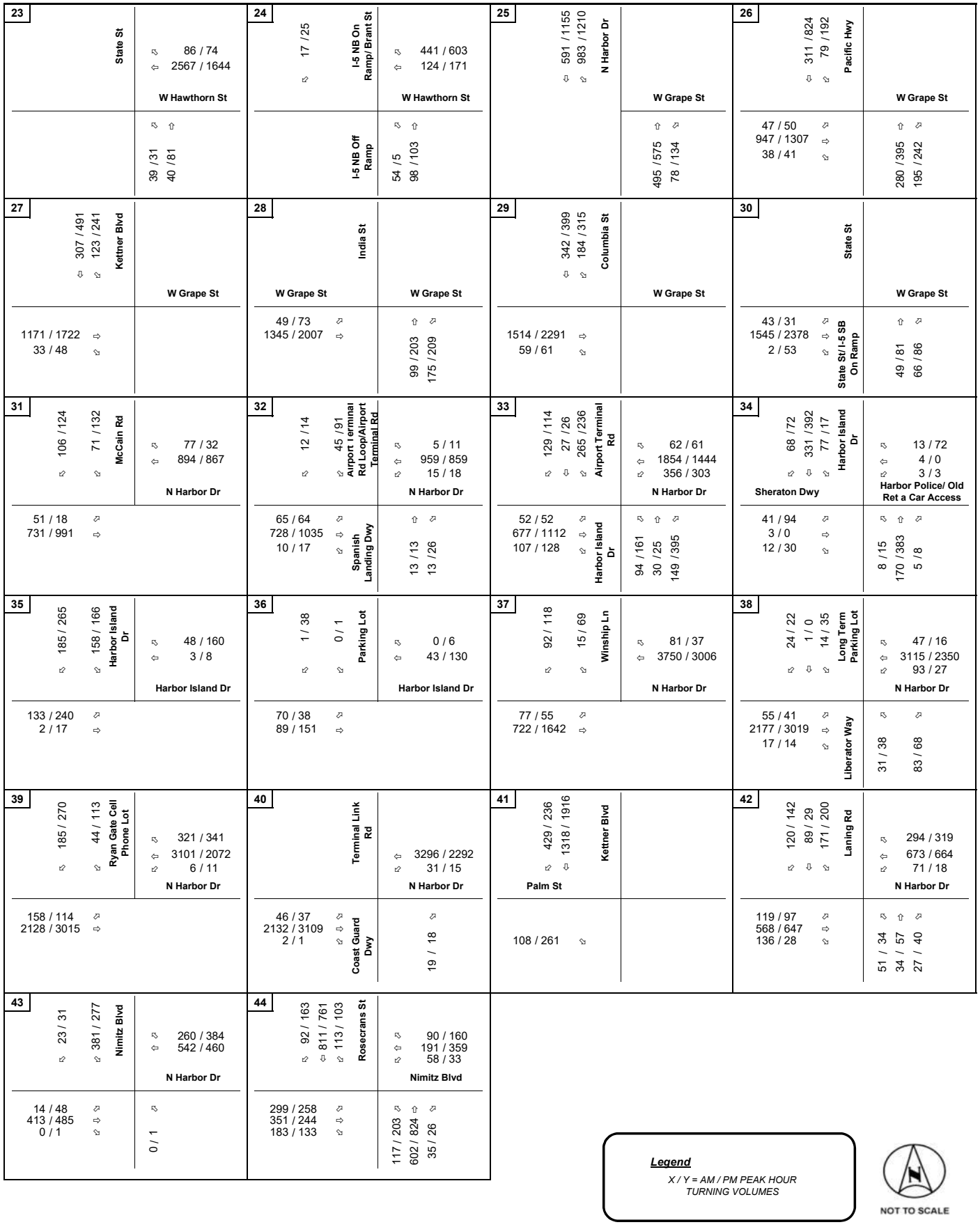
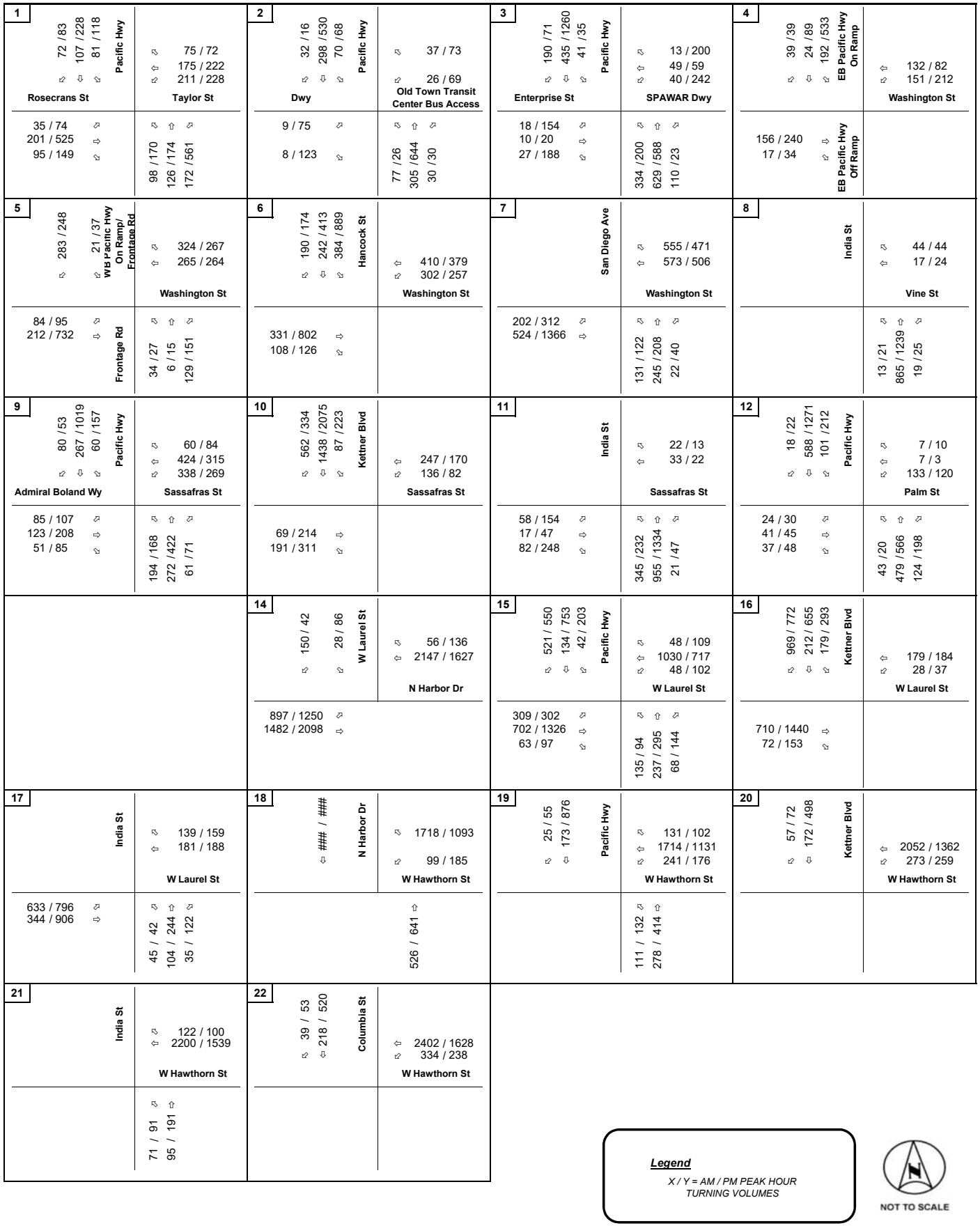
Phase 1B - Project Construction Trip Assignment (Total) - Study Intersections (cont.)

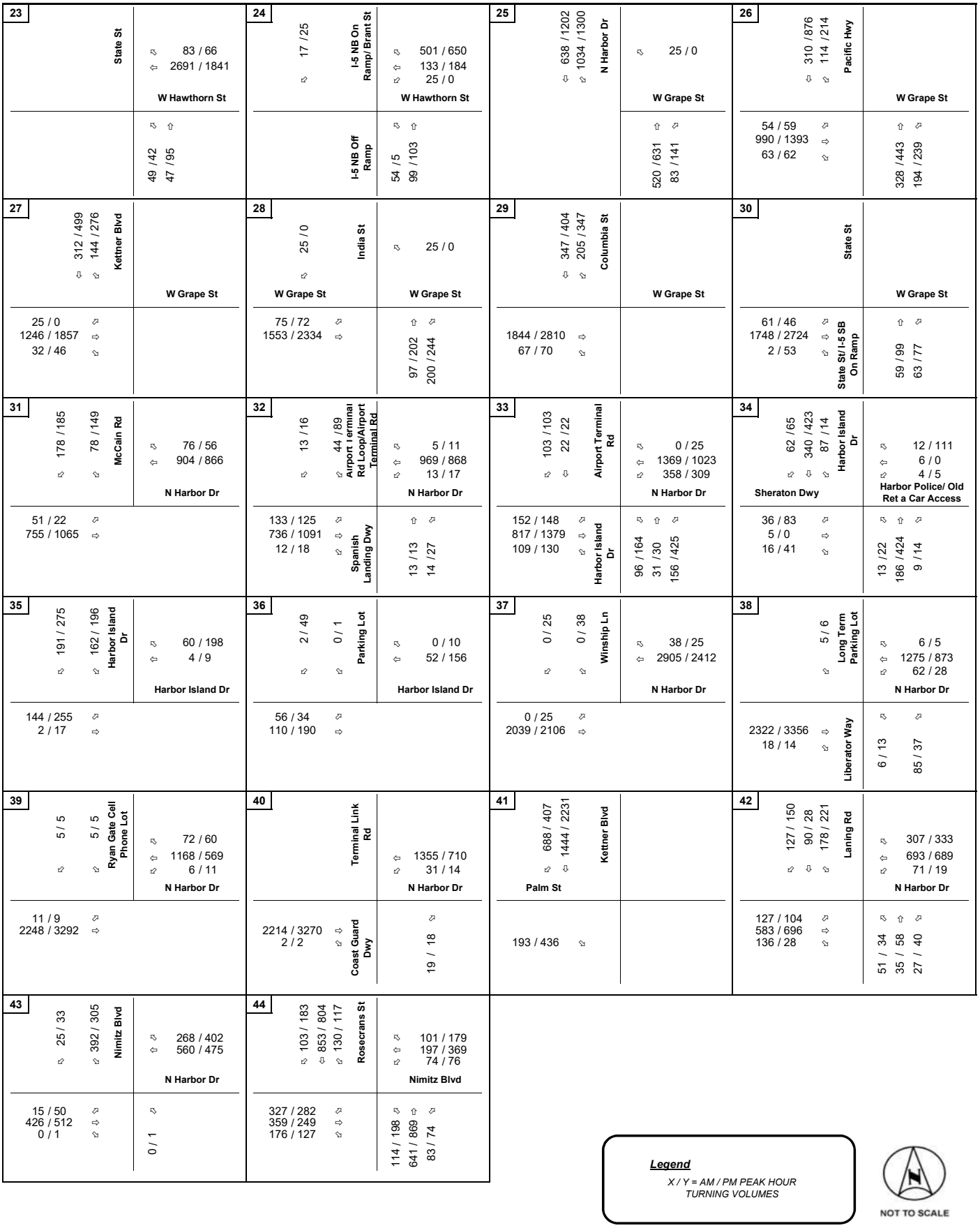
Attachment D

Total Airport and Construction Traffic Volumes


1
Rosecrans St
Pacific Hwy
69 / 80
102 / 217
75 / 107
34 / 72
187 / 488
89 / 148
Taylor St
67 / 65
163 / 204
198 / 214
99 / 166
131 / 170
160 / 528
2
Dwy
Pacific Hwy
21 / 10
284 / 516
68 / 66
7 / 53
6 / 93
Old Town Transit Center Bus Access
35 / 71
23 / 68
59 / 21
309 / 626
28 / 27
3
Enterprise St
Pacific Hwy
173 / 66
409 / 1217
38 / 32
16 / 140
8 / 15
22 / 149
SPAWAR Dwy
11 / 186
39 / 45
34 / 195
274 / 165
624 / 570
93 / 18
4
EB Pacific Hwy Off Ramp
EB Pacific Hwy On Ramp
29 / 30
21 / 79
185 / 510
156 / 222
14 / 23
Washington St
104 / 66
132 / 176
5
Frontage Rd
WB Pacific Hwy On Ramp/ Frontage Rd
272 / 236
20 / 37
74 / 75
280 / 678
Washington St
316 / 261
208 / 208
26 / 19
6 / 14
58 / 96
6
Hancock St
172 / 156
235 / 400
379 / 871
308 / 707
53 / 105
Washington St
364 / 332
297 / 255
7
San Diego Ave
198 / 274
500 / 1296
Washington St
538 / 458
537 / 468
117 / 110
198 / 155
25 / 44
8
India St
Vine St
42 / 42
17 / 24
12 / 21
867 / 1198
18 / 24
9
Admiral Boland Wy
Pacific Hwy
54 / 56
250 / 952
58 / 152
40 / 48
142 / 200
61 / 85
Sassafras St
58 / 81
265 / 201
328 / 244
161 / 173
232 / 366
63 / 74
10
Kettner Blvd
502 / 328
1249 / 1725
86 / 233
106 / 228
157 / 253
Sassafras St
170 / 162
113 / 66
11
India St
106 / 209
18 / 50
67 / 205
Sassafras St
21 / 12
34 / 23
246 / 211
851 / 1172
18 / 37
12
Pacific Hwy
9 / 8
606 / 1219
65 / 130
4 / 6
16 / 16
33 / 41
Palm St
4 / 6
4 / 2
14 / 11
34 / 11
438 / 561
75 / 127
14
W Laurel St
48 / 8
27 / 83
745 / 1185
1435 / 2002
N Harbor Dr
54 / 131
2080 / 1428
15
Pacific Hwy
487 / 451
149 / 718
47 / 198
261 / 262
566 / 1133
18 / 79
W Laurel St
44 / 107
881 / 527
42 / 90
107 / 70
210 / 285
64 / 129
16
Kettner Blvd
809 / 562
203 / 607
203 / 313
612 / 1303
54 / 120
W Laurel St
168 / 168
30 / 40
17
India St
467 / 704
345 / 892
W Laurel St
116 / 136
175 / 177
44 / 40
86 / 206
32 / 114
18
N Harbor Dr
/
/
W Hawthorn St
1678 / 952
88 / 169
498 / 582
19
Pacific Hwy
24 / 53
178 / 817
W Hawthorn St
125 / 99
1677 / 999
223 / 158
100 / 111
233 / 378
20
Kettner Blvd
53 / 66
162 / 471
W Hawthorn St
1989 / 1208
267 / 256
21
India St
W Hawthorn St
117 / 95
2120 / 1373
69 / 88
92 / 185
22
Columbia St
38 / 52
213 / 507
W Hawthorn St
2281 / 1437
314 / 219
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
NOT TO SCALE


23
State St
W Hawthorn St
86 / 74
2567 / 1644
39 /31
40 /81
24
17 /25
I-5 NB On Ramp/ Brant St
W Hawthorn St
441 / 603
124 / 171
I-5 NB Off Ramp
54 /5
98 /103
25
591 /1155
983 /1210
N Harbor Dr
W Grape St
495 /575
78 /134
26
311 /824
79 /192
Pacific Hwy
W Grape St
47 / 50
947 / 1307
38 / 41
280 /395
195 /242
27
307 /491
123 /241
Kettner Blvd
W Grape St
1171 / 1722
33 / 48
28
India St
W Grape St
W Grape St
49 / 73
1345 / 2007
99 /203
175 /209
29
342 /399
184 /315
Columbia St
W Grape St
1514 / 2291
59 / 61
30
State St
W Grape St
43 / 31
1545 / 2378
2 / 53
State St/ I-5 SB On Ramp
49 /81
66 /86
31
106 /124
71 /132
McCain Rd
77 / 32
894 /867
N Harbor Dr
51 / 18
731 / 991
32
12 /14
45 /91
Airport Terminal Rd Loop/Airport Terminal Rd
5 / 11
959 / 859
15 / 18
N Harbor Dr
65 / 64
728 / 1035
10 / 17
Spanish Landing Dwy
13 /13
13 /26
33
129 /114
27 /26
265 /236
Airport Terminal Rd
62 / 61
1854 / 1444
356 /303
N Harbor Dr
52 / 52
677 / 1112
107 / 128
Harbor Island Dr
94 /161
30 /25
149 /395
34
68 /72
331 /392
77 /17
Harbor Island Dr
13 / 72
4 / 0
3 / 3
Sheraton Dwy
Harbor Police/ Old Ret a Car Access
41 / 94
3 / 0
12 / 30
8 /15
170 /383
5 /8
35
185 /265
158 /166
Harbor Island Dr
48 / 160
3 / 8
Harbor Island Dr
133 / 240
2 / 17
36
1 / 38
0 / 1
Parking Lot
0 / 6
43 / 130
Harbor Island Dr
70 / 38
89 / 151
37
92 / 118
15 / 69
Winship Ln
81 / 37
3750 / 3006
N Harbor Dr
77 / 55
722 / 1642
38
24 / 22
1 / 0
14 / 35
Long Term Parking Lot
47 / 16
3115 / 2350
93 / 27
N Harbor Dr
55 / 41
2177 / 3019
17 / 14
Liberator Way
31 / 38
83 / 68
39
185 / 270
44 / 113
Ryan Gate Cell Phone Lot
321 / 341
3101 / 2072
6 / 11
N Harbor Dr
158 / 114
2128 / 3015
40
Terminal Link Rd
3296 / 2292
31 / 15
N Harbor Dr
46 / 37
2132 / 3109
2 / 1
Coast Guard Dwy
19 / 18
41
429 / 236
1318 / 1916
Kettner Blvd
Palm St
108 / 261
42
120 / 142
89 / 29
171 / 200
Laning Rd
294 / 319
673 / 664
71 / 18
N Harbor Dr
119 / 97
568 / 647
136 / 28
51 / 34
34 / 57
27 / 40
43
23 / 31
381 / 277
Nimitz Blvd
260 / 384
542 / 460
N Harbor Dr
14 / 48
413 / 485
0 / 1
0 / 1
44
92 / 163
811 / 761
113 / 103
Rosecrans St
90 / 160
191 / 359
58 / 33
Nimitz Blvd
299 / 258
351 / 244
183 / 133
117 / 203
602 / 824
35 / 26
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
NOT TO SCALE


1
Rosecrans St
72 / 83
107 / 228
81 / 118
Pacific Hwy
75 / 72
175 / 222
211 / 228
Taylor St
35 / 74
201 / 525
95 / 149
98 / 170
126 / 174
172 / 561
2
Dwy
32 / 16
298 / 530
70 / 68
Pacific Hwy
37 / 73
26 / 69
Old Town Transit Center Bus Access
9 / 75
8 / 123
77 / 26
305 / 644
30 / 30
3
Enterprise St
190 / 71
435 / 1260
41 / 35
Pacific Hwy
13 / 200
49 / 59
40 / 242
SPAWAR Dwy
18 / 154
10 / 20
27 / 188
334 / 200
629 / 588
110 / 23
4
39 / 39
24 / 89
192 / 533
EB Pacific Hwy On Ramp
132 / 82
151 / 212
Washington St
156 / 240
17 / 34
EB Pacific Hwy Off Ramp
5
283 / 248
21 / 37
WB Pacific Hwy On Ramp/ Frontage Rd
324 / 267
265 / 264
Washington St
84 / 95
212 / 732
Frontage Rd
34 / 27
6 / 15
129 / 151
6
190 / 174
242 / 413
384 / 889
Hancock St
410 / 379
302 / 257
Washington St
331 / 802
108 / 126
7
San Diego Ave
555 / 471
573 / 506
Washington St
202 / 312
524 / 1366
131 / 122
245 / 208
22 / 40
8
India St
44 / 44
17 / 24
Vine St
13 / 21
865 / 1239
19 / 25
9
Admiral Boland Wy
80 / 53
267 / 1019
60 / 157
Pacific Hwy
60 / 84
424 / 315
338 / 269
Sassafras St
85 / 107
123 / 208
51 / 85
194 / 168
272 / 422
61 / 71
10
562 / 334
1438 / 2075
87 / 223
Kettner Blvd
247 / 170
136 / 82
Sassafras St
69 / 214
191 / 311
11
India St
22 / 13
33 / 22
Sassafras St
58 / 154
17 / 47
82 / 248
345 / 232
955 / 1334
21 / 47
12
18 / 22
588 / 1271
101 / 212
Pacific Hwy
7 / 10
7 / 3
133 / 120
Palm St
24 / 30
41 / 45
37 / 48
43 / 20
479 / 566
124 / 198
14
150 / 42
28 / 86
W Laurel St
56 / 136
2147 / 1627
N Harbor Dr
897 / 1250
1482 / 2098
15
521 / 550
134 / 753
42 / 203
Pacific Hwy
48 / 109
1030 / 717
48 / 102
W Laurel St
309 / 302
702 / 1326
63 / 97
135 / 94
237 / 295
68 / 144
16
969 / 772
212 / 655
179 / 293
Kettner Blvd
179 / 184
28 / 37
W Laurel St
710 / 1440
72 / 153
17
India St
139 / 159
181 / 188
W Laurel St
633 / 796
344 / 906
45 / 42
104 / 244
35 / 122
18
/
/
N Harbor Dr
1718 / 1093
99 / 185
W Hawthorn St
526 / 641
19
25 / 55
173 / 876
Pacific Hwy
131 / 102
1714 / 1131
241 / 176
W Hawthorn St
111 / 132
278 / 414
20
57 / 72
172 / 498
Kettner Blvd
2052 / 1362
273 / 259
W Hawthorn St
21
India St
122 / 100
2200 / 1539
W Hawthorn St
71 / 91
95 / 191
22
39 / 53
218 / 520
Columbia St
2402 / 1628
334 / 238
W Hawthorn St
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
NOT TO SCALE


23
State St
83 / 66
2691 / 1841
W Hawthorn St
49 /42
47 /95
24
17 /25
I-5 NB On Ramp/ Brant St
501 / 650
133 / 184
25 / 0
W Hawthorn St
I-5 NB Off Ramp
54 /5
99 /103
25
638 /1202
1034 /1300
N Harbor Dr
25 / 0
W Grape St
520 /631
83 /141
26
310 /876
114 /214
Pacific Hwy
W Grape St
54 / 59
990 / 1393
63 / 62
328 /443
194 /239
27
312 /499
144 /276
Kettner Blvd
W Grape St
25 / 0
1246 / 1857
32 / 46
28
25 /0
India St
W Grape St
25 / 0
W Grape St
75 / 72
1553 / 2334
97 / 202
200 /244
29
347 /404
205 /347
Columbia St
W Grape St
1844 / 2810
67 / 70
30
State St
W Grape St
61 / 46
1748 / 2724
2 / 53
State St/ I-5 SB On Ramp
59 /99
63 /77
31
178 / 185
78 /149
McCain Rd
76 / 56
904 / 866
N Harbor Dr
51 / 22
755 / 1065
32
13 /16
44 /89
Airport Terminal Rd Loop/Airport Terminal Rd
5 / 11
969 / 868
13 / 17
N Harbor Dr
133 / 125
736 / 1091
12 / 18
Spanish Landing Dwy
13 /13
14 /27
33
103 /103
22 /22
Airport Terminal Rd
0 / 25
1369 / 1023
358 / 309
N Harbor Dr
152 / 148
817 / 1379
109 / 130
Harbor Island Dr
96 /164
31 /30
156 /425
34
62 /65
340 /423
87 /14
Harbor Island Dr
12 / 111
6 / 0
4 / 5
Sheraton Dwy
Harbor Police/ Old Ret a Car Access
36 / 83
5 / 0
16 / 41
13 /22
186 /424
9 /14
35
191 / 275
162 / 196
Harbor Island Dr
60 / 198
4 / 9
Harbor Island Dr
144 / 255
2 / 17
36
2 / 49
0 / 1
Parking Lot
0 / 10
52 / 156
Harbor Island Dr
56 / 34
110 / 190
37
0 / 25
0 / 38
Winship Ln
38 / 25
2905 / 2412
N Harbor Dr
0 / 25
2039 / 2106
38
5 / 6
Long Term Parking Lot
6 / 5
1275 / 873
62 / 28
N Harbor Dr
2322 / 3356
18 / 14
Liberator Way
6 / 13
85 / 37
39
5 / 5
5 / 5
Ryan Gate Cell Phone Lot
72 / 60
1168 / 569
6 / 11
N Harbor Dr
11 / 9
2248 / 3292
40
Terminal Link Rd
1355 / 710
31 / 14
N Harbor Dr
2214 / 3270
2 / 2
Coast Guard Dwy
19 / 18
41
688 / 407
1444 / 2231
Kettner Blvd
Palm St
193 / 436
42
127 / 150
90 / 28
178 / 221
Laning Rd
307 / 333
693 / 689
71 / 19
N Harbor Dr
127 / 104
583 / 696
136 / 28
51 / 34
35 / 58
27 / 40
43
25 / 33
392 / 305
Nimitz Blvd
268 / 402
560 / 475
N Harbor Dr
15 / 50
426 / 512
0 / 1
0 / 1
44
103 / 183
853 / 804
130 / 117
Rosecrans St
101 / 179
197 / 369
74 / 76
Nimitz Blvd
327 / 282
359 / 249
176 / 127
114 / 198
641 / 869
83 / 74
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
NOT TO SCALE

Attachment E

Level of Service Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	187	89	196	163	67	99	131	160	75	100	69
Future Volume (veh/h)	34	187	89	196	163	67	99	131	160	75	100	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	199	95	209	173	71	105	139	170	80	106	73
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	1319	662	295	804	632	135	779	472	104	717	310
Arrive On Green	0.03	0.37	0.37	0.09	0.43	0.43	0.08	0.22	0.22	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1461	3456	1870	1470	1781	3554	1537	1781	3554	1534
Grp Volume(v), veh/h	36	199	95	209	173	71	105	139	170	80	106	73
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1728	1870	1470	1781	1777	1537	1781	1777	1534
Q Serve(g_s), s	1.8	3.3	3.4	5.2	5.1	2.5	5.1	2.8	7.6	3.9	2.2	3.5
Cycle Q Clear(g_c), s	1.8	3.3	3.4	5.2	5.1	2.5	5.1	2.8	7.6	3.9	2.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	1319	662	295	804	632	135	779	472	104	717	310
V/C Ratio(X)	0.76	0.15	0.14	0.71	0.22	0.11	0.78	0.18	0.36	0.77	0.15	0.24
Avail Cap(c_a), veh/h	608	1617	785	1179	851	669	608	1617	834	608	1617	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	18.4	14.4	39.2	15.8	15.0	39.9	27.9	23.9	40.8	28.9	29.4
Incr Delay (d2), s/veh	8.9	0.1	0.1	1.2	0.1	0.0	3.6	0.1	0.5	4.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.3	1.1	2.2	2.1	0.8	2.3	1.2	2.8	1.8	0.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	18.5	14.5	40.3	15.8	15.1	43.5	28.0	24.4	45.3	28.9	29.6
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		330			453			414			259	
Approach Delay, s/veh		20.9			27.0			30.5			34.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	38.5	12.1	24.4	7.7	43.7	10.5	26.0
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.2	5.4	7.1	5.5	3.8	7.1	5.9	9.6
Green Ext Time (p_c), s	0.4	2.1	0.1	0.6	0.0	0.9	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	6	23	0	35	59	309	28	68	281	21
Future Volume (veh/h)	7	0	6	23	0	35	59	309	28	68	281	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	0	7	25	0	38	64	336	30	74	305	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	43	122	460	0	363	96	1526	134	106	1578	117
Arrive On Green	0.17	0.00	0.17	0.17	0.00	0.17	0.05	0.32	0.32	0.06	0.33	0.33
Sat Flow, veh/h	555	247	702	1391	0	1547	1781	4765	417	1781	4838	358
Grp Volume(v), veh/h	15	0	0	25	0	38	64	238	128	74	213	115
Grp Sat Flow(s),veh/h/ln	1504	0	0	1391	0	1547	1781	1702	1778	1781	1702	1792
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.6	1.2	1.7	1.7	1.3	1.5	1.5
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.4	0.0	0.6	1.2	1.7	1.7	1.3	1.5	1.5
Prop In Lane	0.53		0.47	1.00		1.00	1.00		0.23	1.00		0.20
Lane Grp Cap(c), veh/h	428	0	0	460	0	363	96	1090	570	106	1111	585
V/C Ratio(X)	0.04	0.00	0.00	0.05	0.00	0.10	0.67	0.22	0.22	0.70	0.19	0.20
Avail Cap(c_a), veh/h	1917	0	0	1893	0	1974	1623	6205	3241	1623	6205	3267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	11.4	0.0	9.9	15.3	8.2	8.2	15.2	8.0	8.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.1	0.3	3.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.5	0.4	0.5	0.5	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	11.4	0.0	10.0	18.2	8.3	8.5	18.2	8.1	8.2
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		15			63			430			402	
Approach Delay, s/veh		11.4			10.6			9.8			10.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	15.9		10.6	6.2	16.1		10.6
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.3	3.7		2.2	3.2	3.5		2.6
Green Ext Time (p_c), s	0.1	3.5		0.0	0.1	2.7		0.1

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	8	22	34	39	11	274	624	93	38	406	173
Future Volume (veh/h)	16	8	22	34	39	11	274	624	93	38	406	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.77	1.00		0.76	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	9	24	37	42	12	295	671	100	41	437	186
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	525	342	47	511	331	336	1598	667	53	709	297
Arrive On Green	0.03	0.28	0.28	0.03	0.27	0.27	0.19	0.45	0.45	0.03	0.30	0.30
Sat Flow, veh/h	1781	1870	1219	1781	1870	1209	1781	3554	1482	1781	2366	992
Grp Volume(v), veh/h	17	9	24	37	42	12	295	671	100	41	326	297
Grp Sat Flow(s),veh/h/ln	1781	1870	1219	1781	1870	1209	1781	1777	1482	1781	1777	1582
Q Serve(g_s), s	1.0	0.4	1.6	2.3	1.8	0.8	17.7	14.0	4.4	2.5	17.3	17.7
Cycle Q Clear(g_c), s	1.0	0.4	1.6	2.3	1.8	0.8	17.7	14.0	4.4	2.5	17.3	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	60	525	342	47	511	331	336	1598	667	53	533	474
V/C Ratio(X)	0.28	0.02	0.07	0.78	0.08	0.04	0.88	0.42	0.15	0.78	0.61	0.63
Avail Cap(c_a), veh/h	487	525	342	487	512	331	487	1945	811	487	972	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	28.5	28.9	53.1	29.6	29.2	43.3	20.5	17.8	52.8	32.9	33.1
Incr Delay (d2), s/veh	0.9	0.0	0.0	10.1	0.0	0.0	14.0	0.2	0.1	8.9	3.1	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.5	1.1	0.8	0.2	9.0	5.8	1.5	1.2	7.8	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	28.5	29.0	63.1	29.6	29.2	57.2	20.7	17.9	61.7	36.1	36.8
LnGrp LOS	D	C	C	E	C	C	E	C	B	E	D	D
Approach Vol, veh/h		50			91			1066			664	
Approach Delay, s/veh		36.9			43.2			30.5			38.0	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	58.0	7.3	35.7	25.1	41.6	8.1	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.5	16.0	4.3	3.6	19.7	19.7	3.0	3.8
Green Ext Time (p_c), s	0.0	7.5	0.0	0.1	1.0	10.5	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	156	14	127	104	0	0	0	0	185	21	29
Future Volume (veh/h)	0	156	14	127	104	0	0	0	0	185	21	29
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	171	15	140	114	0				219	0	32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	226	451	198	316	603	0				980	0	630
Arrive On Green	0.00	0.13	0.13	0.18	0.18	0.00				0.28	0.00	0.28
Sat Flow, veh/h	1781	3554	1560	1781	3572	0				3563	0	1557
Grp Volume(v), veh/h	0	171	15	140	114	0				219	0	32
Grp Sat Flow(s),veh/h/ln	1781	1777	1560	1781	1702	0				1781	0	1557
Q Serve(g_s), s	0.0	1.5	0.3	2.4	1.0	0.0				1.6	0.0	0.4
Cycle Q Clear(g_c), s	0.0	1.5	0.3	2.4	1.0	0.0				1.6	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	226	451	198	316	603	0				980	0	630
V/C Ratio(X)	0.00	0.38	0.08	0.44	0.19	0.00				0.22	0.00	0.05
Avail Cap(c_a), veh/h	3102	6188	2717	3102	5927	0				3619	0	1783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.8	13.3	12.7	12.1	0.0				9.6	0.0	6.3
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.1	0.2	0.0				0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.1	0.7	0.3	0.0				0.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.0	13.3	13.8	12.2	0.0				9.7	0.0	6.3
LnGrp LOS	A	B	B	B	B	A				A	A	A
Approach Vol, veh/h		186			254						251	
Approach Delay, s/veh		13.9			13.1						9.3	
Approach LOS		B			B						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		8.4		15.7		10.4
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		3.5		3.6		4.4
Green Ext Time (p_c), s		0.7		0.5		1.7

Intersection Summary		
HCM 6th Ctrl Delay		11.9
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	280	0	0	203	316	26	6	58	20	0	272
Future Volume (veh/h)	74	280	0	0	203	316	26	6	58	20	0	272
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	311	0	0	226	351	29	7	64	22	0	302
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	110	1591	0	0	565	499	145	12	114	26	0	364
Arrive On Green	0.06	0.45	0.00	0.00	0.32	0.32	0.08	0.08	0.08	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	154	1407	108	0	1480
Grp Volume(v), veh/h	82	311	0	0	226	351	29	0	71	324	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1561	1588	0	0
Q Serve(g_s), s	3.0	3.5	0.0	0.0	6.5	12.9	1.0	0.0	2.9	12.7	0.0	0.0
Cycle Q Clear(g_c), s	3.0	3.5	0.0	0.0	6.5	12.9	1.0	0.0	2.9	12.7	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.90	0.07		0.93
Lane Grp Cap(c), veh/h	110	1591	0	0	565	499	145	0	127	390	0	0
V/C Ratio(X)	0.75	0.20	0.00	0.00	0.40	0.70	0.20	0.00	0.56	0.83	0.00	0.00
Avail Cap(c_a), veh/h	814	3246	0	0	1623	1434	1085	0	951	967	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.3	11.0	0.0	0.0	17.5	19.7	28.2	0.0	29.0	23.5	0.0	0.0
Incr Delay (d2), s/veh	11.6	0.0	0.0	0.0	0.6	2.2	0.3	0.0	1.4	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.1	0.0	0.0	2.4	4.3	0.4	0.0	1.1	4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	11.0	0.0	0.0	18.1	21.9	28.4	0.0	30.5	25.3	0.0	0.0
LnGrp LOS	D	B	A	A	B	C	C	A	C	C	A	A
Approach Vol, veh/h		393			577			100			324	
Approach Delay, s/veh		17.4			20.4			29.9			25.3	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		33.8		20.1	8.5	25.3		11.7
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s		5.5		14.7	5.0	14.9		4.9
Green Ext Time (p_c), s		1.2		1.5	0.2	4.7		0.3

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

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	308	53	297	359	0	0	0	0	379	235	172
Future Volume (veh/h)	0	308	53	297	359	0	0	0	0	379	235	172
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	314	54	303	366	0				387	240	176
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1923	854	383	2503	0				638	335	277
Arrive On Green	0.00	0.54	0.54	0.22	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	314	54	303	366	0				387	240	176
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	3.7	1.4	7.0	0.0	0.0				8.4	10.2	8.9
Cycle Q Clear(g_c), s	0.0	3.7	1.4	7.0	0.0	0.0				8.4	10.2	8.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1923	854	383	2503	0				638	335	277
V/C Ratio(X)	0.00	0.16	0.06	0.79	0.15	0.00				0.61	0.72	0.64
Avail Cap(c_a), veh/h	0	1923	854	703	2503	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.2	31.8	0.0	0.0				31.8	32.5	31.9
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.4	0.1	0.0				0.3	1.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.4	2.5	0.0	0.0				3.6	4.6	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.9	9.3	33.2	0.1	0.0				32.1	33.6	32.8
LnGrp LOS	A	A	A	C	A	A				C	C	C
Approach Vol, veh/h		368			669						803	
Approach Delay, s/veh		9.8			15.1						32.7	
Approach LOS		A			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.7	50.4		19.9		64.1
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.0	5.7		12.2		2.0
Green Ext Time (p_c), s	0.4	2.0		1.9		2.6

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

Notes

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

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	500	0	0	532	538	117	198	25	0	0	0
Future Volume (veh/h)	198	500	0	0	532	538	117	198	25	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	200	505	0	0	537	543	118	200	25			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1292	2725	0	0	1189	519	197	371	46			
Arrive On Green	0.75	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1692	3187	394			
Grp Volume(v), veh/h	200	505	0	0	537	543	125	105	113			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1786	1702	1785			
Q Serve(g_s), s	1.4	0.0	0.0	0.0	10.0	28.1	5.6	4.9	5.0			
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.0	10.0	28.1	5.6	4.9	5.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.95		0.22			
Lane Grp Cap(c), veh/h	1292	2725	0	0	1189	519	208	198	208			
V/C Ratio(X)	0.15	0.19	0.00	0.00	0.45	1.05	0.60	0.53	0.54			
Avail Cap(c_a), veh/h	1292	2725	0	0	1189	519	597	569	597			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.8	0.0	0.0	0.0	21.9	28.0	35.2	34.9	35.0			
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	1.2	51.8	1.0	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	4.0	16.8	2.4	2.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.9	0.1	0.0	0.0	23.2	79.8	36.3	35.8	35.8			
LnGrp LOS	A	A	A	A	C	F	D	D	D			
Approach Vol, veh/h		705			1080			343				
Approach Delay, s/veh		2.0			51.6			36.0				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.3			36.3	33.0		14.7				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.4	30.1		7.6				
Green Ext Time (p_c), s		4.1			0.4	0.0		1.2				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	42	12	865	18	0	0	0
Future Volume (veh/h)	0	0	0	0	17	42	12	865	18	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	54	15	1109	23			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	76	120	3047	63			
Arrive On Green				0.00	0.06	0.06	0.61	0.61	0.61			
Sat Flow, veh/h				0	478	1174	19	4972	102			
Grp Volume(v), veh/h				0	0	76	421	348	378			
Grp Sat Flow(s),veh/h/ln				0	0	1652	1864	1549	1680			
Q Serve(g_s), s				0.0	0.0	1.6	0.0	3.9	3.9			
Cycle Q Clear(g_c), s				0.0	0.0	1.6	3.9	3.9	3.9			
Prop In Lane				0.00		0.71	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	107	1251	949	1030			
V/C Ratio(X)				0.00	0.00	0.71	0.34	0.37	0.37			
Avail Cap(c_a), veh/h				0	0	1921	3343	2702	2931			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	15.8	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.3	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.6	0.5	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	19.1	3.6	3.7	3.7			
LnGrp LOS				A	A	B	A	A	A			
Approach Vol, veh/h					76			1147				
Approach Delay, s/veh					19.1			3.6				
Approach LOS					B			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	26.7							7.7				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	5.9							3.6				
Green Ext Time (p_c), s	15.2							0.3				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	142	61	320	265	58	161	232	63	58	242	54
Future Volume (veh/h)	40	142	61	320	265	58	161	232	63	58	242	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	153	66	344	285	62	173	249	68	62	260	58
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	290	243	402	515	112	220	1050	269	79	762	161
Arrive On Green	0.03	0.15	0.15	0.23	0.35	0.35	0.12	0.26	0.26	0.04	0.18	0.18
Sat Flow, veh/h	1781	1870	1570	1781	1487	323	1781	4023	1032	1781	4194	888
Grp Volume(v), veh/h	43	153	66	344	0	347	173	208	109	62	208	110
Grp Sat Flow(s),veh/h/ln	1781	1870	1570	1781	0	1810	1781	1702	1651	1781	1702	1678
Q Serve(g_s), s	1.4	4.6	2.2	11.2	0.0	9.4	5.7	2.9	3.2	2.1	3.2	3.5
Cycle Q Clear(g_c), s	1.4	4.6	2.2	11.2	0.0	9.4	5.7	2.9	3.2	2.1	3.2	3.5
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.63	1.00		0.53
Lane Grp Cap(c), veh/h	61	290	243	402	0	628	220	889	431	79	619	305
V/C Ratio(X)	0.71	0.53	0.27	0.86	0.00	0.55	0.79	0.23	0.25	0.78	0.34	0.36
Avail Cap(c_a), veh/h	883	1236	1037	883	0	1196	883	3374	1636	883	3374	1663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	23.5	22.6	22.5	0.0	16.0	25.7	17.6	17.7	28.6	21.6	21.7
Incr Delay (d2), s/veh	5.6	0.6	0.2	2.1	0.0	0.8	2.3	0.2	0.6	6.2	0.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.0	0.8	4.6	0.0	3.7	2.4	1.1	1.2	1.0	1.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	24.1	22.8	24.6	0.0	16.7	28.1	17.9	18.3	34.9	22.2	23.0
LnGrp LOS	C	C	C	C	A	B	C	B	B	C	C	C
Approach Vol, veh/h		262			691			490			380	
Approach Delay, s/veh		25.5			20.6			21.6			24.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	21.1	18.1	14.3	11.9	16.3	6.5	25.9
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.1	5.2	13.2	6.6	7.7	5.5	3.4	11.4
Green Ext Time (p_c), s	0.1	3.9	0.5	0.7	0.2	3.8	0.0	2.4

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	106	157	113	170	0	0	0	0	86	1206	494
Future Volume (veh/h)	0	106	157	113	170	0	0	0	0	86	1206	494
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	120	178	128	193	0				98	1370	561
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	402	341	231	394	0				1123	2243	905
Arrive On Green	0.00	0.21	0.21	0.21	0.21	0.00				0.63	0.63	0.63
Sat Flow, veh/h	0	1870	1585	713	1920	0				1781	3557	1435
Grp Volume(v), veh/h	0	120	178	158	163	0				98	1310	621
Grp Sat Flow(s),veh/h/ln	0	1870	1585	930	1617	0				1781	1702	1588
Q Serve(g_s), s	0.0	4.5	8.4	10.1	7.4	0.0				1.8	19.4	20.0
Cycle Q Clear(g_c), s	0.0	4.5	8.4	14.6	7.4	0.0				1.8	19.4	20.0
Prop In Lane	0.00		1.00	0.81		0.00				1.00		0.90
Lane Grp Cap(c), veh/h	0	402	341	277	347	0				1123	2147	1001
V/C Ratio(X)	0.00	0.30	0.52	0.57	0.47	0.00				0.09	0.61	0.62
Avail Cap(c_a), veh/h	0	667	565	444	577	0				1271	2428	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.7	29.2	33.2	28.8	0.0				6.1	9.3	9.4
Incr Delay (d2), s/veh	0.0	0.2	0.5	1.4	0.7	0.0				0.1	0.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	3.2	3.2	2.9	0.0				0.6	6.3	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.9	29.7	34.6	29.6	0.0				6.1	9.9	10.7
LnGrp LOS	A	C	C	C	C	A				A	A	B
Approach Vol, veh/h		298			321						2029	
Approach Delay, s/veh		28.9			32.0						10.0	
Approach LOS		C			C						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		24.8		59.3		24.8
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		10.4		22.0		16.6
Green Ext Time (p_c), s		0.7		31.1		1.4

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	18	67	0	34	21	246	849	18	0	0	0
Future Volume (veh/h)	106	18	67	0	34	21	246	849	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	112	19	71	0	36	22	259	894	19			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	393	49	1024	0	191	117	839	1674	36			
Arrive On Green	0.18	0.18	0.18	0.00	0.18	0.18	0.47	0.47	0.47			
Sat Flow, veh/h	1002	280	1572	0	1078	659	1781	3555	76			
Grp Volume(v), veh/h	131	0	71	0	0	58	259	447	466			
Grp Sat Flow(s),veh/h/ln	1282	0	1572	0	0	1737	1781	1777	1854			
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.9	2.8	5.5	5.5			
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.0	0.0	0.9	2.8	5.5	5.5			
Prop In Lane	0.85		1.00	0.00		0.38	1.00		0.04			
Lane Grp Cap(c), veh/h	443	0	1024	0	0	307	839	837	873			
V/C Ratio(X)	0.30	0.00	0.07	0.00	0.00	0.19	0.31	0.53	0.53			
Avail Cap(c_a), veh/h	1550	0	2270	0	0	1684	1698	1694	1768			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	11.9	0.0	2.0	0.0	0.0	10.8	5.1	5.8	5.8			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.1	0.2	0.5	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.3	0.6	1.1	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.0	2.0	0.0	0.0	11.0	5.3	6.3	6.3			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		202			58			1172				
Approach Delay, s/veh		8.7			11.0			6.1				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	19.1	11.9	11.9
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	7.5	5.1	2.9
Green Ext Time (p_c), s	7.1	1.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	16	33	6	4	4	34	438	75	65	590	9
Future Volume (veh/h)	4	16	33	6	4	4	34	438	75	65	590	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	18	36	7	4	4	37	481	82	71	648	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	99	199	362	153	153	59	2250	686	180	2381	37
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.03	0.44	0.44	0.05	0.46	0.46
Sat Flow, veh/h	1400	555	1110	1344	856	856	1781	5106	1558	3456	5178	80
Grp Volume(v), veh/h	4	0	54	7	0	8	37	481	82	71	426	232
Grp Sat Flow(s),veh/h/ln	1400	0	1665	1344	0	1713	1781	1702	1558	1728	1702	1853
Q Serve(g_s), s	0.1	0.0	1.2	0.2	0.0	0.2	0.9	2.6	1.4	0.9	3.5	3.5
Cycle Q Clear(g_c), s	0.3	0.0	1.2	1.5	0.0	0.2	0.9	2.6	1.4	0.9	3.5	3.5
Prop In Lane	1.00		0.67	1.00		0.50	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	404	0	298	362	0	306	59	2250	686	180	1566	852
V/C Ratio(X)	0.01	0.00	0.18	0.02	0.00	0.03	0.63	0.21	0.12	0.39	0.27	0.27
Avail Cap(c_a), veh/h	1387	0	1468	1306	0	1510	1177	6750	2059	2284	4500	2450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	15.8	16.4	0.0	15.4	21.7	7.8	7.5	20.8	7.6	7.6
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	4.1	0.1	0.1	0.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.1	0.0	0.1	0.4	0.7	0.4	0.3	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	15.9	16.4	0.0	15.4	25.8	7.9	7.6	21.3	7.7	7.7
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		58			15			600			729	
Approach Delay, s/veh		15.9			15.9			9.0			9.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.8	25.7		12.9	5.9	26.6		12.9
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.9	4.6		3.2	2.9	5.5		3.5
Green Ext Time (p_c), s	0.1	7.0		0.2	0.0	4.7		0.0

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

Notes

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	742	1432	2014	54	27	48
Future Volume (veh/h)	742	1432	2014	54	27	48
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	843	1627	2289	0	31	55
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4297	2937		87	78
Arrive On Green	0.24	0.86	0.59	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	843	1627	2289	0	31	55
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	7.9	41.2	0.0	2.0	4.0
Cycle Q Clear(g_c), s	27.8	7.9	41.2	0.0	2.0	4.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4297	2937		87	78
V/C Ratio(X)	1.04	0.38	0.78		0.36	0.71
Avail Cap(c_a), veh/h	814	4297	2937		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.51	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	1.7	18.4	0.0	54.3	55.3
Incr Delay (d2), s/veh	41.0	0.3	1.1	0.0	0.9	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	0.9	14.3	0.0	0.9	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	86.1	1.9	19.5	0.0	55.2	59.7
LnGrp LOS	F	A	B		E	E
Approach Vol, veh/h		2470	2289	A	86	
Approach Delay, s/veh		30.7	19.5		58.1	
Approach LOS		C	B		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.0		11.0	32.2	74.8
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		9.9		6.0	29.8	43.2
Green Ext Time (p_c), s		49.8		0.1	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	564	18	42	841	44	99	210	64	47	149	463
Future Volume (veh/h)	261	564	18	42	841	44	99	210	64	47	149	463
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.94	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	281	606	19	45	904	47	106	226	69	51	160	498
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	1647	52	233	1486	77	129	851	238	66	934	529
Arrive On Green	0.17	0.47	0.47	0.17	0.58	0.58	0.07	0.22	0.22	0.04	0.18	0.18
Sat Flow, veh/h	1781	3515	110	1781	3436	179	1781	3902	1092	1781	5106	1398
Grp Volume(v), veh/h	281	306	319	45	468	483	106	195	100	51	160	498
Grp Sat Flow(s),veh/h/ln	1781	1777	1849	1781	1777	1838	1781	1702	1589	1781	1702	1398
Q Serve(g_s), s	21.7	15.5	15.5	3.0	24.1	24.1	8.2	6.6	7.4	4.0	3.7	25.6
Cycle Q Clear(g_c), s	21.7	15.5	15.5	3.0	24.1	24.1	8.2	6.6	7.4	4.0	3.7	25.6
Prop In Lane	1.00		0.06	1.00		0.10	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	307	833	866	233	768	795	129	743	347	66	934	529
V/C Ratio(X)	0.92	0.37	0.37	0.19	0.61	0.61	0.82	0.26	0.29	0.77	0.17	0.94
Avail Cap(c_a), veh/h	382	833	866	233	768	795	244	743	347	244	934	529
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	56.9	23.9	23.9	51.5	22.0	22.0	64.1	45.4	45.7	66.8	48.3	44.5
Incr Delay (d2), s/veh	23.1	1.3	1.2	1.7	3.2	3.1	4.9	0.2	0.5	7.0	0.1	25.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	6.7	7.0	1.4	9.4	9.7	3.9	2.8	3.0	1.9	1.6	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.0	25.1	25.1	53.2	25.2	25.1	68.9	45.6	46.2	73.8	48.4	70.0
LnGrp LOS	F	C	C	D	C	C	E	D	D	E	D	E
Approach Vol, veh/h		906			996			401			709	
Approach Delay, s/veh		42.1			26.4			51.9			65.4	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	35.5	24.1	70.8	14.5	30.6	28.5	66.3
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	16.0	9.4	5.0	17.5	10.2	27.6	23.7	26.1
Green Ext Time (p_c), s	0.0	1.7	0.0	5.8	0.1	0.0	0.4	5.0

Intersection Summary	
HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	610	54	30	163	0	0	0	0	203	203	774
Future Volume (veh/h)	0	610	54	30	163	0	0	0	0	203	203	774
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	685	61	34	183	0				228	228	870
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1661	148	59	2021	0				616	1293	537
Arrive On Green	0.00	1.00	1.00	0.03	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3390	293	1781	3647	0				1781	3741	1553
Grp Volume(v), veh/h	0	369	377	34	183	0				228	228	870
Grp Sat Flow(s),veh/h/ln	0	1777	1812	1781	1777	0				1781	1870	1553
Q Serve(g_s), s	0.0	0.0	0.0	2.6	3.3	0.0				13.4	5.9	48.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.6	3.3	0.0				13.4	5.9	48.4
Prop In Lane	0.00		0.16	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	895	913	59	2021	0				616	1293	537
V/C Ratio(X)	0.00	0.41	0.41	0.57	0.09	0.00				0.37	0.18	1.62
Avail Cap(c_a), veh/h	0	895	913	313	2021	0				616	1293	537
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.86	0.86	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	66.7	13.7	0.0				34.4	31.9	45.8
Incr Delay (d2), s/veh	0.0	1.3	1.3	2.8	0.1	0.0				1.7	0.3	287.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.3	1.2	1.3	0.0				6.2	2.8	61.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.3	1.3	69.5	13.8	0.0				36.1	32.2	333.4
LnGrp LOS	A	A	A	E	B	A				D	C	F
Approach Vol, veh/h		746			217						1326	
Approach Delay, s/veh		1.3			22.5						230.5	
Approach LOS		A			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.1	77.1		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	14.6	2.0		50.4		5.3
Green Ext Time (p_c), s	0.0	1.4		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	136.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	465	345	0	0	170	116	44	86	32	0	0	0
Future Volume (veh/h)	465	345	0	0	170	116	44	86	32	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	495	367	0	0	181	123	47	91	34			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1529	1500	0	0	615	395	88	184	116			
Arrive On Green	0.44	0.80	0.00	0.00	0.30	0.30	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	2158	1324	1156	2433	1533			
Grp Volume(v), veh/h	495	367	0	0	154	150	74	64	34			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1611	1813	1777	1533			
Q Serve(g_s), s	7.5	3.9	0.0	0.0	5.3	5.8	3.1	2.8	1.7			
Cycle Q Clear(g_c), s	7.5	3.9	0.0	0.0	5.3	5.8	3.1	2.8	1.7			
Prop In Lane	1.00		0.00	0.00		0.82	0.64		1.00			
Lane Grp Cap(c), veh/h	1529	1500	0	0	530	480	137	135	116			
V/C Ratio(X)	0.32	0.24	0.00	0.00	0.29	0.31	0.54	0.48	0.29			
Avail Cap(c_a), veh/h	1529	1500	0	0	580	526	387	380	328			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.92	0.92	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	14.5	2.0	0.0	0.0	21.6	21.7	35.6	35.5	34.9			
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	0.1	0.1	1.2	1.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.6	0.6	0.0	0.0	2.1	2.0	1.4	1.2	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	2.3	0.0	0.0	21.7	21.9	36.8	36.4	35.4			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		862			304			172				
Approach Delay, s/veh		9.4			21.8			36.4				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			40.3	28.7		11.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		5.9			9.5	7.8		5.1				
Green Ext Time (p_c), s		1.3			1.5	1.0		0.4				

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

Notes

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

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	88	1625	486	0	0	1426
Future Volume (veh/h)	88	1625	486	0	0	1426
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	95	0	523	0	0	1533
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	153		2044	0	668	5182
Arrive On Green	0.09	0.00	0.41	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	95	0	523	0	0	1533
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	5.7	0.0	7.6	0.0	0.0	6.2
Cycle Q Clear(g_c), s	5.7	0.0	7.6	0.0	0.0	6.2
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	153		2044	0	668	5182
V/C Ratio(X)	0.62		0.26	0.00	0.00	0.30
Avail Cap(c_a), veh/h	487		2044	0	730	5182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.00	0.89	0.00	0.00	0.93
Uniform Delay (d), s/veh	48.5	0.0	21.4	0.0	0.0	2.2
Incr Delay (d2), s/veh	1.1	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.8	0.0	0.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.6	0.0	21.5	0.0	0.0	2.4
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	95	A	523			1533
Approach Delay, s/veh	49.6		21.5			2.4
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	15.6	50.0				95.6	14.4
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.6	9.6				8.2	7.7
Green Ext Time (p_c), s	0.0	3.2				17.9	0.1

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	223	1624	125	100	225	0	0	178	24
Future Volume (veh/h)	0	0	0	223	1624	125	100	225	0	0	178	24
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				237	1728	133	106	239	0	0	189	26
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				326	2539	200	135	1406	0	0	636	82
Arrive On Green				0.19	0.19	0.19	0.15	0.55	0.00	0.00	0.14	0.14
Sat Flow, veh/h				568	4426	349	1781	5274	0	0	4662	582
Grp Volume(v), veh/h				768	644	686	106	239	0	0	140	75
Grp Sat Flow(s),veh/h/ln				1842	1702	1800	1781	1702	0	0	1702	1672
Q Serve(g_s), s				43.1	38.6	38.9	6.3	2.6	0.0	0.0	4.1	4.4
Cycle Q Clear(g_c), s				43.1	38.6	38.9	6.3	2.6	0.0	0.0	4.1	4.4
Prop In Lane				0.31		0.19	1.00		0.00	0.00		0.35
Lane Grp Cap(c), veh/h				1057	976	1032	135	1406	0	0	482	237
V/C Ratio(X)				0.73	0.66	0.66	0.79	0.17	0.00	0.00	0.29	0.32
Avail Cap(c_a), veh/h				1057	976	1032	155	1629	0	0	591	290
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.69	0.69	0.69	0.69	0.69	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				36.5	34.6	34.8	45.8	18.5	0.0	0.0	42.3	42.4
Incr Delay (d2), s/veh				3.1	2.4	2.3	12.5	0.0	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.1	18.2	19.4	3.1	1.0	0.0	0.0	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				39.5	37.1	37.1	58.3	18.5	0.0	0.0	42.5	42.9
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2098			345			215	
Approach Delay, s/veh					38.0			30.7			42.6	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	14.2	22.0	69.0	36.2
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	8.3	6.4	45.1	4.6
Green Ext Time (p_c), s	0.0	0.7	11.6	1.8

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	267	1936	0	0	0	0	0	162	53
Future Volume (veh/h)	0	0	0	267	1936	0	0	0	0	0	162	53
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				281	2038	0				0	171	56
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				423	3300	0				0	764	227
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				596	4817	0				0	4022	1144
Grp Volume(v), veh/h				867	1452	0				0	149	78
Grp Sat Flow(s),veh/h/ln				1841	1702	0				0	1702	1594
Q Serve(g_s), s				47.0	41.8	0.0				0.0	4.0	4.5
Cycle Q Clear(g_c), s				47.0	41.8	0.0				0.0	4.0	4.5
Prop In Lane				0.32		0.00				0.00		0.72
Lane Grp Cap(c), veh/h				1307	2417	0				0	675	316
V/C Ratio(X)				0.66	0.60	0.00				0.00	0.22	0.25
Avail Cap(c_a), veh/h				1307	2417	0				0	675	316
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				30.2	28.2	0.0				0.0	37.0	37.2
Incr Delay (d2), s/veh				2.7	1.1	0.0				0.0	0.8	1.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				24.0	19.3	0.0				0.0	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.9	29.3	0.0				0.0	37.7	39.0
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2319						227	
Approach Delay, s/veh					30.7						38.2	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				6.5		49.0						
Green Ext Time (p_c), s				0.3		4.2						

Intersection Summary												
HCM 6th Ctrl Delay			31.3									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2118	117	69	92	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2118	117	69	92	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2253	124	73	98	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3469	189	295	437	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5118	270	1440	2229	0			
Grp Volume(v), veh/h				0	1544	833	91	80	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1816	1798	1777	0			
Q Serve(g_s), s				0.0	45.1	45.7	4.7	4.1	0.0			
Cycle Q Clear(g_c), s				0.0	45.1	45.7	4.7	4.1	0.0			
Prop In Lane				0.00		0.15	0.80		0.00			
Lane Grp Cap(c), veh/h				0	2386	1273	368	363	0			
V/C Ratio(X)				0.00	0.65	0.65	0.25	0.22	0.00			
Avail Cap(c_a), veh/h				0	2386	1273	368	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	30.0	30.2	36.7	36.4	0.0			
Incr Delay (d2), s/veh				0.0	1.4	2.6	1.6	1.4	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	20.9	23.1	2.2	1.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	31.4	32.9	38.3	37.8	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2377			171				
Approach Delay, s/veh					31.9			38.1				
Approach LOS					C			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						47.7		6.7				
Green Ext Time (p_c), s						22.6		0.8				

Intersection Summary		
HCM 6th Ctrl Delay	32.3	
HCM 6th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	314	2228	0	0	0	0	0	213	38
Future Volume (veh/h)	0	0	0	314	2228	0	0	0	0	0	213	38
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				320	2273	0				0	217	39
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				424	3251	0				0	733	312
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				606	4807	0				0	3647	1514
Grp Volume(v), veh/h				972	1621	0				0	217	39
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1777	1514
Q Serve(g_s), s				54.1	47.8	0.0				0.0	5.7	2.3
Cycle Q Clear(g_c), s				54.1	47.8	0.0				0.0	5.7	2.3
Prop In Lane				0.33		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1290	2386	0				0	733	312
V/C Ratio(X)				0.75	0.68	0.00				0.00	0.30	0.12
Avail Cap(c_a), veh/h				1290	2386	0				0	733	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				33.4	31.0	0.0				0.0	36.9	35.6
Incr Delay (d2), s/veh				4.1	1.6	0.0				0.0	1.0	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				28.0	22.2	0.0				0.0	2.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.6	32.6	0.0				0.0	37.9	36.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2593						256	
Approach Delay, s/veh					34.5						37.7	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				7.7		56.1						
Green Ext Time (p_c), s				1.3		18.2						

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2514	86	39	40	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2514	86	39	40	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2592	89	40	41	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3689	126	293	339	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5235	172	1652	2006	0			
Grp Volume(v), veh/h				0	1734	947	43	38	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1835	1788	1777	0			
Q Serve(g_s), s				0.0	31.0	31.9	2.2	2.0	0.0			
Cycle Q Clear(g_c), s				0.0	31.0	31.9	2.2	2.0	0.0			
Prop In Lane				0.00		0.09	0.92		0.00			
Lane Grp Cap(c), veh/h				0	2479	1336	317	315	0			
V/C Ratio(X)				0.00	0.70	0.71	0.14	0.12	0.00			
Avail Cap(c_a), veh/h				0	2479	1336	317	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	8.3	8.4	38.2	38.0	0.0			
Incr Delay (d2), s/veh				0.0	1.7	3.2	0.9	0.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	10.2	11.8	1.1	0.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	10.0	11.6	39.0	38.8	0.0			
LnGrp LOS				A	A	B	D	D	A			
Approach Vol, veh/h					2681			81				
Approach Delay, s/veh					10.5			38.9				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						33.9		4.2				
Green Ext Time (p_c), s						36.3		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	124	441	1	98	0	0	0	17
Future Vol, veh/h	0	0	0	0	124	441	1	98	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	128	455	1	101	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	85	588	-	-	-	318
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	85	588	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	892	420	0	0	0	678
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	913	494	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	869	418	-	-	-	675
Mov Cap-2 Maneuver	-	-	-	869	418	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	889	492	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	16.3	10.5
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	418	-	-	675
HCM Lane V/C Ratio	0.242	-	-	0.026
HCM Control Delay (s)	16.3	-	-	10.5
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	483	78	981	591	0
Future Volume (veh/h)	0	0	0	0	0	0	0	483	78	981	591	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	549	89	1115	672	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1157	359	3418	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.23	0.23	0.91	1.00	0.00
Sat Flow, veh/h		0					0	5149	1548	5023	1826	0
Grp Volume(v), veh/h		0.0					0	549	89	1115	672	0
Grp Sat Flow(s),veh/h/ln							0	1662	1548	1674	1826	0
Q Serve(g_s), s							0.0	10.5	5.2	3.3	0.0	0.0
Cycle Q Clear(g_c), s							0.0	10.5	5.2	3.3	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1157	359	3418	1740	0
V/C Ratio(X)							0.00	0.47	0.25	0.33	0.39	0.00
Avail Cap(c_a), veh/h							0	1205	374	3418	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.96	0.96	0.00
Uniform Delay (d), s/veh							0.0	36.4	34.4	1.8	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.8	0.9	0.1	0.6	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.2	2.0	0.7	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	37.2	35.3	1.9	0.6	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								638			1787	
Approach Delay, s/veh								37.0			1.4	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	79.3	30.7				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	5.3	12.5				2.0						
Green Ext Time (p_c), s	4.8	5.8				6.4						

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	945	38	0	0	0	0	272	195	79	311	0
Future Volume (veh/h)	47	945	38	0	0	0	0	272	195	79	311	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	52	1038	42				0	299	214	87	342	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	147	3123	963				0	610	272	117	1455	0
Arrive On Green	0.21	0.21	0.21				0.00	0.18	0.18	0.13	0.57	0.00
Sat Flow, veh/h	236	5026	1549				0	3572	1520	1781	5274	0
Grp Volume(v), veh/h	409	681	42				0	299	214	87	342	0
Grp Sat Flow(s),veh/h/ln	1859	1702	1549				0	1702	1520	1781	1702	0
Q Serve(g_s), s	20.7	18.7	2.4				0.0	8.7	14.8	5.2	3.7	0.0
Cycle Q Clear(g_c), s	20.7	18.7	2.4				0.0	8.7	14.8	5.2	3.7	0.0
Prop In Lane	0.13		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1155	2115	963				0	610	272	117	1455	0
V/C Ratio(X)	0.35	0.32	0.04				0.00	0.49	0.79	0.74	0.24	0.00
Avail Cap(c_a), veh/h	1155	2115	963				0	916	409	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.78	0.78	0.78				0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	24.8	24.0	17.5				0.0	40.6	43.1	46.9	17.7	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.1				0.0	0.7	6.3	3.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.6	0.8				0.0	3.7	5.9	2.3	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	24.3	17.6				0.0	41.3	49.5	50.0	17.8	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1132						513			429	
Approach Delay, s/veh		24.5						44.7			24.3	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	73.3	36.7	11.6	25.1
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	22.7	5.7	7.2	16.8
Green Ext Time (p_c), s	11.4	1.9	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1169	33	0	0	0	0	0	0	123	307	0
Future Volume (veh/h)	0	1169	33	0	0	0	0	0	0	123	307	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1257	35							132	330	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2975	83							454	1254	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5273	142							1384	3989	0
Grp Volume(v), veh/h	0	838	454							172	290	0
Grp Sat Flow(s),veh/h/ln	0	1702	1843							1801	1702	0
Q Serve(g_s), s	0.0	23.8	23.8							9.7	8.6	0.0
Cycle Q Clear(g_c), s	0.0	23.8	23.8							9.7	8.6	0.0
Prop In Lane	0.00		0.08							0.77		0.00
Lane Grp Cap(c), veh/h	0	1984	1074							591	1117	0
V/C Ratio(X)	0.00	0.42	0.42							0.29	0.26	0.00
Avail Cap(c_a), veh/h	0	1984	1074							591	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	28.2	28.2							37.3	36.8	0.0
Incr Delay (d2), s/veh	0.0	0.7	1.2							1.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.0	12.1							4.9	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.8	29.4							38.5	37.3	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1292									462	
Approach Delay, s/veh		29.0									37.8	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	25.8	11.7
Green Ext Time (p_c), s	3.7	1.2

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1343	0	0	0	0	0	99	175	0	0	0
Future Volume (veh/h)	49	1343	0	0	0	0	0	99	175	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	53	1444	0				0	106	188			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	101	2920	0				0	599	505			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	176	5258	0				0	1870	1496			
Grp Volume(v), veh/h	562	935	0				0	106	188			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1496			
Q Serve(g_s), s	29.9	26.9	0.0				0.0	4.6	10.5			
Cycle Q Clear(g_c), s	29.9	26.9	0.0				0.0	4.6	10.5			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1068	1953	0				0	599	505			
V/C Ratio(X)	0.53	0.48	0.00				0.00	0.18	0.37			
Avail Cap(c_a), veh/h	1068	1953	0				0	599	505			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	31.1	29.9	0.0				0.0	25.7	27.6			
Incr Delay (d2), s/veh	1.9	0.8	0.0				0.0	0.6	2.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.4	12.5	0.0				0.0	2.1	4.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	30.8	0.0				0.0	26.3	29.7			
LnGrp LOS	C	C	A				A	C	C			
Approach Vol, veh/h		1497						294				
Approach Delay, s/veh		31.6						28.5				
Approach LOS		C						C				

Timer - Assigned Phs	2	8
Phs Duration (G+Y+Rc), s	68.0	42.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	63.1	37.1
Max Q Clear Time (g_c+I1), s	31.9	12.5
Green Ext Time (p_c), s	13.4	2.0

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1512	59	0	0	0	0	0	0	184	342	0
Future Volume (veh/h)	0	1512	59	0	0	0	0	0	0	184	342	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1543	60							188	349	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3259	127							471	940	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5210	196							1781	3647	0
Grp Volume(v), veh/h	0	1042	561							188	349	0
Grp Sat Flow(s),veh/h/ln	0	1702	1834							1781	1777	0
Q Serve(g_s), s	0.0	29.5	29.5							11.0	10.2	0.0
Cycle Q Clear(g_c), s	0.0	29.5	29.5							11.0	10.2	0.0
Prop In Lane	0.00		0.11							1.00		0.00
Lane Grp Cap(c), veh/h	0	2200	1185							471	940	0
V/C Ratio(X)	0.00	0.47	0.47							0.40	0.37	0.00
Avail Cap(c_a), veh/h	0	2200	1185							471	940	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	26.9	26.9							41.9	41.6	0.0
Incr Delay (d2), s/veh	0.0	0.7	1.4							2.5	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.6	14.9							5.6	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.6	28.2							44.4	42.7	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1603									537	
Approach Delay, s/veh		27.8									43.3	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	76.0	34.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	71.1	29.1
Max Q Clear Time (g_c+I1), s	31.5	13.0
Green Ext Time (p_c), s	16.3	2.7

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	1545	0	0	0	0	0	49	66	0	0	0
Future Volume (veh/h)	43	1545	0	0	0	0	0	49	66	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	47	1679	0				0	53	72			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	96	3644	0				0	357	318			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	135	5301	0				0	1870	1585			
Grp Volume(v), veh/h	648	1078	0				0	53	72			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1585			
Q Serve(g_s), s	33.1	29.8	0.0				0.0	2.7	4.2			
Cycle Q Clear(g_c), s	33.1	29.8	0.0				0.0	2.7	4.2			
Prop In Lane	0.07		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1323	2417	0				0	357	318			
V/C Ratio(X)	0.49	0.45	0.00				0.00	0.15	0.23			
Avail Cap(c_a), veh/h	1323	2417	0				0	357	318			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	24.9	23.6	0.0				0.0	36.2	36.8			
Incr Delay (d2), s/veh	1.3	0.6	0.0				0.0	0.9	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.0	13.7	0.0				0.0	1.3	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	24.2	0.0				0.0	37.1	38.4			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		1726						125				
Approach Delay, s/veh		25.0						37.9				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		35.1						6.2				
Green Ext Time (p_c), s		18.8						0.6				
Intersection Summary												
HCM 6th Ctrl Delay			25.8									
HCM 6th LOS			C									

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	711	894	77	71	106
Future Volume (veh/h)	51	711	894	77	71	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	53	741	931	80	74	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	69	4097	3482	298	302	138
Arrive On Green	0.01	0.27	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1781	5149	4832	400	3456	1585
Grp Volume(v), veh/h	53	741	662	349	74	110
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1744	1728	1585
Q Serve(g_s), s	3.5	13.4	0.0	0.0	2.4	8.0
Cycle Q Clear(g_c), s	3.5	13.4	0.0	0.0	2.4	8.0
Prop In Lane	1.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	69	4097	2479	1301	302	138
V/C Ratio(X)	0.77	0.18	0.27	0.27	0.25	0.79
Avail Cap(c_a), veh/h	319	4097	2479	1301	884	406
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	57.7	12.6	0.0	0.0	50.2	52.8
Incr Delay (d2), s/veh	6.3	0.1	0.3	0.5	0.2	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.0	0.1	0.2	1.0	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.1	12.6	0.3	0.5	50.4	56.7
LnGrp LOS	E	B	A	A	D	E
Approach Vol, veh/h		794	1011		184	
Approach Delay, s/veh		16.1	0.3		54.1	
Approach LOS		B	A		D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	102.8	15.2	9.0	93.8
Change Period (Y+Rc), s	* 5.8	4.9	4.4	5.8
Max Green Setting (Gmax), s	* 77	30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s	15.4	10.0	5.5	2.0
Green Ext Time (p_c), s	15.4	0.3	0.0	19.7

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

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	708	10	15	959	5	0	13	13	45	0	12
Future Volume (veh/h)	65	708	10	15	959	5	0	13	13	45	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	730	10	15	989	0	0	13	13	46	0	12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	748	3607	49	60	1567		35	16	16	227	0	102
Arrive On Green	0.84	1.00	1.00	0.03	0.31	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5065	69	1781	4985	1585	1781	841	841	3456	0	1556
Grp Volume(v), veh/h	67	479	261	15	989	0	0	0	26	46	0	12
Grp Sat Flow(s),veh/h/ln	1781	1662	1812	1781	1662	1585	1781	0	1683	1728	0	1556
Q Serve(g_s), s	0.8	0.0	0.0	1.0	20.0	0.0	0.0	0.0	1.8	1.5	0.0	0.9
Cycle Q Clear(g_c), s	0.8	0.0	0.0	1.0	20.0	0.0	0.0	0.0	1.8	1.5	0.0	0.9
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	748	2367	1290	60	1567		35	0	33	227	0	102
V/C Ratio(X)	0.09	0.20	0.20	0.25	0.63		0.00	0.00	0.79	0.20	0.00	0.12
Avail Cap(c_a), veh/h	748	2367	1290	168	1567		251	0	237	999	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.6	0.0	0.0	55.5	34.6	0.0	0.0	0.0	57.6	52.2	0.0	51.9
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.8	1.9	0.0	0.0	0.0	14.7	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.1	0.4	8.0	0.0	0.0	0.0	0.9	0.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.6	0.2	0.4	56.3	36.5	0.0	0.0	0.0	72.4	52.3	0.0	52.1
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		807			1004	A		26			58	
Approach Delay, s/veh		0.7			36.8			72.4			52.3	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.7		12.7	55.2	42.9		7.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.0	2.0		3.5	2.8	22.0		3.8
Green Ext Time (p_c), s	0.0	7.4		0.1	0.0	8.5		0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	677	87	262	1854	62	94	30	149	265	27	129
Future Volume (veh/h)	52	677	87	262	1854	62	94	30	149	265	27	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	698	90	270	1911	64	97	31	0	273	28	133
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	409	2502	952	328	2251	75	397	215		426	33	156
Arrive On Green	0.23	0.50	0.50	0.09	0.36	0.36	0.12	0.12	0.00	0.12	0.12	0.12
Sat Flow, veh/h	1781	4985	1534	3456	6280	210	3456	1870	1585	3563	274	1302
Grp Volume(v), veh/h	54	698	90	270	1433	542	97	31	0	273	0	161
Grp Sat Flow(s),veh/h/ln	1781	1662	1534	1728	1570	1780	1728	1870	1585	1781	0	1576
Q Serve(g_s), s	2.8	9.6	2.8	9.1	33.1	33.1	3.0	1.8	0.0	8.6	0.0	11.8
Cycle Q Clear(g_c), s	2.8	9.6	2.8	9.1	33.1	33.1	3.0	1.8	0.0	8.6	0.0	11.8
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.83
Lane Grp Cap(c), veh/h	409	2502	952	328	1689	638	397	215		426	0	188
V/C Ratio(X)	0.13	0.28	0.09	0.82	0.85	0.85	0.24	0.14		0.64	0.00	0.85
Avail Cap(c_a), veh/h	409	2502	952	410	1689	638	1084	586		456	0	202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	17.0	9.2	52.4	34.9	34.9	47.5	47.0	0.0	49.5	0.0	50.9
Incr Delay (d2), s/veh	0.1	0.3	0.2	8.6	5.5	13.3	0.1	0.1	0.0	2.8	0.0	27.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.5	1.3	4.2	12.9	15.9	1.3	0.8	0.0	4.0	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	17.3	9.4	61.0	40.4	48.2	47.7	47.1	0.0	52.3	0.0	78.1
LnGrp LOS	D	B	A	E	D	D	D	D		D	A	E
Approach Vol, veh/h		842			2245			128	A		434	
Approach Delay, s/veh		17.7			44.8			47.5			61.9	
Approach LOS		B			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.6	64.9		19.0	32.8	47.7		18.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	14.6	32.0		15.1	4.0	* 42		37.0
Max Q Clear Time (g_c+I1), s	11.1	11.6		13.8	4.8	35.1		5.0
Green Ext Time (p_c), s	0.2	8.3		0.3	0.0	6.9		0.3

Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

Notes

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

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	3	12	3	4	13	8	170	5	24	270	68
Future Volume (veh/h)	41	3	12	3	4	13	8	170	5	24	270	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	23	13	3	9	10	9	181	5	26	287	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	61	35	23	69	77	188	1026	28	211	850	208
Arrive On Green	0.06	0.06	0.06	0.05	0.05	0.05	0.11	0.29	0.29	0.12	0.30	0.30
Sat Flow, veh/h	1781	1114	630	462	1385	1558	1781	3527	97	1781	2799	687
Grp Volume(v), veh/h	30	0	36	12	0	10	9	91	95	26	180	179
Grp Sat Flow(s),veh/h/ln	1781	0	1744	1847	0	1558	1781	1777	1847	1781	1777	1709
Q Serve(g_s), s	0.5	0.0	0.7	0.2	0.0	0.2	0.1	1.3	1.3	0.4	2.6	2.7
Cycle Q Clear(g_c), s	0.5	0.0	0.7	0.2	0.0	0.2	0.1	1.3	1.3	0.4	2.6	2.7
Prop In Lane	1.00		0.36	0.25		1.00	1.00		0.05	1.00		0.40
Lane Grp Cap(c), veh/h	98	0	96	92	0	77	188	517	537	211	539	519
V/C Ratio(X)	0.31	0.00	0.37	0.13	0.00	0.13	0.05	0.18	0.18	0.12	0.33	0.35
Avail Cap(c_a), veh/h	2165	0	2120	2245	0	1893	1353	2700	2807	2165	2700	2596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	15.0	15.0	0.0	15.0	13.2	8.7	8.7	13.0	8.9	8.9
Incr Delay (d2), s/veh	1.3	0.0	1.8	0.2	0.0	0.3	0.0	0.1	0.1	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.1	0.0	0.1	0.0	0.3	0.4	0.1	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	16.8	15.2	0.0	15.2	13.3	8.8	8.8	13.1	9.1	9.2
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		66			22			195			385	
Approach Delay, s/veh		16.5			15.2			9.0			9.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	13.6		5.8	7.5	14.0		5.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.4	3.3		2.7	2.1	4.7		2.2
Green Ext Time (p_c), s	0.0	0.8		0.2	0.0	1.8		0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	133	2	3	48	97	185
Future Volume (veh/h)	133	2	3	48	97	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	0	3	0	100	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	578	303	1042		199	
Arrive On Green	0.16	0.00	0.56	0.00	0.06	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	138	0	3	0	100	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.8	0.0	0.0	0.0	1.5	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.0	1.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	578	303	1042		199	
V/C Ratio(X)	0.24	0.00	0.00		0.50	
Avail Cap(c_a), veh/h	3309	1737	1042		2568	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.7	0.0	5.3	0.0	24.6	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	0.0	5.3	0.0	26.6	0.0
LnGrp LOS	B	A	A		C	
Approach Vol, veh/h		138	3	A	100	A
Approach Delay, s/veh		19.9	5.3		26.6	
Approach LOS		B	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.7		7.1		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		3.8		3.5		2.0
Green Ext Time (p_c), s		0.5		0.3		0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	89	43	0	0	1
Future Vol, veh/h	9	89	43	0	0	1
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	103	50	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	57	0	-	0	130	34
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	73	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1546	-	-	-	851	1032
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	833	1023
Mov Cap-2 Maneuver	-	-	-	-	833	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	934	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	-	1023
HCM Lane V/C Ratio	0.007	-	-	-	0.001
HCM Control Delay (s)	7.4	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	722	3681	26	15	67
Future Volume (veh/h)	77	722	3681	26	15	67
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	81	760	3875	0	16	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	104	4259	5611		204	94
Arrive On Green	0.06	0.85	0.76	0.00	0.06	0.06
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	81	760	3875	0	16	71
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	5.3	3.1	31.3	0.0	0.5	5.2
Cycle Q Clear(g_c), s	5.3	3.1	31.3	0.0	0.5	5.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	104	4259	5611		204	94
V/C Ratio(X)	0.78	0.18	0.69		0.08	0.76
Avail Cap(c_a), veh/h	319	4259	5611		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	1.5	7.2	0.0	52.5	54.7
Incr Delay (d2), s/veh	11.7	0.1	0.7	0.0	0.2	11.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.4	7.3	0.0	0.2	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.5	1.6	7.9	0.0	52.6	66.4
LnGrp LOS	E	A	A		D	E
Approach Vol, veh/h		841	3875	A	87	
Approach Delay, s/veh		7.8	7.9		63.9	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.1		11.9	11.3	94.8
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		5.1		7.2	7.3	33.3
Green Ext Time (p_c), s		15.6		0.2	0.1	24.2

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	2177	17	61	3016	41	6	0	83	9	1	24
Future Volume (veh/h)	55	2177	17	61	3016	41	6	0	83	9	1	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	2316	18	65	3209	44	6	0	88	10	1	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	88	4792	1177	109	4789	65	152	0	116	142	5	125
Arrive On Green	0.05	0.76	0.76	0.06	1.00	1.00	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	6281	1543	3456	6431	88	1111	0	1421	1305	59	1530
Grp Volume(v), veh/h	59	2316	18	65	2348	905	6	0	88	10	0	27
Grp Sat Flow(s),veh/h/ln	1781	1570	1543	1728	1570	1808	1111	0	1421	1305	0	1588
Q Serve(g_s), s	3.8	16.3	0.3	2.2	0.0	0.0	0.5	0.0	7.2	0.9	0.0	1.9
Cycle Q Clear(g_c), s	3.8	16.3	0.3	2.2	0.0	0.0	2.4	0.0	7.2	3.2	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	88	4792	1177	109	3509	1346	152	0	116	142	0	130
V/C Ratio(X)	0.67	0.48	0.02	0.60	0.67	0.67	0.04	0.00	0.76	0.07	0.00	0.21
Avail Cap(c_a), veh/h	168	4792	1177	618	3509	1346	328	0	298	308	0	332
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.37	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.1	5.3	3.4	54.5	0.0	0.0	51.7	0.0	53.0	52.3	0.0	50.6
Incr Delay (d2), s/veh	3.2	0.4	0.0	0.7	0.4	1.0	0.0	0.0	3.7	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.0	0.1	0.9	0.1	0.4	0.2	0.0	2.7	0.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	5.6	3.4	55.3	0.4	1.0	51.7	0.0	56.8	52.4	0.0	50.9
LnGrp LOS	E	A	A	E	A	A	D	A	E	D	A	D
Approach Vol, veh/h		2393			3318			94			37	
Approach Delay, s/veh		6.9			1.6			56.4			51.3	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	95.3		14.6	10.3	93.2		14.6
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	4.2	18.3		5.2	5.8	2.0		9.2
Green Ext Time (p_c), s	0.1	36.9		0.1	0.0	64.6		0.1

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	2123	0	6	2964	321	0	0	0	44	0	185
Future Volume (veh/h)	158	2123	0	6	2964	321	0	0	0	44	0	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	2235	0	6	3120	338	0	0	0	46	0	195
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	168	3467	0	60	3690	387	0	275	0	628	0	232
Arrive On Green	0.13	0.93	0.00	0.03	0.64	0.64	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1781	5149	0	1781	5809	609	0	1870	0	3449	0	1582
Grp Volume(v), veh/h	166	2235	0	6	2511	947	0	0	0	46	0	195
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1707	0	1870	0	1724	0	1582
Q Serve(g_s), s	11.0	9.8	0.0	0.4	49.1	53.6	0.0	0.0	0.0	1.4	0.0	14.2
Cycle Q Clear(g_c), s	11.0	9.8	0.0	0.4	49.1	53.6	0.0	0.0	0.0	1.4	0.0	14.2
Prop In Lane	1.00		0.00	1.00		0.36	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	3467	0	60	2993	1084	0	275	0	628	0	232
V/C Ratio(X)	0.99	0.64	0.00	0.10	0.84	0.87	0.00	0.00	0.00	0.07	0.00	0.84
Avail Cap(c_a), veh/h	168	3467	0	168	2993	1084	0	471	0	990	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.00	0.52	0.52	0.52	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	1.7	0.0	55.3	16.8	17.6	0.0	0.0	0.0	43.5	0.0	49.0
Incr Delay (d2), s/veh	61.9	0.8	0.0	0.1	1.6	5.4	0.0	0.0	0.0	0.0	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	1.6	0.0	0.2	15.5	19.5	0.0	0.0	0.0	0.6	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.5	2.5	0.0	55.4	18.4	23.1	0.0	0.0	0.0	43.5	0.0	52.1
LnGrp LOS	F	A	A	E	B	C	A	A	A	D	A	D
Approach Vol, veh/h		2401			3464			0			241	
Approach Delay, s/veh		10.2			19.7			0.0			50.5	
Approach LOS		B			B						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	87.4		22.2	15.5	80.3		22.2				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.4	11.8		16.2	13.0	55.6		0.0				
Green Ext Time (p_c), s	0.0	45.1		0.8	0.0	7.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	2127	2	31	3159	0	0	0	19	0	0	0
Future Volume (veh/h)	46	2127	2	31	3159	0	0	0	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	0						
Adj Flow Rate, veh/h	49	2287	2	33	3397	0						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93						
Percent Heavy Veh, %	2	5	2	2	5	0						
Cap, veh/h	62	4320	4	48	4147	0						
Arrive On Green	0.03	0.84	0.84	0.03	0.83	0.00						
Sat Flow, veh/h	1781	5143	4	1781	5149	0						
Grp Volume(v), veh/h	49	1478	811	33	3397	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	2.0	9.2	9.2	1.3	25.9	0.0						
Cycle Q Clear(g_c), s	2.0	9.2	9.2	1.3	25.9	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	62	2791	1533	48	4147	0						
V/C Ratio(X)	0.79	0.53	0.53	0.69	0.82	0.00						
Avail Cap(c_a), veh/h	742	2791	1533	742	4151	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	34.5	1.7	1.7	34.8	3.2	0.0						
Incr Delay (d2), s/veh	8.1	0.5	0.9	6.4	1.8	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.4	0.6	0.7	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	2.2	2.6	41.2	5.0	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		2338			3430							
Approach Delay, s/veh		3.2			5.3							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.3	65.7			6.9	65.1						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.3	11.2			4.0	27.9						
Green Ext Time (p_c), s	0.0	45.2			0.0	32.0						
Intersection Summary												
HCM 6th Ctrl Delay			4.4									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	108	0	0	1283	421
Future Vol, veh/h	0	108	0	0	1283	421
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	120	0	0	1426	468

Major/Minor	Minor2			Major2	
Conflicting Flow All	1670	957		-	0
Stage 1	1670	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	140	222		-	-
Stage 1	92	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	137	220		-	-
Mov Cap-2 Maneuver	137	-		-	-
Stage 1	91	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	39.4	0
HCM LOS	E	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	220	-	-
HCM Lane V/C Ratio	-	0.545	-	-
HCM Control Delay (s)	0	39.4	-	-
HCM Lane LOS	A	E	-	-
HCM 95th %tile Q(veh)	-	2.9	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	554	122	71	673	294	51	34	27	165	89	120
Future Volume (veh/h)	119	554	122	71	673	294	51	34	27	165	89	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	622	137	80	756	330	57	38	30	185	100	135
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	2945	891	101	2778	842	241	209	168	328	419	365
Arrive On Green	0.18	1.00	1.00	0.11	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	767	885	711	1319	1777	1545
Grp Volume(v), veh/h	134	622	137	80	756	330	59	0	66	185	100	135
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	800	0	1563	1319	1777	1545
Q Serve(g_s), s	8.6	0.0	0.0	5.2	0.0	0.0	5.2	0.0	4.0	15.4	5.4	8.6
Cycle Q Clear(g_c), s	8.6	0.0	0.0	5.2	0.0	0.0	13.8	0.0	4.0	19.3	5.4	8.6
Prop In Lane	1.00		1.00	1.00		1.00	0.97		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	159	2945	891	101	2778	842	249	0	369	328	419	365
V/C Ratio(X)	0.84	0.21	0.15	0.79	0.27	0.39	0.24	0.00	0.18	0.56	0.24	0.37
Avail Cap(c_a), veh/h	319	2945	891	319	2778	842	321	0	468	411	532	462
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	0.0	0.0	51.6	0.0	0.0	43.3	0.0	36.0	43.7	36.5	37.7
Incr Delay (d2), s/veh	4.3	0.2	0.3	4.9	0.2	1.3	0.2	0.0	0.1	4.4	0.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.1	2.3	0.1	0.3	1.5	0.0	1.5	5.4	2.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	0.2	0.3	56.6	0.2	1.3	43.5	0.0	36.0	48.1	37.3	39.6
LnGrp LOS	D	A	A	E	A	A	D	A	D	D	D	D
Approach Vol, veh/h		893			1166			125			420	
Approach Delay, s/veh		7.9			4.4			39.6			42.8	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	74.2		32.7	15.0	70.3		32.7				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	21.1	* 47		35.3	21.1	46.2		35.3				
Max Q Clear Time (g_c+I1), s	7.2	2.0		21.3	10.6	2.0		15.8				
Green Ext Time (p_c), s	0.1	9.1		3.7	0.1	19.3		0.4				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	413	0	0	542	260	0	0	0	367	0	23
Future Volume (veh/h)	14	413	0	0	542	260	0	0	0	367	0	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	486	0	0	638	0	0	0	0	457	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	2658	0	2	2476		0	2	1	541	284	0
Arrive On Green	0.01	0.75	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3556	1870	0
Grp Volume(v), veh/h	16	486	0	0	638	0	0	0	0	457	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1778	1870	0
Q Serve(g_s), s	1.1	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.8	0.0	0.0
Cycle Q Clear(g_c), s	1.1	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.8	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	25	2658	0	2	2476		0	2	1	541	284	0
V/C Ratio(X)	0.65	0.18	0.00	0.00	0.26		0.00	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	152	2658	0	152	2476		0	157	133	1118	588	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.80	0.00	0.00
Uniform Delay (d), s/veh	57.9	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.7	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	6.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.1	4.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0	49.8	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		502			638	A		0			457	
Approach Delay, s/veh		6.5			0.2			0.0			49.8	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	94.2		23.8	6.0	88.1		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 41		37.1	10.1	39.8		9.9				
Max Q Clear Time (g_c+I1), s	10.0	6.7		16.8	3.1	2.0		0.0				
Green Ext Time (p_c), s	0.0	8.9		0.9	0.0	9.0		0.0				

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

Notes

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

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	343	183	58	191	90	117	602	29	113	811	92
Future Volume (veh/h)	299	343	183	58	191	90	117	602	29	113	811	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	315	361	193	61	201	95	123	634	31	119	854	97
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	596	312	78	411	257	178	1628	80	173	1673	731
Arrive On Green	0.19	0.27	0.27	0.04	0.12	0.12	0.05	0.47	0.47	0.05	0.47	0.47
Sat Flow, veh/h	1781	2229	1168	1781	3554	1536	3456	3447	168	3456	3554	1552
Grp Volume(v), veh/h	315	286	268	61	201	95	123	327	338	119	854	97
Grp Sat Flow(s),veh/h/ln	1781	1777	1621	1781	1777	1536	1728	1777	1838	1728	1777	1552
Q Serve(g_s), s	20.1	16.3	16.8	3.9	6.2	4.0	4.1	13.8	13.8	3.9	19.4	1.9
Cycle Q Clear(g_c), s	20.1	16.3	16.8	3.9	6.2	4.0	4.1	13.8	13.8	3.9	19.4	1.9
Prop In Lane	1.00		0.72	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	341	475	433	78	411	257	178	839	868	173	1673	731
V/C Ratio(X)	0.92	0.60	0.62	0.78	0.49	0.37	0.69	0.39	0.39	0.69	0.51	0.13
Avail Cap(c_a), veh/h	393	685	625	147	888	463	286	839	868	209	1673	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	37.1	37.3	54.9	48.1	20.0	54.1	19.8	19.8	54.2	21.4	3.8
Incr Delay (d2), s/veh	23.9	0.5	0.5	6.0	0.3	0.3	1.8	1.4	1.3	4.7	1.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	7.1	6.7	1.9	2.7	1.7	1.8	6.0	6.2	1.8	8.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	37.6	37.8	60.9	48.4	20.4	55.9	21.2	21.1	58.9	22.5	4.2
LnGrp LOS	E	D	D	E	D	C	E	C	C	E	C	A
Approach Vol, veh/h		869			357			788			1070	
Approach Delay, s/veh		49.4			43.1			26.6			24.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	60.1	9.5	36.2	10.4	59.9	27.4	18.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.6	* 36	9.6	44.7	9.6	32.8	25.6	* 29
Max Q Clear Time (g_c+I1), s	5.9	15.8	5.9	18.8	6.1	21.4	22.1	8.2
Green Ext Time (p_c), s	0.0	1.4	0.0	1.3	0.0	2.1	0.1	0.5

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	488	148	214	204	65	166	168	526	107	217	80
Future Volume (veh/h)	72	488	148	214	204	65	166	168	526	107	217	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	525	159	230	219	70	178	181	566	115	233	86
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	932	584	299	548	447	209	1290	667	143	1158	430
Arrive On Green	0.06	0.26	0.26	0.09	0.29	0.29	0.12	0.36	0.36	0.08	0.33	0.33
Sat Flow, veh/h	1781	3554	1519	3456	1870	1525	1781	3554	1462	1781	3554	1318
Grp Volume(v), veh/h	77	525	159	230	219	70	178	181	566	115	233	86
Grp Sat Flow(s),veh/h/ln	1781	1777	1519	1728	1870	1525	1781	1777	1462	1781	1777	1318
Q Serve(g_s), s	4.8	14.4	8.1	7.3	10.5	3.8	11.0	3.8	39.1	7.1	5.3	5.3
Cycle Q Clear(g_c), s	4.8	14.4	8.1	7.3	10.5	3.8	11.0	3.8	39.1	7.1	5.3	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	932	584	299	548	447	209	1290	667	143	1158	430
V/C Ratio(X)	0.78	0.56	0.27	0.77	0.40	0.16	0.85	0.14	0.85	0.81	0.20	0.20
Avail Cap(c_a), veh/h	476	1266	727	923	666	543	476	1290	667	476	1266	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	35.9	24.2	50.2	31.8	29.4	48.6	24.0	27.8	50.8	27.3	27.3
Incr Delay (d2), s/veh	4.8	0.6	0.3	1.6	0.3	0.1	3.8	0.0	10.0	4.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.3	3.0	3.2	4.8	1.4	5.1	1.6	15.1	3.3	2.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	36.5	24.5	51.8	32.1	29.5	52.4	24.1	37.8	54.8	27.3	27.4
LnGrp LOS	E	D	C	D	C	C	D	C	D	D	C	C
Approach Vol, veh/h		761			519			925			434	
Approach Delay, s/veh		36.1			40.5			37.9			34.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	35.3	18.6	43.3	11.7	38.8	14.4	47.5
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	9.3	16.4	13.0	7.3	6.8	12.5	9.1	41.1
Green Ext Time (p_c), s	0.4	5.1	0.2	1.2	0.1	1.0	0.1	0.0

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	0	93	68	0	71	21	623	27	66	516	10
Future Volume (veh/h)	53	0	93	68	0	71	21	623	27	66	516	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.98		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	0	106	77	0	81	24	708	31	75	586	11
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	44	251	539	0	489	41	1730	75	98	1943	36
Arrive On Green	0.26	0.00	0.26	0.26	0.00	0.26	0.02	0.34	0.34	0.05	0.38	0.38
Sat Flow, veh/h	371	168	952	1421	0	1528	1781	5014	219	1781	5159	97
Grp Volume(v), veh/h	166	0	0	77	0	81	24	480	259	75	386	211
Grp Sat Flow(s),veh/h/ln	1490	0	0	1421	0	1528	1781	1702	1828	1781	1702	1852
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	1.7	0.6	4.7	4.7	1.8	3.5	3.5
Cycle Q Clear(g_c), s	3.7	0.0	0.0	1.5	0.0	1.7	0.6	4.7	4.7	1.8	3.5	3.5
Prop In Lane	0.36		0.64	1.00		1.00	1.00		0.12	1.00		0.05
Lane Grp Cap(c), veh/h	505	0	0	539	0	489	41	1174	631	98	1282	697
V/C Ratio(X)	0.33	0.00	0.00	0.14	0.00	0.17	0.58	0.41	0.41	0.77	0.30	0.30
Avail Cap(c_a), veh/h	1442	0	0	1367	0	1488	1225	4683	2515	1225	4683	2548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	12.4	0.0	10.7	21.1	10.9	10.9	20.3	9.6	9.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.1	4.8	0.3	0.6	4.7	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.5	0.0	0.5	0.3	1.5	1.6	0.8	1.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	0.0	12.4	0.0	10.8	25.9	11.2	11.5	25.1	9.7	9.8
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		166			158			763			672	
Approach Delay, s/veh		13.3			11.6			11.8			11.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.8	20.4		16.4	5.4	21.8		16.4
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.8	6.7		5.7	2.6	5.5		3.7
Green Ext Time (p_c), s	0.1	7.9		0.7	0.0	5.2		0.4

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	15	149	195	45	186	165	567	18	32	1217	66
Future Volume (veh/h)	140	15	149	195	45	186	165	567	18	32	1217	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.86	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	16	157	205	47	196	174	597	19	34	1281	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	336	240	230	396	288	204	1779	775	44	1433	77
Arrive On Green	0.10	0.18	0.18	0.13	0.21	0.21	0.11	0.50	0.50	0.02	0.42	0.42
Sat Flow, veh/h	1781	1870	1336	1781	1870	1358	1781	3554	1548	1781	3429	184
Grp Volume(v), veh/h	147	16	157	205	47	196	174	597	19	34	663	687
Grp Sat Flow(s),veh/h/ln	1781	1870	1336	1781	1870	1358	1781	1777	1548	1781	1777	1836
Q Serve(g_s), s	11.4	1.0	15.4	15.9	2.9	18.7	13.5	14.2	0.9	2.7	48.7	48.9
Cycle Q Clear(g_c), s	11.4	1.0	15.4	15.9	2.9	18.7	13.5	14.2	0.9	2.7	48.7	48.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	172	336	240	230	396	288	204	1779	775	44	742	767
V/C Ratio(X)	0.85	0.05	0.65	0.89	0.12	0.68	0.85	0.34	0.02	0.78	0.89	0.90
Avail Cap(c_a), veh/h	380	399	285	380	399	290	380	1779	775	380	758	783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.5	47.8	53.6	60.3	44.8	51.0	61.1	21.1	17.8	68.2	38.0	38.1
Incr Delay (d2), s/veh	4.6	0.0	2.4	8.4	0.0	5.2	13.2	0.1	0.0	10.4	14.1	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.5	5.3	7.7	1.4	6.8	6.9	6.0	0.3	1.3	23.9	24.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.1	47.8	56.1	68.7	44.9	56.3	74.3	21.2	17.8	78.7	52.1	52.0
LnGrp LOS	E	D	E	E	D	E	E	C	B	E	D	D
Approach Vol, veh/h		320			448			790			1384	
Approach Delay, s/veh		60.7			60.8			32.8			52.7	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	79.1	22.5	30.1	20.5	67.5	18.0	34.7
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	14.7	16.2	17.9	17.4	15.5	50.9	13.4	20.7
Green Ext Time (p_c), s	0.0	6.0	0.2	0.3	0.6	7.8	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	49.5
HCM 6th LOS	D

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	222	23	176	66	0	0	0	0	510	79	30
Future Volume (veh/h)	0	222	23	176	66	0	0	0	0	510	79	30
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	239	25	189	71	0				609	0	32
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	252	502	221	349	666	0				969	0	655
Arrive On Green	0.00	0.14	0.14	0.20	0.20	0.00				0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1563	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	239	25	189	71	0				609	0	32
Grp Sat Flow(s),veh/h/ln	1781	1777	1563	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	2.3	0.5	3.5	0.6	0.0				5.6	0.0	0.4
Cycle Q Clear(g_c), s	0.0	2.3	0.5	3.5	0.6	0.0				5.6	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	252	502	221	349	666	0				969	0	655
V/C Ratio(X)	0.00	0.48	0.11	0.54	0.11	0.00				0.63	0.00	0.05
Avail Cap(c_a), veh/h	2882	5749	2528	2882	5507	0				3362	0	1718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.7	13.9	13.4	12.3	0.0				11.9	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.5	0.1	0.0				0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.1	1.1	0.2	0.0				1.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.9	14.0	14.9	12.3	0.0				12.1	0.0	6.5
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		264			260						641	
Approach Delay, s/veh		14.8			14.2						11.8	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		9.2		16.3		11.6
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.3		7.6		5.5
Green Ext Time (p_c), s		0.9		1.3		1.7

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	678	0	0	208	261	19	14	91	37	0	236
Future Volume (veh/h)	75	678	0	0	208	261	19	14	91	37	0	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	745	0	0	229	287	21	15	100	41	0	259
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	109	1429	0	0	470	419	201	24	157	51	0	320
Arrive On Green	0.06	0.40	0.00	0.00	0.26	0.26	0.11	0.11	0.11	0.23	0.00	0.23
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	208	1390	216	0	1366
Grp Volume(v), veh/h	82	745	0	0	229	287	21	0	115	300	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1598	1582	0	0
Q Serve(g_s), s	2.7	9.4	0.0	0.0	6.4	9.6	0.6	0.0	4.1	10.6	0.0	0.0
Cycle Q Clear(g_c), s	2.7	9.4	0.0	0.0	6.4	9.6	0.6	0.0	4.1	10.6	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.87	0.14		0.86
Lane Grp Cap(c), veh/h	109	1429	0	0	470	419	201	0	181	371	0	0
V/C Ratio(X)	0.75	0.52	0.00	0.00	0.49	0.68	0.10	0.00	0.64	0.81	0.00	0.00
Avail Cap(c_a), veh/h	904	3608	0	0	1804	1609	1206	0	1082	1071	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.3	13.4	0.0	0.0	18.4	19.5	23.5	0.0	25.1	21.4	0.0	0.0
Incr Delay (d2), s/veh	11.6	0.1	0.0	0.0	0.9	2.4	0.1	0.0	1.4	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.0	0.0	0.0	2.4	3.3	0.3	0.0	1.5	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	13.5	0.0	0.0	19.3	21.9	23.6	0.0	26.4	23.0	0.0	0.0
LnGrp LOS	D	B	A	A	B	C	C	A	C	C	A	A
Approach Vol, veh/h		827			516			136			300	
Approach Delay, s/veh		16.0			20.8			26.0			23.0	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		28.2		17.9	8.1	20.0		13.1				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		11.4		12.6	4.7	11.6		6.1				
Green Ext Time (p_c), s		3.2		1.4	0.2	4.0		0.5				

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

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	702	105	255	332	0	0	0	0	871	400	156
Future Volume (veh/h)	0	702	105	255	332	0	0	0	0	871	400	156
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	739	111	268	349	0				917	421	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1514	662	348	2058	0				1084	569	479
Arrive On Green	0.00	0.43	0.43	0.20	1.00	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3647	1554	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	739	111	268	349	0				917	421	164
Grp Sat Flow(s),veh/h/ln	0	1777	1554	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	12.7	3.7	6.2	0.0	0.0				20.3	17.0	6.8
Cycle Q Clear(g_c), s	0.0	12.7	3.7	6.2	0.0	0.0				20.3	17.0	6.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1514	662	348	2058	0				1084	569	479
V/C Ratio(X)	0.00	0.49	0.17	0.77	0.17	0.00				0.85	0.74	0.34
Avail Cap(c_a), veh/h	0	1514	662	703	2058	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.87	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	17.5	14.9	32.6	0.0	0.0				27.4	26.2	22.7
Incr Delay (d2), s/veh	0.0	1.0	0.5	1.3	0.2	0.0				3.5	2.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.8	1.3	2.3	0.0	0.0				8.8	7.6	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.5	15.4	33.9	0.2	0.0				30.9	28.4	22.9
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		850			617						1502	
Approach Delay, s/veh		18.0			14.8						29.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.9	40.7		30.4		53.6
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.2	14.7		22.3		2.0
Green Ext Time (p_c), s	0.3	2.8		3.3		2.5

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

Notes

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

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	274	1291	0	0	468	458	110	155	44	0	0	0
Future Volume (veh/h)	274	1291	0	0	468	458	110	155	44	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	288	1359	0	0	493	482	116	163	46			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1274	2707	0	0	1189	530	212	330	90			
Arrive On Green	0.74	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1742	2709	740			
Grp Volume(v), veh/h	288	1359	0	0	493	482	119	100	106			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1783	1702	1705			
Q Serve(g_s), s	2.2	0.0	0.0	0.0	9.0	24.4	5.3	4.6	4.9			
Cycle Q Clear(g_c), s	2.2	0.0	0.0	0.0	9.0	24.4	5.3	4.6	4.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		0.43			
Lane Grp Cap(c), veh/h	1274	2707	0	0	1189	530	217	207	208			
V/C Ratio(X)	0.23	0.50	0.00	0.00	0.41	0.91	0.55	0.48	0.51			
Avail Cap(c_a), veh/h	1274	2707	0	0	1189	530	597	569	570			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.67	0.67	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.2	0.0	0.0	0.0	21.6	26.7	34.7	34.4	34.5			
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	1.1	22.0	0.8	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.0	0.0	3.6	11.5	2.3	1.9	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	0.4	0.0	0.0	22.7	48.8	35.5	35.1	35.3			
LnGrp LOS	A	A	A	A	C	D	D	D	D			
Approach Vol, veh/h		1647			975			325				
Approach Delay, s/veh		1.6			35.6			35.3				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.9			35.9	33.0		15.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.2	26.4		7.3				
Green Ext Time (p_c), s		15.8			0.6	0.8		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	24	42	21	1155	24	0	0	0
Future Volume (veh/h)	0	0	0	0	24	42	21	1155	24	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	25	44	22	1216	25			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	33	59	121	3205	65			
Arrive On Green				0.00	0.05	0.05	0.65	0.65	0.65			
Sat Flow, veh/h				0	608	1070	30	4960	101			
Grp Volume(v), veh/h				0	0	69	463	384	417			
Grp Sat Flow(s),veh/h/ln				0	0	1678	1861	1549	1682			
Q Serve(g_s), s				0.0	0.0	1.5	0.0	4.3	4.3			
Cycle Q Clear(g_c), s				0.0	0.0	1.5	4.3	4.3	4.3			
Prop In Lane				0.00		0.64	0.05		0.06			
Lane Grp Cap(c), veh/h				0	0	92	1304	1001	1087			
V/C Ratio(X)				0.00	0.00	0.75	0.35	0.38	0.38			
Avail Cap(c_a), veh/h				0	0	1808	3092	2504	2719			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	17.3	3.1	3.1	3.1			
Incr Delay (d2), s/veh				0.0	0.0	4.5	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.6	0.6	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	21.8	3.3	3.4	3.4			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					69			1263				
Approach Delay, s/veh					21.8			3.4				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	29.6							7.5				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.3							3.5				
Green Ext Time (p_c), s	17.7							0.3				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	200	85	244	201	81	173	358	74	152	952	56
Future Volume (veh/h)	48	200	85	244	201	81	173	358	74	152	952	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	213	90	260	214	86	184	381	79	162	1013	60
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	284	240	298	357	144	220	1568	315	197	1751	104
Arrive On Green	0.04	0.15	0.15	0.17	0.28	0.28	0.12	0.37	0.37	0.11	0.36	0.36
Sat Flow, veh/h	1781	1870	1579	1781	1268	510	1781	4260	855	1781	4928	292
Grp Volume(v), veh/h	51	213	90	260	0	300	184	302	158	162	699	374
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1777	1781	1702	1711	1781	1702	1816
Q Serve(g_s), s	2.7	10.2	4.8	13.4	0.0	13.7	9.5	5.8	6.0	8.4	15.7	15.7
Cycle Q Clear(g_c), s	2.7	10.2	4.8	13.4	0.0	13.7	9.5	5.8	6.0	8.4	15.7	15.7
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.50	1.00		0.16
Lane Grp Cap(c), veh/h	66	284	240	298	0	501	220	1253	630	197	1209	645
V/C Ratio(X)	0.77	0.75	0.38	0.87	0.00	0.60	0.84	0.24	0.25	0.82	0.58	0.58
Avail Cap(c_a), veh/h	569	797	673	569	0	757	569	2175	1093	569	2175	1160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	38.1	35.8	38.1	0.0	29.1	40.2	20.6	20.7	40.8	24.6	24.6
Incr Delay (d2), s/veh	7.1	1.5	0.4	3.2	0.0	1.2	3.2	0.2	0.4	3.2	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.8	1.9	6.1	0.0	6.0	4.2	2.2	2.4	3.8	6.2	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	39.6	36.2	41.3	0.0	30.3	43.4	20.8	21.0	44.1	25.3	26.1
LnGrp LOS	D	D	D	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		354			560			644			1235	
Approach Delay, s/veh		40.5			35.4			27.3			28.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	39.9	20.1	19.2	16.0	38.7	7.9	31.4
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	10.4	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	10.4	8.0	15.4	12.2	11.5	17.7	4.7	15.7
Green Ext Time (p_c), s	0.2	5.9	0.3	1.0	0.2	15.7	0.1	2.0

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	228	253	66	162	0	0	0	0	233	1723	328
Future Volume (veh/h)	0	228	253	66	162	0	0	0	0	233	1723	328
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	245	272	71	174	0				251	1853	353
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	423	357	144	426	0				1124	2724	511
Arrive On Green	0.00	0.23	0.23	0.23	0.23	0.00				0.63	0.63	0.63
Sat Flow, veh/h	0	1870	1581	344	1971	0				1781	4319	809
Grp Volume(v), veh/h	0	245	272	107	138	0				251	1454	752
Grp Sat Flow(s),veh/h/ln	0	1870	1581	613	1617	0				1781	1702	1724
Q Serve(g_s), s	0.0	10.6	14.6	7.0	6.5	0.0				5.5	25.0	25.9
Cycle Q Clear(g_c), s	0.0	10.6	14.6	17.6	6.5	0.0				5.5	25.0	25.9
Prop In Lane	0.00		1.00	0.66		0.00				1.00		0.47
Lane Grp Cap(c), veh/h	0	423	357	205	366	0				1124	2147	1087
V/C Ratio(X)	0.00	0.58	0.76	0.52	0.38	0.00				0.22	0.68	0.69
Avail Cap(c_a), veh/h	0	618	523	317	534	0				1178	2250	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.3	32.8	36.4	29.7	0.0				7.2	10.8	11.0
Incr Delay (d2), s/veh	0.0	0.5	1.9	1.5	0.5	0.0				0.2	1.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.8	5.7	2.4	2.6	0.0				1.9	8.5	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.8	34.7	38.0	30.2	0.0				7.4	11.8	13.1
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		517			245						2457	
Approach Delay, s/veh		33.3			33.6						11.7	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		27.2		63.5		27.2
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		16.6		27.9		19.6
Green Ext Time (p_c), s		1.3		29.3		0.9

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	50	205	0	23	12	211	1129	37	0	0	0
Future Volume (veh/h)	209	50	205	0	23	12	211	1129	37	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	220	53	216	0	24	13	222	1188	39			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	450	76	1206	0	320	174	860	1694	56			
Arrive On Green	0.28	0.28	0.28	0.00	0.28	0.28	0.48	0.48	0.48			
Sat Flow, veh/h	1101	269	1571	0	1141	618	1781	3509	115			
Grp Volume(v), veh/h	273	0	216	0	0	37	222	601	626			
Grp Sat Flow(s),veh/h/ln	1370	0	1571	0	0	1759	1781	1777	1848			
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	0.7	3.4	12.2	12.2			
Cycle Q Clear(g_c), s	8.5	0.0	0.0	0.0	0.0	0.7	3.4	12.2	12.2			
Prop In Lane	0.81		1.00	0.00		0.35	1.00		0.06			
Lane Grp Cap(c), veh/h	526	0	1206	0	0	494	860	858	892			
V/C Ratio(X)	0.52	0.00	0.18	0.00	0.00	0.07	0.26	0.70	0.70			
Avail Cap(c_a), veh/h	1061	0	1788	0	0	1145	1140	1137	1183			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	15.3	0.0	1.5	0.0	0.0	12.2	7.0	9.3	9.3			
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.0	0.0	0.0	0.2	1.3	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.4	0.0	2.8	0.0	0.0	0.3	1.0	3.7	3.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	1.6	0.0	0.0	12.2	7.2	10.6	10.6			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		489			37			1449				
Approach Delay, s/veh		9.7			12.2			10.1				
Approach LOS		A			B			B				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	26.7	19.3	19.3
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	14.2	10.5	2.7
Green Ext Time (p_c), s	8.0	2.4	0.1

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	16	41	11	2	6	11	553	127	130	1218	8
Future Volume (veh/h)	6	16	41	11	2	6	11	553	127	130	1218	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	19	48	13	2	7	13	643	148	151	1416	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	435	102	258	382	79	277	23	2156	665	261	2537	16
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.01	0.42	0.42	0.08	0.48	0.48
Sat Flow, veh/h	1391	466	1177	1322	361	1265	1781	5106	1575	3456	5235	33
Grp Volume(v), veh/h	7	0	67	13	0	9	13	643	148	151	921	504
Grp Sat Flow(s),veh/h/ln	1391	0	1643	1322	0	1627	1781	1702	1575	1728	1702	1864
Q Serve(g_s), s	0.2	0.0	1.7	0.4	0.0	0.2	0.4	4.4	3.2	2.2	10.1	10.1
Cycle Q Clear(g_c), s	0.4	0.0	1.7	2.2	0.0	0.2	0.4	4.4	3.2	2.2	10.1	10.1
Prop In Lane	1.00		0.72	1.00		0.78	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	435	0	360	382	0	356	23	2156	665	261	1650	904
V/C Ratio(X)	0.02	0.00	0.19	0.03	0.00	0.03	0.55	0.30	0.22	0.58	0.56	0.56
Avail Cap(c_a), veh/h	1188	0	1249	1098	0	1237	1016	5823	1796	1971	3882	2126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	16.7	17.6	0.0	16.1	25.8	10.0	9.7	23.5	9.6	9.6
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	7.4	0.1	0.3	0.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	0.1	0.0	0.1	0.2	1.3	0.9	0.8	2.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	16.8	17.6	0.0	16.1	33.2	10.2	10.0	24.3	9.9	10.1
LnGrp LOS	B	A	B	B	A	B	C	B	A	C	A	B
Approach Vol, veh/h		74			22			804			1576	
Approach Delay, s/veh		16.8			17.0			10.5			11.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	27.9		16.3	5.1	31.2		16.3
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	4.2	6.4		3.7	2.4	12.1		4.2
Green Ext Time (p_c), s	0.2	10.4		0.3	0.0	13.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1122	1928	1426	131	83	8
Future Volume (veh/h)	1122	1928	1426	131	83	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1169	2008	1485	0	86	8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1130	4230	2414		111	99
Arrive On Green	0.33	0.85	0.48	0.00	0.06	0.06
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1169	2008	1485	0	86	8
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	38.6	12.0	25.8	0.0	5.6	0.6
Cycle Q Clear(g_c), s	38.6	12.0	25.8	0.0	5.6	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1130	4230	2414		111	99
V/C Ratio(X)	1.03	0.47	0.62		0.77	0.08
Avail Cap(c_a), veh/h	1130	4230	2414		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.84	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	2.3	22.4	0.0	54.5	52.1
Incr Delay (d2), s/veh	36.0	0.4	1.0	0.0	4.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.2	1.7	9.6	0.0	2.6	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	75.7	2.6	23.3	0.0	58.8	52.3
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3177	1485	A	94	
Approach Delay, s/veh		29.5	23.3		58.2	
Approach LOS		C	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.4		12.6	43.0	62.4
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	38.6	* 35
Max Q Clear Time (g_c+I1), s		14.0		7.6	40.6	27.8
Green Ext Time (p_c), s		56.7		0.1	0.0	6.5

Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	1086	71	90	525	107	70	285	129	198	718	450
Future Volume (veh/h)	254	1086	71	90	525	107	70	285	129	198	718	450
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	295	1263	83	105	610	124	81	331	150	230	835	523
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	1585	104	207	1208	245	102	464	196	244	1085	618
Arrive On Green	0.18	0.47	0.47	0.04	0.14	0.14	0.06	0.13	0.13	0.14	0.21	0.21
Sat Flow, veh/h	1781	3382	222	1781	2942	597	1781	3505	1482	1781	5106	1566
Grp Volume(v), veh/h	295	663	683	105	368	366	81	321	160	230	835	523
Grp Sat Flow(s),veh/h/ln	1781	1777	1827	1781	1777	1762	1781	1702	1584	1781	1702	1566
Q Serve(g_s), s	22.8	44.2	44.5	8.1	26.9	27.0	6.3	12.6	13.7	17.9	21.6	29.8
Cycle Q Clear(g_c), s	22.8	44.2	44.5	8.1	26.9	27.0	6.3	12.6	13.7	17.9	21.6	29.8
Prop In Lane	1.00		0.12	1.00		0.34	1.00		0.94	1.00		1.00
Lane Grp Cap(c), veh/h	321	833	856	207	729	723	102	451	210	244	1085	618
V/C Ratio(X)	0.92	0.80	0.80	0.51	0.50	0.51	0.80	0.71	0.76	0.94	0.77	0.85
Avail Cap(c_a), veh/h	382	833	856	207	729	723	244	625	291	244	1085	618
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.94	0.94	0.94	0.98	0.98	0.98	0.90	0.90	0.90
Uniform Delay (d), s/veh	56.4	31.5	31.6	63.4	47.3	47.3	65.2	58.2	58.6	59.8	51.9	38.8
Incr Delay (d2), s/veh	24.7	7.8	7.7	8.1	2.3	2.4	5.2	2.5	8.1	38.6	3.3	10.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	20.1	20.8	4.3	13.3	13.3	3.0	5.6	5.9	10.7	9.5	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	39.3	39.3	71.5	49.6	49.7	70.4	60.7	66.7	98.5	55.2	48.7
LnGrp LOS	F	D	D	E	D	D	E	E	E	F	E	D
Approach Vol, veh/h		1641			839			562			1588	
Approach Delay, s/veh		46.8			52.4			63.8			59.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	23.5	22.1	70.8	12.4	34.8	29.6	63.3
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	19.5	15.7	10.1	46.5	8.3	31.8	24.8	29.0
Green Ext Time (p_c), s	0.0	2.3	0.0	11.3	0.1	0.0	0.4	3.5

Intersection Summary	
HCM 6th Ctrl Delay	54.2
HCM 6th LOS	D

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1256	120	40	168	0	0	0	0	313	607	560
Future Volume (veh/h)	0	1256	120	40	168	0	0	0	0	313	607	560
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1336	128	43	179	0				333	646	596
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1635	156	68	2021	0				610	1300	543
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3371	313	1781	3647	0				1764	3759	1570
Grp Volume(v), veh/h	0	722	742	43	179	0				336	643	596
Grp Sat Flow(s),veh/h/ln	0	1777	1813	1781	1777	0				1782	1870	1570
Q Serve(g_s), s	0.0	54.9	55.4	3.3	3.2	0.0				21.3	19.0	48.4
Cycle Q Clear(g_c), s	0.0	54.9	55.4	3.3	3.2	0.0				21.3	19.0	48.4
Prop In Lane	0.00		0.17	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	886	904	68	2021	0				616	1293	543
V/C Ratio(X)	0.00	0.81	0.82	0.63	0.09	0.00				0.55	0.50	1.10
Avail Cap(c_a), veh/h	0	886	904	313	2021	0				616	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.50	0.50	0.82	0.82	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.2	52.4	66.3	13.7	0.0				36.9	36.2	45.8
Incr Delay (d2), s/veh	0.0	4.2	4.3	2.9	0.1	0.0				3.5	1.4	68.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	27.2	28.0	1.6	1.3	0.0				10.0	9.1	29.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	56.5	56.8	69.3	13.8	0.0				40.4	37.5	114.0
LnGrp LOS	A	E	E	E	B	A				D	D	F
Approach Vol, veh/h		1464			222						1575	
Approach Delay, s/veh		56.6			24.5						67.1	
Approach LOS		E			C						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.8	76.4		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.3	57.4		50.4		5.2
Green Ext Time (p_c), s	0.0	0.0		0.0		0.4

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

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	661	887	0	0	177	136	40	206	114	0	0	0
Future Volume (veh/h)	661	887	0	0	177	136	40	206	114	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	711	954	0	0	190	146	43	222	123			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1638	1393	0	0	411	299	74	406	192			
Arrive On Green	0.47	0.74	0.00	0.00	0.21	0.21	0.13	0.13	0.13			
Sat Flow, veh/h	3456	1870	0	0	2056	1428	560	3059	1451			
Grp Volume(v), veh/h	711	954	0	0	171	165	141	124	123			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1613	1842	1777	1451			
Q Serve(g_s), s	10.9	21.2	0.0	0.0	6.7	7.2	5.8	5.2	6.4			
Cycle Q Clear(g_c), s	10.9	21.2	0.0	0.0	6.7	7.2	5.8	5.2	6.4			
Prop In Lane	1.00		0.00	0.00		0.88	0.30		1.00			
Lane Grp Cap(c), veh/h	1638	1393	0	0	372	338	244	236	192			
V/C Ratio(X)	0.43	0.68	0.00	0.00	0.46	0.49	0.58	0.52	0.64			
Avail Cap(c_a), veh/h	1638	1393	0	0	580	526	394	380	310			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.45	0.45	0.00	0.00	1.00	1.00	0.94	0.94	0.94			
Uniform Delay (d), s/veh	13.9	5.3	0.0	0.0	27.6	27.8	32.6	32.3	32.9			
Incr Delay (d2), s/veh	0.1	1.3	0.0	0.0	0.3	0.4	0.8	0.6	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.7	5.1	0.0	0.0	2.7	2.7	2.6	2.2	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	6.6	0.0	0.0	28.0	28.2	33.4	33.0	34.1			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1665			336			388				
Approach Delay, s/veh		9.7			28.1			33.5				
Approach LOS		A			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.5			42.8	21.7		15.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		23.2			12.9	9.2		8.4				
Green Ext Time (p_c), s		4.9			1.9	1.1		0.9				

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

Notes

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

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	169	950	582	0	0	2101
Future Volume (veh/h)	169	950	582	0	0	2101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	176	0	606	0	0	2189
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	207		2044	0	614	4990
Arrive On Green	0.12	0.00	0.41	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	176	0	606	0	0	2189
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	10.7	0.0	9.0	0.0	0.0	12.1
Cycle Q Clear(g_c), s	10.7	0.0	9.0	0.0	0.0	12.1
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	207		2044	0	614	4990
V/C Ratio(X)	0.85		0.30	0.00	0.00	0.44
Avail Cap(c_a), veh/h	487		2044	0	730	4990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.00	0.86	0.00	0.00	0.87
Uniform Delay (d), s/veh	47.6	0.0	21.8	0.0	0.0	3.6
Incr Delay (d2), s/veh	3.2	0.0	0.1	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	3.3	0.0	0.0	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.9	0.0	21.9	0.0	0.0	3.8
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	176	A	606			2189
Approach Delay, s/veh	50.9		21.9			3.8
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	92.3	50.0				92.3	17.7
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	11.0				14.1	12.7
Green Ext Time (p_c), s	0.0	3.4				24.1	0.2

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	158	997	99	111	378	0	0	809	53
Future Volume (veh/h)	0	0	0	158	997	99	111	378	0	0	809	53
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				166	1049	104	117	398	0	0	852	56
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				362	2445	249	145	1600	0	0	848	56
Arrive On Green				0.19	0.19	0.19	0.16	0.63	0.00	0.00	0.17	0.17
Sat Flow, veh/h				631	4261	434	1781	5274	0	0	5051	320
Grp Volume(v), veh/h				484	407	428	117	398	0	0	593	315
Grp Sat Flow(s),veh/h/ln				1839	1702	1786	1781	1702	0	0	1702	1798
Q Serve(g_s), s				25.7	23.2	23.2	7.0	3.8	0.0	0.0	19.1	19.1
Cycle Q Clear(g_c), s				25.7	23.2	23.2	7.0	3.8	0.0	0.0	19.1	19.1
Prop In Lane				0.34		0.24	1.00		0.00	0.00		0.18
Lane Grp Cap(c), veh/h				1055	976	1024	145	1600	0	0	591	312
V/C Ratio(X)				0.46	0.42	0.42	0.81	0.25	0.00	0.00	1.00	1.01
Avail Cap(c_a), veh/h				1055	976	1024	155	1629	0	0	591	312
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.90	0.90	0.90	0.66	0.66	0.00	0.00	0.55	0.55
Uniform Delay (d), s/veh				29.4	28.4	28.4	45.2	14.8	0.0	0.0	45.5	45.5
Incr Delay (d2), s/veh				1.3	1.2	1.1	15.7	0.1	0.0	0.0	28.3	40.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				13.0	10.9	11.4	3.5	1.4	0.0	0.0	10.2	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.7	29.6	29.5	60.8	14.9	0.0	0.0	73.7	85.5
LnGrp LOS				C	C	C	E	B	A	A	F	F
Approach Vol, veh/h					1319			515			908	
Approach Delay, s/veh					30.0			25.3			77.8	
Approach LOS					C			C			E	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	14.9	25.5	69.0	40.4
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	9.0	21.1	27.7	5.8
Green Ext Time (p_c), s	0.0	0.0	8.2	3.0

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	256	1206	0	0	0	0	0	471	66
Future Volume (veh/h)	0	0	0	256	1206	0	0	0	0	0	471	66
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				267	1256	0				0	491	69
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				613	3101	0				0	895	123
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				863	4536	0				0	4683	621
Grp Volume(v), veh/h				565	958	0				0	368	192
Grp Sat Flow(s),veh/h/ln				1827	1702	0				0	1702	1732
Q Serve(g_s), s				29.0	26.1	0.0				0.0	10.7	11.0
Cycle Q Clear(g_c), s				29.0	26.1	0.0				0.0	10.7	11.0
Prop In Lane				0.47		0.00				0.00		0.36
Lane Grp Cap(c), veh/h				1297	2417	0				0	675	343
V/C Ratio(X)				0.44	0.40	0.00				0.00	0.54	0.56
Avail Cap(c_a), veh/h				1297	2417	0				0	675	343
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				23.3	22.2	0.0				0.0	39.6	39.8
Incr Delay (d2), s/veh				1.1	0.5	0.0				0.0	3.1	6.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.5	12.0	0.0				0.0	4.8	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.4	22.7	0.0				0.0	42.8	46.3
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1523						560	
Approach Delay, s/veh					23.3						44.0	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				13.0		31.0						
Green Ext Time (p_c), s				0.7		2.2						

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1371	95	88	185	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1371	95	88	185	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1413	98	91	191	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3417	237	225	510	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5044	338	1100	2586	0			
Grp Volume(v), veh/h				0	987	524	150	132	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1809	1815	1777	0			
Q Serve(g_s), s				0.0	27.1	27.1	8.7	7.8	0.0			
Cycle Q Clear(g_c), s				0.0	27.1	27.1	8.7	7.8	0.0			
Prop In Lane				0.00		0.19	0.61		0.00			
Lane Grp Cap(c), veh/h				0	2386	1268	371	363	0			
V/C Ratio(X)				0.00	0.41	0.41	0.40	0.36	0.00			
Avail Cap(c_a), veh/h				0	2386	1268	371	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	23.1	23.1	44.9	44.4	0.0			
Incr Delay (d2), s/veh				0.0	0.5	1.0	3.3	2.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	12.5	13.4	4.6	3.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	23.6	24.1	48.1	47.2	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1511			282				
Approach Delay, s/veh					23.8			47.7				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						29.1		10.7				
Green Ext Time (p_c), s						15.8		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	219	1435	0	0	0	0	0	507	52
Future Volume (veh/h)	0	0	0	219	1435	0	0	0	0	0	507	52
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				233	1527	0				0	539	55
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				458	3216	0				0	733	320
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				653	4757	0				0	3647	1553
Grp Volume(v), veh/h				656	1104	0				0	539	55
Grp Sat Flow(s),veh/h/ln				1838	1702	0				0	1777	1553
Q Serve(g_s), s				34.2	30.7	0.0				0.0	15.6	3.2
Cycle Q Clear(g_c), s				34.2	30.7	0.0				0.0	15.6	3.2
Prop In Lane				0.36		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1288	2386	0				0	733	320
V/C Ratio(X)				0.51	0.46	0.00				0.00	0.73	0.17
Avail Cap(c_a), veh/h				1288	2386	0				0	733	320
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				25.8	24.5	0.0				0.0	40.8	35.9
Incr Delay (d2), s/veh				1.4	0.6	0.0				0.0	6.5	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				17.3	14.1	0.0				0.0	7.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.2	25.1	0.0				0.0	47.3	37.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1760						594	
Approach Delay, s/veh					25.9						46.3	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				17.6		36.2						
Green Ext Time (p_c), s				1.7		19.0						

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1642	74	31	81	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1642	74	31	81	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1728	78	33	85	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3647	164	169	469	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5176	226	953	2740	0			
Grp Volume(v), veh/h				0	1174	632	63	55	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1830	1823	1777	0			
Q Serve(g_s), s				0.0	15.7	15.8	3.2	2.9	0.0			
Cycle Q Clear(g_c), s				0.0	15.7	15.8	3.2	2.9	0.0			
Prop In Lane				0.00		0.12	0.52		0.00			
Lane Grp Cap(c), veh/h				0	2479	1332	323	315	0			
V/C Ratio(X)				0.00	0.47	0.47	0.20	0.17	0.00			
Avail Cap(c_a), veh/h				0	2479	1332	323	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	6.2	6.2	38.6	38.4	0.0			
Incr Delay (d2), s/veh				0.0	0.7	1.2	1.3	1.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	5.1	5.7	1.6	1.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	6.9	7.4	39.9	39.6	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					1806			118				
Approach Delay, s/veh					7.1			39.8				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						17.8		5.2				
Green Ext Time (p_c), s						23.1		0.5				

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

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	163	603	3	103	0	0	0	25
Future Vol, veh/h	0	0	0	0	163	603	3	103	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	170	628	3	107	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	85	798	-	-	-	399
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	85	798	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	892	317	0	0	0	601
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	913	396	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	854	317	-	-	-	601
Mov Cap-2 Maneuver	-	-	-	854	317	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	873	396	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	22.1	11.3
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	317	-	-	601
HCM Lane V/C Ratio	0.338	-	-	0.043
HCM Control Delay (s)	22.1	-	-	11.3
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.5	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	575	134	1148	1143	0
Future Volume (veh/h)	0	0	0	0	0	0	0	575	134	1148	1143	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.83	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	587	137	1171	1166	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	909	239	3669	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.18	0.18	0.49	0.64	0.00
Sat Flow, veh/h		0					0	5149	1311	5023	1826	0
Grp Volume(v), veh/h		0.0					0	587	137	1171	1166	0
Grp Sat Flow(s),veh/h/ln							0	1662	1311	1674	1826	0
Q Serve(g_s), s							0.0	12.0	10.5	15.5	44.4	0.0
Cycle Q Clear(g_c), s							0.0	12.0	10.5	15.5	44.4	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	909	239	3669	1740	0
V/C Ratio(X)							0.00	0.65	0.57	0.32	0.67	0.00
Avail Cap(c_a), veh/h							0	1205	317	3669	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh							0.0	41.7	41.1	11.5	9.0	0.0
Incr Delay (d2), s/veh							0.0	2.0	5.5	0.0	1.8	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.9	3.6	6.1	13.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.7	46.6	11.6	10.8	0.0
LnGrp LOS							A	D	D	B	B	A
Approach Vol, veh/h								724			2337	
Approach Delay, s/veh								44.2			11.2	
Approach LOS								D			B	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	84.7	25.3				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	17.5	14.0				46.4						
Green Ext Time (p_c), s	4.8	6.1				0.0						

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1245	41	0	0	0	0	395	242	192	816	0
Future Volume (veh/h)	50	1245	41	0	0	0	0	395	242	192	816	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	51	1270	42				0	403	247	196	833	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	102	2708	840				0	706	306	223	1902	0
Arrive On Green	0.18	0.18	0.18				0.00	0.21	0.21	0.25	0.75	0.00
Sat Flow, veh/h	191	5073	1573				0	3572	1477	1781	5274	0
Grp Volume(v), veh/h	496	825	42				0	403	247	196	833	0
Grp Sat Flow(s),veh/h/ln	1861	1702	1573				0	1702	1477	1781	1702	0
Q Serve(g_s), s	26.5	23.9	2.4				0.0	11.7	17.5	11.6	6.8	0.0
Cycle Q Clear(g_c), s	26.5	23.9	2.4				0.0	11.7	17.5	11.6	6.8	0.0
Prop In Lane	0.10		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	993	1817	840				0	706	306	223	1902	0
V/C Ratio(X)	0.50	0.45	0.05				0.00	0.57	0.81	0.88	0.44	0.00
Avail Cap(c_a), veh/h	993	1817	840				0	916	397	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.76	0.76	0.76				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	32.0	31.0	22.1				0.0	39.2	41.5	40.4	9.7	0.0
Incr Delay (d2), s/veh	1.4	0.6	0.1				0.0	0.8	9.5	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	11.0	0.9				0.0	4.9	7.1	4.5	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	31.6	22.2				0.0	40.0	51.0	41.8	9.7	0.0
LnGrp LOS	C	C	C				A	D	D	D	A	A
Approach Vol, veh/h		1363						650			1029	
Approach Delay, s/veh		32.0						44.2			15.8	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	63.6	46.4	18.2	28.2
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	28.5	8.8	13.6	19.5
Green Ext Time (p_c), s	11.3	5.2	0.1	3.3

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1660	48	0	0	0	0	0	0	241	491	0
Future Volume (veh/h)	0	1660	48	0	0	0	0	0	0	241	491	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1824	53							265	540	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2969	86							525	1180	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5264	148							1600	3762	0
Grp Volume(v), veh/h	0	1218	659							296	509	0
Grp Sat Flow(s),veh/h/ln	0	1702	1840							1790	1702	0
Q Serve(g_s), s	0.0	36.0	36.1							17.2	15.4	0.0
Cycle Q Clear(g_c), s	0.0	36.0	36.1							17.2	15.4	0.0
Prop In Lane	0.00		0.08							0.89		0.00
Lane Grp Cap(c), veh/h	0	1984	1072							588	1117	0
V/C Ratio(X)	0.00	0.61	0.61							0.50	0.46	0.00
Avail Cap(c_a), veh/h	0	1984	1072							588	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	33.1	33.1							40.6	39.8	0.0
Incr Delay (d2), s/veh	0.0	1.4	2.6							3.1	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.8	18.5							8.8	7.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.5	35.8							43.7	41.2	0.0
LnGrp LOS	A	C	D							D	D	A
Approach Vol, veh/h		1877									805	
Approach Delay, s/veh		35.0									42.1	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	38.1	19.2
Green Ext Time (p_c), s	6.2	2.1

Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1945	0	0	0	0	0	203	209	0	0	0
Future Volume (veh/h)	73	1945	0	0	0	0	0	203	209	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	80	2137	0				0	223	230			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	103	2918	0				0	599	512			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	179	5255	0				0	1870	1517			
Grp Volume(v), veh/h	833	1384	0				0	223	230			
Grp Sat Flow(s),veh/h/ln	1861	1702	0				0	1777	1517			
Q Serve(g_s), s	46.8	41.9	0.0				0.0	10.5	13.0			
Cycle Q Clear(g_c), s	46.8	41.9	0.0				0.0	10.5	13.0			
Prop In Lane	0.10		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1068	1953	0				0	599	512			
V/C Ratio(X)	0.78	0.71	0.00				0.00	0.37	0.45			
Avail Cap(c_a), veh/h	1068	1953	0				0	599	512			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	38.0	36.0	0.0				0.0	27.6	28.5			
Incr Delay (d2), s/veh	5.7	2.2	0.0				0.0	1.8	2.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	24.9	19.6	0.0				0.0	4.8	5.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	38.2	0.0				0.0	29.4	31.3			
LnGrp LOS	D	D	A				A	C	C			
Approach Vol, veh/h		2217						453				
Approach Delay, s/veh		40.2						30.4				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		48.8						15.0				
Green Ext Time (p_c), s		11.8						3.0				
Intersection Summary												
HCM 6th Ctrl Delay			38.6									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2230	61	0	0	0	0	0	0	315	399	0
Future Volume (veh/h)	0	2230	61	0	0	0	0	0	0	315	399	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2424	66							342	434	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3349	91							455	908	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5277	138							1781	3647	0
Grp Volume(v), veh/h	0	1611	879							342	434	0
Grp Sat Flow(s),veh/h/ln	0	1702	1843							1781	1777	0
Q Serve(g_s), s	0.0	48.4	48.8							20.6	12.8	0.0
Cycle Q Clear(g_c), s	0.0	48.4	48.8							20.6	12.8	0.0
Prop In Lane	0.00		0.08							1.00		0.00
Lane Grp Cap(c), veh/h	0	2231	1208							455	908	0
V/C Ratio(X)	0.00	0.72	0.73							0.75	0.48	0.00
Avail Cap(c_a), veh/h	0	2231	1208							455	908	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	33.8	34.0							47.0	43.4	0.0
Incr Delay (d2), s/veh	0.0	2.1	3.9							10.9	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.6	25.3							11.3	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.9	37.8							57.9	45.2	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		2490									776	
Approach Delay, s/veh		36.6									50.8	
Approach LOS		D									D	

Timer - Assigned Phs		2		4
Phs Duration (G+Y+Rc), s		77.0		33.0
Change Period (Y+Rc), s		4.9		4.9
Max Green Setting (Gmax), s		72.1		28.1
Max Q Clear Time (g_c+I1), s		50.8		22.6
Green Ext Time (p_c), s		18.0		2.0

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	2370	0	0	0	0	0	81	86	0	0	0
Future Volume (veh/h)	31	2370	0	0	0	0	0	81	86	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	36	2788	0				0	95	101			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	45	3698	0				0	357	318			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	63	5376	0				0	1870	1585			
Grp Volume(v), veh/h	1063	1761	0				0	95	101			
Grp Sat Flow(s),veh/h/ln	1867	1702	0				0	1777	1585			
Q Serve(g_s), s	59.0	52.5	0.0				0.0	5.0	6.0			
Cycle Q Clear(g_c), s	59.0	52.5	0.0				0.0	5.0	6.0			
Prop In Lane	0.03		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1326	2417	0				0	357	318			
V/C Ratio(X)	0.80	0.73	0.00				0.00	0.27	0.32			
Avail Cap(c_a), veh/h	1326	2417	0				0	357	318			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	34.8	32.3	0.0				0.0	37.1	37.5			
Incr Delay (d2), s/veh	5.2	2.0	0.0				0.0	1.8	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	31.4	24.6	0.0				0.0	2.4	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	34.3	0.0				0.0	38.9	40.1			
LnGrp LOS	D	C	A				A	D	D			
Approach Vol, veh/h		2824						196				
Approach Delay, s/veh		36.4						39.5				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		61.0						8.0				
Green Ext Time (p_c), s		15.7						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			36.6									
HCM 6th LOS			D									

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	991	858	32	132	115
Future Volume (veh/h)	18	991	858	32	132	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	20	1077	933	35	143	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	29	4044	3736	140	339	155
Arrive On Green	0.02	0.81	1.00	1.00	0.10	0.10
Sat Flow, veh/h	1781	5149	5095	185	3456	1585
Grp Volume(v), veh/h	20	1077	628	340	143	125
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1793	1728	1585
Q Serve(g_s), s	1.3	6.1	0.0	0.0	4.6	9.1
Cycle Q Clear(g_c), s	1.3	6.1	0.0	0.0	4.6	9.1
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	29	4044	2518	1358	339	155
V/C Ratio(X)	0.69	0.27	0.25	0.25	0.42	0.80
Avail Cap(c_a), veh/h	319	4044	2518	1358	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	57.7	2.7	0.0	0.0	50.1	52.1
Incr Delay (d2), s/veh	9.7	0.2	0.2	0.4	0.3	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.3	0.1	0.2	2.0	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.4	2.8	0.2	0.4	50.4	55.8
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		1097	968		268	
Approach Delay, s/veh		4.0	0.3		52.9	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		101.5		16.5	6.3	95.2
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		8.1		11.1	3.3	2.0
Green Ext Time (p_c), s		26.9		0.5	0.0	18.5

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

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1035	17	18	850	11	0	13	26	91	0	14
Future Volume (veh/h)	64	1035	17	18	850	11	0	13	26	91	0	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	1190	20	21	977	0	0	15	30	105	0	16
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	728	3540	59	60	1567		61	19	38	214	0	98
Arrive On Green	0.82	1.00	1.00	0.03	0.31	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5049	85	1781	4985	1585	1781	553	1106	3456	0	1577
Grp Volume(v), veh/h	74	783	427	21	977	0	0	0	45	105	0	16
Grp Sat Flow(s),veh/h/ln	1781	1662	1811	1781	1662	1585	1781	0	1660	1728	0	1577
Q Serve(g_s), s	1.0	0.0	0.0	1.4	19.7	0.0	0.0	0.0	3.2	3.5	0.0	1.1
Cycle Q Clear(g_c), s	1.0	0.0	0.0	1.4	19.7	0.0	0.0	0.0	3.2	3.5	0.0	1.1
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	728	2330	1270	60	1567		61	0	57	214	0	98
V/C Ratio(X)	0.10	0.34	0.34	0.35	0.62		0.00	0.00	0.79	0.49	0.00	0.16
Avail Cap(c_a), veh/h	728	2330	1270	168	1567		251	0	233	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	55.7	34.5	0.0	0.0	0.0	56.6	53.5	0.0	52.4
Incr Delay (d2), s/veh	0.0	0.4	0.7	1.3	1.9	0.0	0.0	0.0	8.8	0.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.2	0.6	7.9	0.0	0.0	0.0	1.5	1.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.4	0.7	57.0	36.4	0.0	0.0	0.0	65.3	54.2	0.0	52.7
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1284			998	A		45			121	
Approach Delay, s/veh		0.8			36.8			65.3			54.0	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.4		12.2	53.9	42.9		8.9
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.4	2.0		5.5	3.0	21.7		5.2
Green Ext Time (p_c), s	0.0	12.1		0.2	0.0	8.5		0.1

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

Notes

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1112	128	278	1444	61	141	25	326	236	26	114
Future Volume (veh/h)	52	1112	128	278	1444	61	141	25	326	236	26	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	1196	138	299	1553	66	152	27	0	254	28	123
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	524	2806	991	310	2177	92	217	117		413	34	148
Arrive On Green	0.29	0.56	0.56	0.09	0.35	0.35	0.06	0.06	0.00	0.12	0.12	0.12
Sat Flow, veh/h	1781	4985	1584	3456	6221	264	3456	1870	1585	3563	291	1276
Grp Volume(v), veh/h	56	1196	138	299	1176	443	152	27	0	254	0	151
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	1774	1728	1870	1585	1781	0	1567
Q Serve(g_s), s	2.7	16.3	4.2	10.2	25.5	25.5	5.1	1.6	0.0	8.0	0.0	11.1
Cycle Q Clear(g_c), s	2.7	16.3	4.2	10.2	25.5	25.5	5.1	1.6	0.0	8.0	0.0	11.1
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		0.81
Lane Grp Cap(c), veh/h	524	2806	991	310	1649	621	217	117		413	0	182
V/C Ratio(X)	0.11	0.43	0.14	0.96	0.71	0.71	0.70	0.23		0.62	0.00	0.83
Avail Cap(c_a), veh/h	524	2806	991	310	1649	621	1084	586		486	0	214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	14.8	9.1	53.5	33.2	33.2	54.2	52.6	0.0	49.7	0.0	51.0
Incr Delay (d2), s/veh	0.0	0.5	0.3	40.8	2.7	6.9	1.5	0.4	0.0	1.7	0.0	20.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.8	1.7	6.1	9.7	11.6	2.2	0.8	0.0	3.6	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	15.3	9.4	94.3	35.9	40.1	55.7	52.9	0.0	51.4	0.0	71.8
LnGrp LOS	C	B	A	F	D	D	E	D		D	A	E
Approach Vol, veh/h		1390			1918			179	A		405	
Approach Delay, s/veh		15.3			46.0			55.3			59.0	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	72.1		18.6	40.4	46.7		12.3
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	10.6	34.4		16.1	4.0	* 41		37.0
Max Q Clear Time (g_c+I1), s	12.2	18.3		13.1	4.7	27.5		7.1
Green Ext Time (p_c), s	0.0	11.4		0.5	0.0	12.1		0.3

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Notes

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

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	0	30	3	0	19	15	347	8	17	367	72
Future Volume (veh/h)	94	0	30	3	0	19	15	347	8	17	367	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	48	32	0	0	23	16	369	9	18	390	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	92	61	0	43	69	202	1100	27	205	920	180
Arrive On Green	0.09	0.09	0.09	0.00	0.00	0.02	0.11	0.31	0.31	0.11	0.31	0.31
Sat Flow, veh/h	1781	1032	688	0	1870	3016	1781	3543	86	1781	2952	577
Grp Volume(v), veh/h	66	0	80	0	0	23	16	185	193	18	233	234
Grp Sat Flow(s),veh/h/ln	1781	0	1721	0	1870	1508	1781	1777	1853	1781	1777	1752
Q Serve(g_s), s	1.2	0.0	1.5	0.0	0.0	0.3	0.3	2.8	2.8	0.3	3.6	3.7
Cycle Q Clear(g_c), s	1.2	0.0	1.5	0.0	0.0	0.3	0.3	2.8	2.8	0.3	3.6	3.7
Prop In Lane	1.00		0.40	0.00		1.00	1.00		0.05	1.00		0.33
Lane Grp Cap(c), veh/h	158	0	153	0	43	69	202	551	575	205	554	546
V/C Ratio(X)	0.42	0.00	0.52	0.00	0.00	0.33	0.08	0.34	0.34	0.09	0.42	0.43
Avail Cap(c_a), veh/h	2063	0	1992	0	2166	3493	1289	2572	2682	2063	2572	2536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	15.0	0.0	0.0	16.6	13.7	9.2	9.2	13.7	9.4	9.4
Incr Delay (d2), s/veh	1.3	0.0	2.1	0.0	0.0	1.0	0.1	0.3	0.3	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	0.0	0.0	0.1	0.1	0.8	0.8	0.1	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	17.1	0.0	0.0	17.7	13.8	9.4	9.4	13.7	9.8	9.8
LnGrp LOS	B	A	B	A	A	B	B	A	A	B	A	A
Approach Vol, veh/h		146			23			394			485	
Approach Delay, s/veh		16.7			17.7			9.6			10.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	14.7		7.1	7.9	14.8		4.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.3	4.8		3.5	2.3	5.7		2.3
Green Ext Time (p_c), s	0.0	1.8		0.5	0.0	2.4		0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	17	8	124	141	265
Future Volume (veh/h)	240	17	8	124	141	265
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	278	0	9	0	155	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	624	327	995		277	
Arrive On Green	0.18	0.00	0.53	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	278	0	9	0	155	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	3.9	0.0	0.1	0.0	2.4	0.0
Cycle Q Clear(g_c), s	3.9	0.0	0.1	0.0	2.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	624	327	995		277	
V/C Ratio(X)	0.45	0.00	0.01		0.56	
Avail Cap(c_a), veh/h	3159	1658	995		2451	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.8	0.0	6.2	0.0	25.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	0.0	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.3	0.0	6.2	0.0	26.8	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		278	9	A	155	A
Approach Delay, s/veh		21.3	6.2		26.8	
Approach LOS		C	A		C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	13.9	8.5	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	50.0	40.0	30.0
Max Q Clear Time (g_c+I1), s	5.9	4.4	2.1
Green Ext Time (p_c), s	1.0	0.5	0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	151	130	6	1	2
Future Vol, veh/h	13	151	130	6	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	176	151	7	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	158	0	-	0	273	79
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	118	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1419	-	-	-	694	965
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1419	-	-	-	686	965
Mov Cap-2 Maneuver	-	-	-	-	686	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1419	-	-	-	850
HCM Lane V/C Ratio	0.011	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	1573	3006	12	39	93
Future Volume (veh/h)	55	1573	3006	12	39	93
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	59	1673	3198	0	41	99
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	77	4153	5567		278	127
Arrive On Green	0.04	0.83	0.75	0.00	0.08	0.08
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	59	1673	3198	0	41	99
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	3.9	9.9	22.2	0.0	1.3	7.2
Cycle Q Clear(g_c), s	3.9	9.9	22.2	0.0	1.3	7.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	77	4153	5567		278	127
V/C Ratio(X)	0.77	0.40	0.57		0.15	0.78
Avail Cap(c_a), veh/h	319	4153	5567		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	2.5	6.4	0.0	50.5	53.2
Incr Delay (d2), s/veh	14.7	0.3	0.4	0.0	0.2	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.7	5.3	0.0	0.6	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	70.5	2.8	6.8	0.0	50.7	62.9
LnGrp LOS	E	A	A		D	E
Approach Vol, veh/h		1732	3198	A	140	
Approach Delay, s/veh		5.1	6.8		59.4	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		103.6		14.4	9.5	94.1
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		11.9		9.2	5.9	24.2
Green Ext Time (p_c), s		48.6		0.4	0.1	33.3

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	2920	14	27	2350	11	13	0	36	29	0	22
Future Volume (veh/h)	41	2920	14	27	2350	11	13	0	36	29	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.92		0.92	0.93		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	3140	15	29	2527	12	14	0	39	31	0	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	74	4263	1075	72	4278	20	270	0	231	256	0	257
Arrive On Green	0.04	0.68	0.68	0.04	1.00	1.00	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1781	6281	1584	3456	6500	31	1180	0	1308	1268	0	1453
Grp Volume(v), veh/h	44	3140	15	29	1831	708	14	0	39	31	0	24
Grp Sat Flow(s),veh/h/ln	1781	1570	1584	1728	1570	1820	1180	0	1308	1268	0	1453
Q Serve(g_s), s	2.9	37.9	0.4	1.0	0.0	0.0	1.1	0.0	3.0	2.5	0.0	1.6
Cycle Q Clear(g_c), s	2.9	37.9	0.4	1.0	0.0	0.0	2.7	0.0	3.0	5.2	0.0	1.6
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	74	4263	1075	72	3101	1198	270	0	231	256	0	257
V/C Ratio(X)	0.60	0.74	0.01	0.40	0.59	0.59	0.05	0.00	0.17	0.12	0.00	0.09
Avail Cap(c_a), veh/h	168	4263	1075	618	3101	1198	311	0	274	297	0	304
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.6	12.2	6.1	55.8	0.0	0.0	41.8	0.0	41.2	43.3	0.0	40.7
Incr Delay (d2), s/veh	2.9	1.2	0.0	1.0	0.6	1.5	0.0	0.0	0.1	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	11.3	0.1	0.4	0.2	0.5	0.4	0.0	1.0	0.8	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	13.3	6.2	56.8	0.6	1.5	41.8	0.0	41.3	43.4	0.0	40.7
LnGrp LOS	E	B	A	E	A	A	D	A	D	D	A	D
Approach Vol, veh/h		3199			2568			53			55	
Approach Delay, s/veh		13.9			1.5			41.5			42.2	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	85.4		25.8	9.3	83.0		25.8				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7				
Max Q Clear Time (g_c+I1), s	3.0	39.9		7.2	4.9	2.0		5.0				
Green Ext Time (p_c), s	0.0	17.6		0.1	0.0	60.4		0.1				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	2878	0	11	2067	341	0	0	0	113	0	270
Future Volume (veh/h)	114	2878	0	11	2067	341	0	0	0	113	0	270
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	3062	0	12	2199	363	0	0	0	120	0	287
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	146	3179	0	60	3230	529	0	383	0	827	0	323
Arrive On Green	0.11	0.85	0.00	0.03	0.59	0.59	0.00	0.00	0.00	0.20	0.00	0.20
Sat Flow, veh/h	1781	5149	0	1781	5478	897	0	1870	0	3446	0	1580
Grp Volume(v), veh/h	121	3062	0	12	1889	673	0	0	0	120	0	287
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1664	0	1870	0	1723	0	1580
Q Serve(g_s), s	7.9	60.1	0.0	0.8	32.4	32.9	0.0	0.0	0.0	3.4	0.0	20.8
Cycle Q Clear(g_c), s	7.9	60.1	0.0	0.8	32.4	32.9	0.0	0.0	0.0	3.4	0.0	20.8
Prop In Lane	1.00		0.00	1.00		0.54	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	3179	0	60	2778	982	0	383	0	827	0	323
V/C Ratio(X)	0.83	0.96	0.00	0.20	0.68	0.69	0.00	0.00	0.00	0.15	0.00	0.89
Avail Cap(c_a), veh/h	168	3179	0	168	2778	982	0	471	0	989	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.00	0.82	0.82	0.82	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.7	7.8	0.0	55.4	16.6	16.7	0.0	0.0	0.0	38.7	0.0	45.6
Incr Delay (d2), s/veh	17.5	7.5	0.0	0.5	1.1	3.2	0.0	0.0	0.0	0.0	0.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.0	0.0	0.3	10.7	12.1	0.0	0.0	0.0	1.5	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.3	15.3	0.0	55.9	17.7	19.9	0.0	0.0	0.0	38.7	0.0	61.9
LnGrp LOS	E	B	A	E	B	B	A	A	A	D	A	E
Approach Vol, veh/h		3183			2574			0			407	
Approach Delay, s/veh		17.4			18.4			0.0			55.1	
Approach LOS		B			B						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	80.6		29.0	14.1	74.9		29.0				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.8	62.1		22.8	9.9	34.9		0.0				
Green Ext Time (p_c), s	0.0	0.5		0.9	0.0	26.5		0.0				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	2972	1	15	2287	0	0	0	18	0	0	0
Future Volume (veh/h)	37	2972	1	15	2287	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	0						
Adj Flow Rate, veh/h	39	3096	1	16	2382	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	2	2	5	0						
Cap, veh/h	54	4366	1	27	4154	0						
Arrive On Green	0.03	0.85	0.85	0.02	0.83	0.00						
Sat Flow, veh/h	1781	5147	2	1781	5149	0						
Grp Volume(v), veh/h	39	1999	1098	16	2382	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1662	0						
Q Serve(g_s), s	1.5	16.1	16.1	0.6	10.7	0.0						
Cycle Q Clear(g_c), s	1.5	16.1	16.1	0.6	10.7	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	54	2819	1549	27	4154	0						
V/C Ratio(X)	0.72	0.71	0.71	0.59	0.57	0.00						
Avail Cap(c_a), veh/h	759	2833	1557	759	4250	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	33.8	2.0	2.0	34.4	1.9	0.0						
Incr Delay (d2), s/veh	6.6	1.3	2.3	7.3	0.5	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.7	0.5	1.0	0.3	0.2	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	3.3	4.3	41.7	2.3	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		3136			2398							
Approach Delay, s/veh		4.1			2.6							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.5	64.9			6.5	63.8						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	12.6	18.1			3.5	12.7						
Green Ext Time (p_c), s	0.0	41.6			0.0	45.1						
Intersection Summary												
HCM 6th Ctrl Delay			3.5									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	41.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	261	0	0	1914	236
Future Vol, veh/h	0	261	0	0	1914	236
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	278	0	0	2036	251

Major/Minor	Minor2			Major2	
Conflicting Flow All	2162	1147		-	0
Stage 1	2162	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	77	~ 165		-	-
Stage 1	45	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	77	~ 165		-	-
Mov Cap-2 Maneuver	77	-		-	-
Stage 1	45	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 380.8	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	165	-	-
HCM Lane V/C Ratio	-	1.683	-	-
HCM Control Delay (s)	0	$ 380.8	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	19.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	647	28	18	658	316	34	57	40	200	29	142
Future Volume (veh/h)	97	647	28	18	658	316	34	57	40	200	29	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	727	31	20	739	355	38	64	45	225	33	160
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	1134	348	651	2668	824	192	321	242	357	486	426
Arrive On Green	0.05	0.15	0.15	0.37	0.52	0.52	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	5106	1568	1781	5106	1578	534	1175	886	1267	1777	1559
Grp Volume(v), veh/h	109	727	31	20	739	355	70	0	77	225	33	160
Grp Sat Flow(s),veh/h/ln	1781	1702	1568	1781	1702	1578	1084	0	1511	1267	1777	1559
Q Serve(g_s), s	7.3	16.1	2.0	0.9	9.7	16.6	2.7	0.0	4.7	19.8	1.7	10.0
Cycle Q Clear(g_c), s	7.3	16.1	2.0	0.9	9.7	16.6	12.7	0.0	4.7	24.5	1.7	10.0
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	135	1134	348	651	2668	824	342	0	413	357	486	426
V/C Ratio(X)	0.81	0.64	0.09	0.03	0.28	0.43	0.21	0.00	0.19	0.63	0.07	0.38
Avail Cap(c_a), veh/h	313	1974	606	651	2668	824	561	0	646	553	760	666
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	46.6	40.6	24.4	16.0	17.7	36.5	0.0	33.4	42.8	32.3	35.3
Incr Delay (d2), s/veh	4.1	2.7	0.5	0.0	0.3	1.6	0.1	0.0	0.1	5.2	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	7.2	0.8	0.4	3.6	6.0	1.7	0.0	1.7	6.7	0.7	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	49.3	41.1	24.4	16.2	19.2	36.6	0.0	33.5	48.0	32.5	36.9
LnGrp LOS	E	D	D	C	B	B	D	A	C	D	C	D
Approach Vol, veh/h		867			1114			147			418	
Approach Delay, s/veh		50.4			17.3			35.0			42.5	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	50.0	32.3		37.7	13.5	68.8		37.7				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.3	* 46		51.3	21.1	32.2		51.3				
Max Q Clear Time (g_c+I1), s	2.9	18.1		26.5	9.3	18.6		14.7				
Green Ext Time (p_c), s	0.0	8.6		4.8	0.1	9.2		0.6				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	485	1	0	460	378	1	0	0	277	0	31
Future Volume (veh/h)	48	485	1	0	460	378	1	0	0	277	0	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	533	1	0	505	0	1	0	0	336	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	956	2	876	2277		19	0	17	478	251	0
Arrive On Green	0.04	0.18	0.18	0.00	0.21	0.00	0.01	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	5263	10	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	53	345	189	0	505	0	1	0	0	336	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.5	11.1	11.1	0.0	14.1	0.0	0.1	0.0	0.0	10.8	0.0	0.0
Cycle Q Clear(g_c), s	3.5	11.1	11.1	0.0	14.1	0.0	0.1	0.0	0.0	10.8	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	68	619	340	876	2277		19	0	17	478	251	0
V/C Ratio(X)	0.77	0.56	0.56	0.00	0.22		0.05	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	224	1166	640	876	2277		157	0	140	1101	578	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.97	0.00	1.00	0.00	0.00	0.91	0.00	0.00
Uniform Delay (d), s/veh	57.2	44.7	44.7	0.0	22.6	0.0	58.7	0.0	0.0	49.7	0.0	0.0
Incr Delay (d2), s/veh	6.8	3.6	6.5	0.0	0.2	0.0	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.9	5.6	0.0	6.7	0.0	0.0	0.0	0.0	4.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	48.3	51.2	0.0	22.8	0.0	59.1	0.0	0.0	50.3	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		587			505	A		1			336	
Approach Delay, s/veh		50.6			22.8			59.1			50.3	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	26.9		22.0	9.0	82.8		6.2				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.3	* 41		37.1	15.1	36.1		10.6				
Max Q Clear Time (g_c+I1), s	0.0	13.1		12.8	5.5	16.1		2.1				
Green Ext Time (p_c), s	0.0	8.7		0.6	0.0	5.5		0.0				

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

Notes

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

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	244	133	30	356	160	203	824	26	103	761	163
Future Volume (veh/h)	258	244	133	30	356	160	203	824	26	103	761	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	274	260	141	32	379	170	216	877	28	110	810	173
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	295	648	339	44	515	293	262	1803	58	154	1712	759
Arrive On Green	0.17	0.29	0.29	0.02	0.14	0.14	0.08	0.51	0.51	0.04	0.48	0.48
Sat Flow, veh/h	1781	2241	1174	1781	3554	1536	3456	3514	112	3456	3554	1576
Grp Volume(v), veh/h	274	204	197	32	379	170	216	443	462	110	810	173
Grp Sat Flow(s),veh/h/ln	1781	1777	1637	1781	1777	1536	1728	1777	1849	1728	1777	1576
Q Serve(g_s), s	22.8	13.8	14.6	2.7	15.3	10.2	9.2	24.3	24.3	4.7	23.0	5.2
Cycle Q Clear(g_c), s	22.8	13.8	14.6	2.7	15.3	10.2	9.2	24.3	24.3	4.7	23.0	5.2
Prop In Lane	1.00		0.72	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	295	514	474	44	515	293	262	912	949	154	1712	759
V/C Ratio(X)	0.93	0.40	0.42	0.73	0.74	0.58	0.82	0.49	0.49	0.72	0.47	0.23
Avail Cap(c_a), veh/h	387	668	616	82	734	388	544	912	949	258	1712	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	42.8	43.1	72.7	61.4	28.7	68.3	23.7	23.7	70.7	26.1	6.7
Incr Delay (d2), s/veh	21.9	0.2	0.2	8.2	1.0	0.7	2.5	1.9	1.8	2.3	0.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	6.2	6.0	1.3	7.0	3.9	4.2	10.8	11.2	2.1	10.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.6	43.0	43.3	80.8	62.4	29.4	70.8	25.6	25.5	73.1	27.0	7.4
LnGrp LOS	F	D	D	F	E	C	E	C	C	E	C	A
Approach Vol, veh/h		675			581			1121			1093	
Approach Delay, s/veh		59.6			53.8			34.3			28.6	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	82.3	8.1	48.6	15.8	77.6	30.0	26.6
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	11.3	* 57	6.9	56.4	23.6	43.8	32.6	* 31
Max Q Clear Time (g_c+I1), s	6.7	26.3	4.7	16.6	11.2	25.0	24.8	17.3
Green Ext Time (p_c), s	0.0	2.1	0.0	0.9	0.1	2.3	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

Notes

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

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

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	187	89	198	163	67	99	131	160	75	102	69
Future Volume (veh/h)	34	187	89	198	163	67	99	131	160	75	102	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	199	95	211	173	71	105	139	170	80	109	73
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	1318	662	297	804	632	135	778	473	104	717	309
Arrive On Green	0.03	0.37	0.37	0.09	0.43	0.43	0.08	0.22	0.22	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1461	3456	1870	1471	1781	3554	1537	1781	3554	1534
Grp Volume(v), veh/h	36	199	95	211	173	71	105	139	170	80	109	73
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1728	1870	1471	1781	1777	1537	1781	1777	1534
Q Serve(g_s), s	1.8	3.3	3.4	5.2	5.1	2.5	5.1	2.8	7.6	3.9	2.2	3.5
Cycle Q Clear(g_c), s	1.8	3.3	3.4	5.2	5.1	2.5	5.1	2.8	7.6	3.9	2.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	1318	662	297	804	632	135	778	473	104	717	309
V/C Ratio(X)	0.76	0.15	0.14	0.71	0.22	0.11	0.78	0.18	0.36	0.77	0.15	0.24
Avail Cap(c_a), veh/h	607	1615	784	1178	850	668	607	1615	835	607	1615	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	18.5	14.4	39.2	15.7	15.0	39.9	27.9	23.9	40.8	28.9	29.4
Incr Delay (d2), s/veh	8.9	0.1	0.1	1.2	0.1	0.0	3.6	0.1	0.5	4.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.3	1.1	2.2	2.1	0.8	2.3	1.2	2.8	1.8	0.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	18.5	14.5	40.4	15.8	15.1	43.6	28.0	24.4	45.3	29.0	29.6
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		330			455			414			262	
Approach Delay, s/veh		21.0			27.1			30.5			34.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	38.5	12.1	24.5	7.7	43.7	10.5	26.0
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.2	5.4	7.1	5.5	3.8	7.1	5.9	9.6
Green Ext Time (p_c), s	0.4	2.1	0.1	0.6	0.0	0.9	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	6	23	0	35	59	309	28	68	284	21
Future Volume (veh/h)	7	0	6	23	0	35	59	309	28	68	284	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	0	7	25	0	38	64	336	30	74	309	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	43	122	460	0	363	96	1526	134	106	1580	116
Arrive On Green	0.17	0.00	0.17	0.17	0.00	0.17	0.05	0.32	0.32	0.06	0.33	0.33
Sat Flow, veh/h	555	247	702	1391	0	1547	1781	4765	417	1781	4843	354
Grp Volume(v), veh/h	15	0	0	25	0	38	64	238	128	74	216	116
Grp Sat Flow(s),veh/h/ln	1504	0	0	1391	0	1547	1781	1702	1778	1781	1702	1793
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.6	1.2	1.7	1.7	1.3	1.5	1.5
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.4	0.0	0.6	1.2	1.7	1.7	1.3	1.5	1.5
Prop In Lane	0.53		0.47	1.00		1.00	1.00		0.23	1.00		0.20
Lane Grp Cap(c), veh/h	428	0	0	460	0	363	96	1090	570	106	1111	585
V/C Ratio(X)	0.04	0.00	0.00	0.05	0.00	0.10	0.67	0.22	0.22	0.70	0.19	0.20
Avail Cap(c_a), veh/h	1917	0	0	1893	0	1974	1623	6205	3241	1623	6205	3268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	11.4	0.0	9.9	15.3	8.2	8.2	15.2	8.0	8.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.1	0.3	3.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.5	0.4	0.5	0.5	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	11.4	0.0	10.0	18.2	8.3	8.5	18.2	8.1	8.2
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		15			63			430			406	
Approach Delay, s/veh		11.4			10.6			9.8			10.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	15.9		10.6	6.2	16.1		10.6
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.3	3.7		2.2	3.2	3.5		2.6
Green Ext Time (p_c), s	0.1	3.5		0.0	0.1	2.7		0.1

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	8	22	34	39	11	274	624	93	38	409	173
Future Volume (veh/h)	16	8	22	34	39	11	274	624	93	38	409	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.77	1.00		0.76	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	9	24	37	42	12	295	671	100	41	440	186
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	525	342	47	511	330	336	1599	667	53	712	296
Arrive On Green	0.03	0.28	0.28	0.03	0.27	0.27	0.19	0.45	0.45	0.03	0.30	0.30
Sat Flow, veh/h	1781	1870	1219	1781	1870	1209	1781	3554	1482	1781	2372	988
Grp Volume(v), veh/h	17	9	24	37	42	12	295	671	100	41	328	298
Grp Sat Flow(s),veh/h/ln	1781	1870	1219	1781	1870	1209	1781	1777	1482	1781	1777	1583
Q Serve(g_s), s	1.0	0.4	1.6	2.3	1.8	0.8	17.7	14.0	4.4	2.5	17.4	17.8
Cycle Q Clear(g_c), s	1.0	0.4	1.6	2.3	1.8	0.8	17.7	14.0	4.4	2.5	17.4	17.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	60	525	342	47	511	330	336	1599	667	53	533	475
V/C Ratio(X)	0.28	0.02	0.07	0.78	0.08	0.04	0.88	0.42	0.15	0.78	0.62	0.63
Avail Cap(c_a), veh/h	487	525	342	487	512	331	487	1944	811	487	972	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	28.5	29.0	53.1	29.6	29.3	43.3	20.5	17.8	52.9	32.9	33.1
Incr Delay (d2), s/veh	0.9	0.0	0.0	10.1	0.0	0.0	14.0	0.2	0.1	8.9	3.2	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.5	1.1	0.8	0.2	9.0	5.8	1.5	1.2	7.9	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	28.5	29.0	63.2	29.7	29.3	57.2	20.7	17.9	61.7	36.1	36.8
LnGrp LOS	D	C	C	E	C	C	E	C	B	E	D	D
Approach Vol, veh/h		50			91			1066			667	
Approach Delay, s/veh		36.9			43.2			30.5			38.0	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	58.1	7.3	35.7	25.1	41.6	8.1	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.5	16.0	4.3	3.6	19.7	19.8	3.0	3.8
Green Ext Time (p_c), s	0.0	7.5	0.0	0.1	1.0	10.5	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	156	14	132	104	0	0	0	0	185	21	29
Future Volume (veh/h)	0	156	14	132	104	0	0	0	0	185	21	29
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	171	15	145	114	0				219	0	32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	226	450	198	321	613	0				977	0	628
Arrive On Green	0.00	0.13	0.13	0.18	0.18	0.00				0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1560	1781	3572	0				3563	0	1557
Grp Volume(v), veh/h	0	171	15	145	114	0				219	0	32
Grp Sat Flow(s),veh/h/ln	1781	1777	1560	1781	1702	0				1781	0	1557
Q Serve(g_s), s	0.0	1.5	0.3	2.5	1.0	0.0				1.6	0.0	0.4
Cycle Q Clear(g_c), s	0.0	1.5	0.3	2.5	1.0	0.0				1.6	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	226	450	198	321	613	0				977	0	628
V/C Ratio(X)	0.00	0.38	0.08	0.45	0.19	0.00				0.22	0.00	0.05
Avail Cap(c_a), veh/h	3088	6161	2705	3088	5902	0				3603	0	1776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.9	13.3	12.7	12.0	0.0				9.7	0.0	6.3
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.1	0.2	0.0				0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.1	0.8	0.3	0.0				0.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.1	13.4	13.8	12.2	0.0				9.8	0.0	6.4
LnGrp LOS	A	B	B	B	B	A				A	A	A
Approach Vol, veh/h		186			259						251	
Approach Delay, s/veh		14.0			13.1						9.3	
Approach LOS		B			B						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		8.4		15.7		10.5
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		3.5		3.6		4.5
Green Ext Time (p_c), s		0.7		0.5		1.7

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	280	0	0	208	316	26	6	58	20	0	272
Future Volume (veh/h)	74	280	0	0	208	316	26	6	58	20	0	272
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	311	0	0	231	351	29	7	64	22	0	302
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	110	1592	0	0	565	500	145	12	114	26	0	364
Arrive On Green	0.06	0.45	0.00	0.00	0.32	0.32	0.08	0.08	0.08	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	154	1407	108	0	1480
Grp Volume(v), veh/h	82	311	0	0	231	351	29	0	71	324	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1561	1588	0	0
Q Serve(g_s), s	3.0	3.5	0.0	0.0	6.7	12.9	1.0	0.0	2.9	12.7	0.0	0.0
Cycle Q Clear(g_c), s	3.0	3.5	0.0	0.0	6.7	12.9	1.0	0.0	2.9	12.7	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.90	0.07		0.93
Lane Grp Cap(c), veh/h	110	1592	0	0	565	500	145	0	127	390	0	0
V/C Ratio(X)	0.75	0.20	0.00	0.00	0.41	0.70	0.20	0.00	0.56	0.83	0.00	0.00
Avail Cap(c_a), veh/h	813	3243	0	0	1621	1433	1084	0	950	966	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.4	11.0	0.0	0.0	17.6	19.7	28.2	0.0	29.1	23.5	0.0	0.0
Incr Delay (d2), s/veh	11.6	0.0	0.0	0.0	0.6	2.2	0.3	0.0	1.4	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.1	0.0	0.0	2.4	4.3	0.4	0.0	1.1	4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	11.0	0.0	0.0	18.1	21.9	28.5	0.0	30.5	25.3	0.0	0.0
LnGrp LOS	D	B	A	A	B	C	C	A	C	C	A	A
Approach Vol, veh/h		393			582			100			324	
Approach Delay, s/veh		17.5			20.4			29.9			25.3	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.9		20.2	8.5	25.3		11.7				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		5.5		14.7	5.0	14.9		4.9				
Green Ext Time (p_c), s		1.2		1.5	0.2	4.7		0.3				

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

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	308	53	297	364	0	0	0	0	379	235	172
Future Volume (veh/h)	0	308	53	297	364	0	0	0	0	379	235	172
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	314	54	303	371	0				387	240	176
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1923	854	383	2503	0				638	335	277
Arrive On Green	0.00	0.54	0.54	0.22	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	314	54	303	371	0				387	240	176
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	3.7	1.4	7.0	0.0	0.0				8.4	10.2	8.9
Cycle Q Clear(g_c), s	0.0	3.7	1.4	7.0	0.0	0.0				8.4	10.2	8.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1923	854	383	2503	0				638	335	277
V/C Ratio(X)	0.00	0.16	0.06	0.79	0.15	0.00				0.61	0.72	0.64
Avail Cap(c_a), veh/h	0	1923	854	703	2503	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.2	31.8	0.0	0.0				31.8	32.5	31.9
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.4	0.1	0.0				0.3	1.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.4	2.5	0.0	0.0				3.6	4.6	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.9	9.3	33.2	0.1	0.0				32.1	33.6	32.8
LnGrp LOS	A	A	A	C	A	A				C	C	C
Approach Vol, veh/h		368			674						803	
Approach Delay, s/veh		9.8			15.0						32.7	
Approach LOS		A			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.7	50.4		19.9		64.1
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.3	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.0	5.7		12.2		2.0
Green Ext Time (p_c), s	0.4	2.0		1.9		2.7

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	500	0	0	537	538	117	198	25	0	0	0
Future Volume (veh/h)	198	500	0	0	537	538	117	198	25	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	200	505	0	0	542	543	118	200	25			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1292	2725	0	0	1189	519	197	371	46			
Arrive On Green	0.75	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1692	3187	394			
Grp Volume(v), veh/h	200	505	0	0	542	543	125	105	113			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1786	1702	1785			
Q Serve(g_s), s	1.4	0.0	0.0	0.0	10.1	28.1	5.6	4.9	5.0			
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.0	10.1	28.1	5.6	4.9	5.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.95		0.22			
Lane Grp Cap(c), veh/h	1292	2725	0	0	1189	519	208	198	208			
V/C Ratio(X)	0.15	0.19	0.00	0.00	0.46	1.05	0.60	0.53	0.54			
Avail Cap(c_a), veh/h	1292	2725	0	0	1189	519	597	569	597			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.8	0.0	0.0	0.0	21.9	28.0	35.2	34.9	35.0			
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	1.3	51.8	1.0	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	4.0	16.8	2.4	2.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.9	0.1	0.0	0.0	23.2	79.8	36.3	35.8	35.8			
LnGrp LOS	A	A	A	A	C	F	D	D	D			
Approach Vol, veh/h		705			1085			343				
Approach Delay, s/veh		2.0			51.5			36.0				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.3			36.3	33.0		14.7				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.4	30.1		7.6				
Green Ext Time (p_c), s		4.1			0.4	0.0		1.2				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	42	12	867	18	0	0	0
Future Volume (veh/h)	0	0	0	0	17	42	12	867	18	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	54	15	1112	23			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	76	120	3051	63			
Arrive On Green				0.00	0.06	0.06	0.61	0.61	0.61			
Sat Flow, veh/h				0	478	1174	19	4972	102			
Grp Volume(v), veh/h				0	0	76	422	349	379			
Grp Sat Flow(s),veh/h/ln				0	0	1652	1864	1549	1680			
Q Serve(g_s), s				0.0	0.0	1.6	0.0	3.9	3.9			
Cycle Q Clear(g_c), s				0.0	0.0	1.6	3.9	3.9	3.9			
Prop In Lane				0.00		0.71	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	107	1252	950	1031			
V/C Ratio(X)				0.00	0.00	0.71	0.34	0.37	0.37			
Avail Cap(c_a), veh/h				0	0	1917	3336	2695	2924			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	15.8	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.3	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.6	0.5	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	19.1	3.6	3.7	3.6			
LnGrp LOS				A	A	B	A	A	A			
Approach Vol, veh/h					76			1150				
Approach Delay, s/veh					19.1			3.6				
Approach LOS					B			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	26.8							7.7				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	5.9							3.6				
Green Ext Time (p_c), s	15.3							0.3				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	142	61	328	265	58	161	232	63	58	250	54
Future Volume (veh/h)	40	142	61	328	265	58	161	232	63	58	250	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	153	66	353	285	62	173	249	68	62	269	58
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	289	243	411	522	114	220	1044	268	79	761	156
Arrive On Green	0.03	0.15	0.15	0.23	0.35	0.35	0.12	0.26	0.26	0.04	0.18	0.18
Sat Flow, veh/h	1781	1870	1570	1781	1487	323	1781	4023	1032	1781	4221	866
Grp Volume(v), veh/h	43	153	66	353	0	347	173	208	109	62	214	113
Grp Sat Flow(s),veh/h/ln	1781	1870	1570	1781	0	1810	1781	1702	1651	1781	1702	1683
Q Serve(g_s), s	1.5	4.6	2.3	11.6	0.0	9.4	5.8	2.9	3.2	2.1	3.4	3.6
Cycle Q Clear(g_c), s	1.5	4.6	2.3	11.6	0.0	9.4	5.8	2.9	3.2	2.1	3.4	3.6
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.63	1.00		0.51
Lane Grp Cap(c), veh/h	60	289	243	411	0	636	220	883	428	79	614	303
V/C Ratio(X)	0.71	0.53	0.27	0.86	0.00	0.55	0.79	0.24	0.25	0.78	0.35	0.37
Avail Cap(c_a), veh/h	875	1225	1028	875	0	1186	875	3344	1622	875	3344	1653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	23.8	22.8	22.6	0.0	15.9	26.0	17.8	17.9	28.9	21.9	22.0
Incr Delay (d2), s/veh	5.7	0.6	0.2	2.1	0.0	0.7	2.3	0.3	0.6	6.2	0.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.0	0.8	4.8	0.0	3.7	2.4	1.1	1.2	1.0	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	24.3	23.0	24.6	0.0	16.6	28.3	18.1	18.5	35.1	22.5	23.3
LnGrp LOS	C	C	C	C	A	B	C	B	B	D	C	C
Approach Vol, veh/h		262			700			490			389	
Approach Delay, s/veh		25.7			20.7			21.8			24.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	21.1	18.5	14.3	11.9	16.3	6.5	26.3
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.1	5.2	13.6	6.6	7.8	5.6	3.5	11.4
Green Ext Time (p_c), s	0.1	3.9	0.5	0.7	0.2	3.9	0.0	2.4

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	106	157	113	170	0	0	0	0	86	1249	502
Future Volume (veh/h)	0	106	157	113	170	0	0	0	0	86	1249	502
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	120	178	128	193	0				98	1419	570
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	401	340	229	393	0				1128	2270	895
Arrive On Green	0.00	0.21	0.21	0.21	0.21	0.00				0.63	0.63	0.63
Sat Flow, veh/h	0	1870	1585	713	1917	0				1781	3583	1413
Grp Volume(v), veh/h	0	120	178	158	163	0				98	1347	642
Grp Sat Flow(s),veh/h/ln	0	1870	1585	928	1617	0				1781	1702	1592
Q Serve(g_s), s	0.0	4.6	8.5	10.3	7.5	0.0				1.8	20.5	21.2
Cycle Q Clear(g_c), s	0.0	4.6	8.5	14.9	7.5	0.0				1.8	20.5	21.2
Prop In Lane	0.00		1.00	0.81		0.00				1.00		0.89
Lane Grp Cap(c), veh/h	0	401	340	275	347	0				1128	2156	1008
V/C Ratio(X)	0.00	0.30	0.52	0.57	0.47	0.00				0.09	0.62	0.64
Avail Cap(c_a), veh/h	0	657	557	437	568	0				1252	2393	1119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.1	29.7	33.8	29.3	0.0				6.1	9.5	9.6
Incr Delay (d2), s/veh	0.0	0.2	0.5	1.4	0.7	0.0				0.1	0.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	3.2	3.2	3.0	0.0				0.6	6.6	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.3	30.1	35.2	30.0	0.0				6.1	10.1	11.1
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		298			321						2087	
Approach Delay, s/veh		29.4			32.6						10.2	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		25.0		60.4		25.0
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		10.5		23.2		16.9
Green Ext Time (p_c), s		0.7		30.9		1.4

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	18	67	0	34	21	246	851	18	0	0	0
Future Volume (veh/h)	106	18	67	0	34	21	246	851	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	112	19	71	0	36	22	259	896	19			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	393	49	1025	0	191	117	840	1676	36			
Arrive On Green	0.18	0.18	0.18	0.00	0.18	0.18	0.47	0.47	0.47			
Sat Flow, veh/h	1002	280	1572	0	1078	659	1781	3555	75			
Grp Volume(v), veh/h	131	0	71	0	0	58	259	448	467			
Grp Sat Flow(s),veh/h/ln	1282	0	1572	0	0	1737	1781	1777	1854			
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.9	2.8	5.5	5.5			
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.0	0.0	0.9	2.8	5.5	5.5			
Prop In Lane	0.85		1.00	0.00		0.38	1.00		0.04			
Lane Grp Cap(c), veh/h	442	0	1025	0	0	307	840	837	874			
V/C Ratio(X)	0.30	0.00	0.07	0.00	0.00	0.19	0.31	0.53	0.53			
Avail Cap(c_a), veh/h	1548	0	2269	0	0	1682	1696	1692	1765			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	11.9	0.0	2.0	0.0	0.0	10.9	5.1	5.8	5.8			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.1	0.2	0.5	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.6	0.0	0.0	0.3	0.6	1.1	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.0	2.0	0.0	0.0	11.0	5.3	6.3	6.3			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		202			58			1174				
Approach Delay, s/veh		8.7			11.0			6.1				
Approach LOS		A			B			A				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		19.1		11.9				11.9				
Change Period (Y+Rc), s		4.5		* 6.4				6.4				
Max Green Setting (Gmax), s		29.5		* 30				30.0				
Max Q Clear Time (g_c+I1), s		7.5		5.1				2.9				
Green Ext Time (p_c), s		7.1		1.0				0.2				

Intersection Summary												
HCM 6th Ctrl Delay			6.6									
HCM 6th LOS			A									

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	16	33	14	4	4	34	438	75	65	606	9
Future Volume (veh/h)	4	16	33	14	4	4	34	438	75	65	606	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	18	36	15	4	4	37	481	82	71	666	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	104	208	373	161	161	58	2225	679	179	2356	35
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.44	0.44	0.05	0.45	0.45
Sat Flow, veh/h	1401	555	1110	1344	856	856	1781	5106	1558	3456	5180	78
Grp Volume(v), veh/h	4	0	54	15	0	8	37	481	82	71	437	239
Grp Sat Flow(s),veh/h/ln	1401	0	1665	1344	0	1713	1781	1702	1558	1728	1702	1854
Q Serve(g_s), s	0.1	0.0	1.2	0.4	0.0	0.2	0.9	2.7	1.4	0.9	3.7	3.7
Cycle Q Clear(g_c), s	0.3	0.0	1.2	1.7	0.0	0.2	0.9	2.7	1.4	0.9	3.7	3.7
Prop In Lane	1.00		0.67	1.00		0.50	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	415	0	313	373	0	322	58	2225	679	179	1548	843
V/C Ratio(X)	0.01	0.00	0.17	0.04	0.00	0.02	0.63	0.22	0.12	0.40	0.28	0.28
Avail Cap(c_a), veh/h	1372	0	1451	1292	0	1493	1164	6675	2036	2259	4450	2423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	15.6	16.4	0.0	15.2	21.9	8.1	7.7	21.1	7.8	7.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	4.2	0.1	0.1	0.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.1	0.0	0.1	0.4	0.7	0.4	0.3	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	0.0	15.7	16.4	0.0	15.2	26.1	8.2	7.9	21.6	7.9	8.0
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		58			23			600			747	
Approach Delay, s/veh		15.7			16.0			9.2			9.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.8	25.7		13.4	5.9	26.6		13.4
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.9	4.7		3.2	2.9	5.7		3.7
Green Ext Time (p_c), s	0.1	7.0		0.2	0.0	4.8		0.0

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

Notes

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	745	1435	2080	54	27	48
Future Volume (veh/h)	745	1435	2080	54	27	48
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	847	1631	2364	0	31	55
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4297	2937		87	78
Arrive On Green	0.24	0.86	0.59	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	847	1631	2364	0	31	55
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	7.9	43.7	0.0	2.0	4.0
Cycle Q Clear(g_c), s	27.8	7.9	43.7	0.0	2.0	4.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4297	2937		87	78
V/C Ratio(X)	1.04	0.38	0.80		0.36	0.71
Avail Cap(c_a), veh/h	814	4297	2937		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.47	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	1.7	18.9	0.0	54.3	55.3
Incr Delay (d2), s/veh	42.5	0.3	1.2	0.0	0.9	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.3	0.9	15.2	0.0	0.9	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	87.6	1.9	20.1	0.0	55.2	59.7
LnGrp LOS	F	A	C		E	E
Approach Vol, veh/h		2478	2364	A	86	
Approach Delay, s/veh		31.2	20.1		58.1	
Approach LOS		C	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.0		11.0	32.2	74.8
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		9.9		6.0	29.8	45.7
Green Ext Time (p_c), s		49.9		0.1	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		26.4
HCM 6th LOS		C

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	566	18	42	881	44	107	210	64	47	149	487
Future Volume (veh/h)	261	566	18	42	881	44	107	210	64	47	149	487
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.94	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	281	609	19	45	947	47	115	226	69	51	160	524
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	1647	51	223	1471	73	138	872	244	66	934	529
Arrive On Green	0.17	0.47	0.47	0.17	0.57	0.57	0.08	0.22	0.22	0.04	0.18	0.18
Sat Flow, veh/h	1781	3516	110	1781	3445	171	1781	3902	1093	1781	5106	1398
Grp Volume(v), veh/h	281	308	320	45	488	506	115	195	100	51	160	524
Grp Sat Flow(s),veh/h/ln	1781	1777	1849	1781	1777	1839	1781	1702	1591	1781	1702	1398
Q Serve(g_s), s	21.7	15.6	15.6	3.1	26.2	26.2	8.9	6.6	7.3	4.0	3.7	25.6
Cycle Q Clear(g_c), s	21.7	15.6	15.6	3.1	26.2	26.2	8.9	6.6	7.3	4.0	3.7	25.6
Prop In Lane	1.00		0.06	1.00		0.09	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	307	833	866	223	759	786	138	761	356	66	934	529
V/C Ratio(X)	0.92	0.37	0.37	0.20	0.64	0.64	0.83	0.26	0.28	0.77	0.17	0.99
Avail Cap(c_a), veh/h	382	833	866	223	759	786	244	761	356	244	934	529
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	56.9	23.9	23.9	52.3	23.0	23.0	63.7	44.8	45.1	66.8	48.3	45.7
Incr Delay (d2), s/veh	23.1	1.3	1.2	1.8	3.7	3.6	4.8	0.2	0.5	7.0	0.1	36.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	6.7	7.0	1.5	10.3	10.6	4.2	2.8	3.0	1.9	1.6	23.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.0	25.2	25.1	54.1	26.7	26.6	68.5	45.0	45.5	73.8	48.4	82.2
LnGrp LOS	F	C	C	D	C	C	E	D	D	E	D	F
Approach Vol, veh/h		909			1039			410			735	
Approach Delay, s/veh		42.1			27.8			51.7			74.3	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	36.3	23.3	70.8	15.3	30.6	28.5	65.6
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	6.0	9.3	5.1	17.6	10.9	27.6	23.7	28.2
Green Ext Time (p_c), s	0.0	1.7	0.0	5.8	0.1	0.0	0.4	5.1

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

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	612	54	30	168	0	0	0	0	203	203	809
Future Volume (veh/h)	0	612	54	30	168	0	0	0	0	203	203	809
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	688	61	34	189	0				228	228	909
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1662	147	59	2021	0				616	1293	537
Arrive On Green	0.00	1.00	1.00	0.03	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3391	292	1781	3647	0				1781	3741	1553
Grp Volume(v), veh/h	0	370	379	34	189	0				228	228	909
Grp Sat Flow(s),veh/h/ln	0	1777	1813	1781	1777	0				1781	1870	1553
Q Serve(g_s), s	0.0	0.0	0.0	2.6	3.4	0.0				13.4	5.9	48.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.6	3.4	0.0				13.4	5.9	48.4
Prop In Lane	0.00		0.16	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	895	913	59	2021	0				616	1293	537
V/C Ratio(X)	0.00	0.41	0.41	0.57	0.09	0.00				0.37	0.18	1.69
Avail Cap(c_a), veh/h	0	895	913	313	2021	0				616	1293	537
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.85	0.85	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	66.7	13.8	0.0				34.4	31.9	45.8
Incr Delay (d2), s/veh	0.0	1.4	1.3	2.8	0.1	0.0				1.7	0.3	319.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.3	1.2	1.4	0.0				6.2	2.8	66.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.4	1.3	69.4	13.8	0.0				36.1	32.2	365.6
LnGrp LOS	A	A	A	E	B	A				D	C	F
Approach Vol, veh/h		749			223						1365	
Approach Delay, s/veh		1.3			22.3						254.8	
Approach LOS		A			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.1	77.1		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	4.6	2.0		50.4		5.4
Green Ext Time (p_c), s	0.0	1.4		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	151.4
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	467	345	0	0	175	116	44	86	32	0	0	0
Future Volume (veh/h)	467	345	0	0	175	116	44	86	32	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	497	367	0	0	186	123	47	91	34			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1529	1500	0	0	622	389	88	184	116			
Arrive On Green	0.44	0.80	0.00	0.00	0.30	0.30	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	2180	1305	1156	2433	1533			
Grp Volume(v), veh/h	497	367	0	0	157	152	74	64	34			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1615	1813	1777	1533			
Q Serve(g_s), s	7.5	3.9	0.0	0.0	5.4	5.8	3.1	2.8	1.7			
Cycle Q Clear(g_c), s	7.5	3.9	0.0	0.0	5.4	5.8	3.1	2.8	1.7			
Prop In Lane	1.00		0.00	0.00		0.81	0.64		1.00			
Lane Grp Cap(c), veh/h	1529	1500	0	0	530	481	137	135	116			
V/C Ratio(X)	0.33	0.24	0.00	0.00	0.30	0.32	0.54	0.48	0.29			
Avail Cap(c_a), veh/h	1529	1500	0	0	580	527	387	380	328			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.92	0.92	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	14.5	2.0	0.0	0.0	21.6	21.8	35.6	35.5	34.9			
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	0.1	0.1	1.2	1.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.6	0.6	0.0	0.0	2.1	2.1	1.4	1.2	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	2.3	0.0	0.0	21.7	21.9	36.8	36.4	35.4			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		864			309			172				
Approach Delay, s/veh		9.4			21.8			36.4				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			40.3	28.7		11.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		5.9			9.5	7.8		5.1				
Green Ext Time (p_c), s		1.3			1.5	1.0		0.4				

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

Notes

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

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	88	1678	498	0	0	1429
Future Volume (veh/h)	88	1678	498	0	0	1429
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	95	0	535	0	0	1537
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	153		2044	0	668	5182
Arrive On Green	0.09	0.00	0.41	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	95	0	535	0	0	1537
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	5.7	0.0	7.8	0.0	0.0	6.2
Cycle Q Clear(g_c), s	5.7	0.0	7.8	0.0	0.0	6.2
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	153		2044	0	668	5182
V/C Ratio(X)	0.62		0.26	0.00	0.00	0.30
Avail Cap(c_a), veh/h	487		2044	0	730	5182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.00	0.88	0.00	0.00	0.93
Uniform Delay (d), s/veh	48.5	0.0	21.4	0.0	0.0	2.2
Incr Delay (d2), s/veh	1.1	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.9	0.0	0.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.6	0.0	21.5	0.0	0.0	2.4
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	95	A	535			1537
Approach Delay, s/veh	49.6		21.5			2.4
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	15.6	50.0				95.6	14.4
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	9.8				8.2	7.7
Green Ext Time (p_c), s	0.0	3.3				17.9	0.1

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	223	1677	125	100	233	0	0	178	24
Future Volume (veh/h)	0	0	0	223	1677	125	100	233	0	0	178	24
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				237	1784	133	106	248	0	0	189	26
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				318	2554	195	135	1406	0	0	636	82
Arrive On Green				0.19	0.19	0.19	0.15	0.55	0.00	0.00	0.14	0.14
Sat Flow, veh/h				554	4452	340	1781	5274	0	0	4662	582
Grp Volume(v), veh/h				788	661	705	106	248	0	0	140	75
Grp Sat Flow(s),veh/h/ln				1843	1702	1801	1781	1702	0	0	1702	1672
Q Serve(g_s), s				44.4	39.7	40.1	6.3	2.7	0.0	0.0	4.1	4.4
Cycle Q Clear(g_c), s				44.4	39.7	40.1	6.3	2.7	0.0	0.0	4.1	4.4
Prop In Lane				0.30		0.19	1.00		0.00	0.00		0.35
Lane Grp Cap(c), veh/h				1057	976	1033	135	1406	0	0	482	237
V/C Ratio(X)				0.75	0.68	0.68	0.79	0.18	0.00	0.00	0.29	0.32
Avail Cap(c_a), veh/h				1057	976	1033	155	1629	0	0	591	290
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.67	0.67	0.67	0.69	0.69	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				37.0	35.1	35.3	45.8	18.5	0.0	0.0	42.3	42.4
Incr Delay (d2), s/veh				3.3	2.5	2.5	12.5	0.0	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.8	18.7	20.0	3.1	1.0	0.0	0.0	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.3	37.6	37.7	58.3	18.5	0.0	0.0	42.5	42.9
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2154			354			215	
Approach Delay, s/veh					38.6			30.5			42.6	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	14.2	22.0	69.0	36.2
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	8.3	6.4	46.4	4.7
Green Ext Time (p_c), s	0.0	0.7	11.3	1.8

Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	267	1989	0	0	0	0	0	162	53
Future Volume (veh/h)	0	0	0	267	1989	0	0	0	0	0	162	53
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				281	2094	0				0	171	56
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				413	3311	0				0	764	227
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				582	4832	0				0	4022	1144
Grp Volume(v), veh/h				889	1486	0				0	149	78
Grp Sat Flow(s),veh/h/ln				1841	1702	0				0	1702	1594
Q Serve(g_s), s				48.4	43.0	0.0				0.0	4.0	4.5
Cycle Q Clear(g_c), s				48.4	43.0	0.0				0.0	4.0	4.5
Prop In Lane				0.32		0.00				0.00		0.72
Lane Grp Cap(c), veh/h				1307	2417	0				0	675	316
V/C Ratio(X)				0.68	0.61	0.00				0.00	0.22	0.25
Avail Cap(c_a), veh/h				1307	2417	0				0	675	316
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				30.7	28.7	0.0				0.0	37.0	37.2
Incr Delay (d2), s/veh				2.9	1.2	0.0				0.0	0.8	1.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				24.8	19.9	0.0				0.0	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.6	29.8	0.0				0.0	37.7	39.0
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2375						227	
Approach Delay, s/veh					31.2						38.2	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				6.5		50.4						
Green Ext Time (p_c), s				0.3		4.3						

Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2120	117	69	92	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2120	117	69	92	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2255	124	73	98	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3469	189	295	437	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5118	270	1440	2229	0			
Grp Volume(v), veh/h				0	1545	834	91	80	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1816	1798	1777	0			
Q Serve(g_s), s				0.0	45.1	45.8	4.7	4.1	0.0			
Cycle Q Clear(g_c), s				0.0	45.1	45.8	4.7	4.1	0.0			
Prop In Lane				0.00		0.15	0.80		0.00			
Lane Grp Cap(c), veh/h				0	2386	1273	368	363	0			
V/C Ratio(X)				0.00	0.65	0.66	0.25	0.22	0.00			
Avail Cap(c_a), veh/h				0	2386	1273	368	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	30.0	30.2	36.7	36.4	0.0			
Incr Delay (d2), s/veh				0.0	1.4	2.6	1.6	1.4	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	20.9	23.1	2.2	1.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	31.4	32.9	38.3	37.8	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2379			171				
Approach Delay, s/veh					31.9			38.1				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						47.8		6.7				
Green Ext Time (p_c), s						22.6		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	314	2281	0	0	0	0	0	213	38
Future Volume (veh/h)	0	0	0	314	2281	0	0	0	0	0	213	38
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				320	2328	0				0	217	39
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				416	3261	0				0	733	312
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				593	4820	0				0	3647	1514
Grp Volume(v), veh/h				994	1654	0				0	217	39
Grp Sat Flow(s),veh/h/ln				1841	1702	0				0	1777	1514
Q Serve(g_s), s				55.5	48.9	0.0				0.0	5.7	2.3
Cycle Q Clear(g_c), s				55.5	48.9	0.0				0.0	5.7	2.3
Prop In Lane				0.32		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1290	2386	0				0	733	312
V/C Ratio(X)				0.77	0.69	0.00				0.00	0.30	0.12
Avail Cap(c_a), veh/h				1290	2386	0				0	733	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				34.0	31.5	0.0				0.0	36.9	35.6
Incr Delay (d2), s/veh				4.5	1.7	0.0				0.0	1.0	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				28.8	22.8	0.0				0.0	2.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.5	33.1	0.0				0.0	37.9	36.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2648						256	
Approach Delay, s/veh					35.1						37.7	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				7.7		57.5						
Green Ext Time (p_c), s				1.3		17.3						

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2567	86	39	40	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2567	86	39	40	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2646	89	40	41	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3692	123	293	339	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5239	169	1652	2006	0			
Grp Volume(v), veh/h				0	1768	967	43	38	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1836	1788	1777	0			
Q Serve(g_s), s				0.0	32.3	33.3	2.2	2.0	0.0			
Cycle Q Clear(g_c), s				0.0	32.3	33.3	2.2	2.0	0.0			
Prop In Lane				0.00		0.09	0.92		0.00			
Lane Grp Cap(c), veh/h				0	2479	1337	317	315	0			
V/C Ratio(X)				0.00	0.71	0.72	0.14	0.12	0.00			
Avail Cap(c_a), veh/h				0	2479	1337	317	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	8.5	8.6	38.2	38.0	0.0			
Incr Delay (d2), s/veh				0.0	1.8	3.4	0.9	0.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	10.6	12.4	1.1	0.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	10.2	12.0	39.0	38.8	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2735			81				
Approach Delay, s/veh					10.9			38.9				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						35.3		4.2				
Green Ext Time (p_c), s						36.1		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			11.7									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	124	441	54	98	0	0	0	17
Future Vol, veh/h	0	0	0	0	124	441	54	98	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	128	455	56	101	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	85	588	-	-	-	318
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	85	588	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	892	420	0	0	0	678
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	913	494	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	869	418	-	-	-	675
Mov Cap-2 Maneuver	-	-	-	869	418	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	889	492	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	16.3	10.5
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	418	-	-	675
HCM Lane V/C Ratio	0.242	-	-	0.026
HCM Control Delay (s)	16.3	-	-	10.5
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	495	78	983	591	0
Future Volume (veh/h)	0	0	0	0	0	0	0	495	78	983	591	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	562	89	1117	672	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1157	359	3419	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.23	0.23	0.91	1.00	0.00
Sat Flow, veh/h		0					0	5149	1547	5023	1826	0
Grp Volume(v), veh/h		0.0					0	562	89	1117	672	0
Grp Sat Flow(s),veh/h/ln							0	1662	1547	1674	1826	0
Q Serve(g_s), s							0.0	10.7	5.2	3.3	0.0	0.0
Cycle Q Clear(g_c), s							0.0	10.7	5.2	3.3	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1157	359	3419	1740	0
V/C Ratio(X)							0.00	0.49	0.25	0.33	0.39	0.00
Avail Cap(c_a), veh/h							0	1205	374	3419	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.96	0.96	0.00
Uniform Delay (d), s/veh							0.0	36.6	34.4	1.8	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.8	0.9	0.1	0.6	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.3	2.0	0.7	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	37.4	35.3	1.9	0.6	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								651			1789	
Approach Delay, s/veh								37.1			1.4	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	79.3	30.7				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	5.3	12.7				2.0						
Green Ext Time (p_c), s	4.8	5.9				6.4						

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	947	38	0	0	0	0	280	195	79	311	0
Future Volume (veh/h)	47	947	38	0	0	0	0	280	195	79	311	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	52	1041	42				0	308	214	87	342	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	146	3122	962				0	611	273	117	1457	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.13	0.57	0.00
Sat Flow, veh/h	236	5027	1549				0	3572	1520	1781	5274	0
Grp Volume(v), veh/h	410	683	42				0	308	214	87	342	0
Grp Sat Flow(s),veh/h/ln	1859	1702	1549				0	1702	1520	1781	1702	0
Q Serve(g_s), s	20.8	18.8	2.4				0.0	9.0	14.8	5.2	3.7	0.0
Cycle Q Clear(g_c), s	20.8	18.8	2.4				0.0	9.0	14.8	5.2	3.7	0.0
Prop In Lane	0.13		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1154	2114	962				0	611	273	117	1457	0
V/C Ratio(X)	0.36	0.32	0.04				0.00	0.50	0.78	0.74	0.23	0.00
Avail Cap(c_a), veh/h	1154	2114	962				0	916	409	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.78	0.78	0.78				0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	24.8	24.0	17.5				0.0	40.7	43.1	46.9	17.7	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.1				0.0	0.7	6.3	3.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.6	0.8				0.0	3.8	5.9	2.3	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	24.4	17.6				0.0	41.4	49.3	50.0	17.7	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1135						522			429	
Approach Delay, s/veh		24.5						44.7			24.3	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	73.2	36.8	11.6	25.2
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	22.8	5.7	7.2	16.8
Green Ext Time (p_c), s	11.4	1.9	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1171	33	0	0	0	0	0	0	123	307	0
Future Volume (veh/h)	0	1171	33	0	0	0	0	0	0	123	307	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1259	35							132	330	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2975	83							454	1254	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5273	142							1384	3989	0
Grp Volume(v), veh/h	0	839	455							172	290	0
Grp Sat Flow(s),veh/h/ln	0	1702	1843							1801	1702	0
Q Serve(g_s), s	0.0	23.9	23.9							9.7	8.6	0.0
Cycle Q Clear(g_c), s	0.0	23.9	23.9							9.7	8.6	0.0
Prop In Lane	0.00		0.08							0.77		0.00
Lane Grp Cap(c), veh/h	0	1984	1074							591	1117	0
V/C Ratio(X)	0.00	0.42	0.42							0.29	0.26	0.00
Avail Cap(c_a), veh/h	0	1984	1074							591	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	28.2	28.2							37.3	36.8	0.0
Incr Delay (d2), s/veh	0.0	0.7	1.2							1.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.0	12.1							4.9	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.8	29.4							38.5	37.3	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1294									462	
Approach Delay, s/veh		29.0									37.8	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	25.9	11.7
Green Ext Time (p_c), s	3.7	1.2

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1345	0	0	0	0	0	99	175	0	0	0
Future Volume (veh/h)	49	1345	0	0	0	0	0	99	175	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	53	1446	0				0	106	188			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	101	2920	0				0	599	505			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	175	5259	0				0	1870	1496			
Grp Volume(v), veh/h	563	936	0				0	106	188			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1496			
Q Serve(g_s), s	29.9	27.0	0.0				0.0	4.6	10.5			
Cycle Q Clear(g_c), s	29.9	27.0	0.0				0.0	4.6	10.5			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1068	1953	0				0	599	505			
V/C Ratio(X)	0.53	0.48	0.00				0.00	0.18	0.37			
Avail Cap(c_a), veh/h	1068	1953	0				0	599	505			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	31.1	29.9	0.0				0.0	25.7	27.6			
Incr Delay (d2), s/veh	1.9	0.8	0.0				0.0	0.6	2.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.4	12.5	0.0				0.0	2.1	4.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	30.8	0.0				0.0	26.3	29.7			
LnGrp LOS	C	C	A				A	C	C			
Approach Vol, veh/h		1499						294				
Approach Delay, s/veh		31.6						28.5				
Approach LOS		C						C				

Timer - Assigned Phs	2	8
Phs Duration (G+Y+Rc), s	68.0	42.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	63.1	37.1
Max Q Clear Time (g_c+I1), s	31.9	12.5
Green Ext Time (p_c), s	13.4	2.0

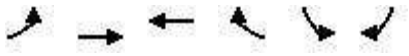
Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1514	59	0	0	0	0	0	0	184	342	0
Future Volume (veh/h)	0	1514	59	0	0	0	0	0	0	184	342	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1545	60							188	349	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3259	127							471	940	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5211	196							1781	3647	0
Grp Volume(v), veh/h	0	1043	562							188	349	0
Grp Sat Flow(s),veh/h/ln	0	1702	1834							1781	1777	0
Q Serve(g_s), s	0.0	29.5	29.5							11.0	10.2	0.0
Cycle Q Clear(g_c), s	0.0	29.5	29.5							11.0	10.2	0.0
Prop In Lane	0.00		0.11							1.00		0.00
Lane Grp Cap(c), veh/h	0	2200	1185							471	940	0
V/C Ratio(X)	0.00	0.47	0.47							0.40	0.37	0.00
Avail Cap(c_a), veh/h	0	2200	1185							471	940	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	26.9	26.9							41.9	41.6	0.0
Incr Delay (d2), s/veh	0.0	0.7	1.4							2.5	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.6	14.9							5.6	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.6	28.3							44.4	42.7	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1605									537	
Approach Delay, s/veh		27.9									43.3	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	76.0	34.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	71.1	29.1
Max Q Clear Time (g_c+I1), s	31.5	13.0
Green Ext Time (p_c), s	16.3	2.7

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	1545	2	0	0	0	0	49	66	0	0	0
Future Volume (veh/h)	43	1545	2	0	0	0	0	49	66	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870			
Adj Flow Rate, veh/h	47	1679	2				0	53	72			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2				0	2	2			
Cap, veh/h	99	3755	5				0	357	318			
Arrive On Green	0.23	0.23	0.23				0.00	0.20	0.20			
Sat Flow, veh/h	139	5289	7				0	1870	1585			
Grp Volume(v), veh/h	630	523	575				0	53	72			
Grp Sat Flow(s),veh/h/ln	1863	1702	1869				0	1777	1585			
Q Serve(g_s), s	32.0	28.8	28.8				0.0	2.7	4.2			
Cycle Q Clear(g_c), s	32.0	28.8	28.8				0.0	2.7	4.2			
Prop In Lane	0.07		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1323	1208	1327				0	357	318			
V/C Ratio(X)	0.48	0.43	0.43				0.00	0.15	0.23			
Avail Cap(c_a), veh/h	1323	1208	1327				0	357	318			
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	24.5	23.2	23.2				0.0	36.2	36.8			
Incr Delay (d2), s/veh	1.2	1.1	1.0				0.0	0.9	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.4	13.5	14.8				0.0	1.3	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	24.4	24.3				0.0	37.1	38.4			
LnGrp LOS	C	C	C				A	D	D			
Approach Vol, veh/h		1728						125				
Approach Delay, s/veh		24.8						37.9				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		34.0						6.2				
Green Ext Time (p_c), s		17.6						0.6				
Intersection Summary												
HCM 6th Ctrl Delay			25.7									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	731	894	77	71	106
Future Volume (veh/h)	51	731	894	77	71	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	53	761	931	80	74	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	69	4097	3482	298	302	138
Arrive On Green	0.01	0.27	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1781	5149	4832	400	3456	1585
Grp Volume(v), veh/h	53	761	662	349	74	110
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1744	1728	1585
Q Serve(g_s), s	3.5	13.8	0.0	0.0	2.4	8.0
Cycle Q Clear(g_c), s	3.5	13.8	0.0	0.0	2.4	8.0
Prop In Lane	1.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	69	4097	2479	1301	302	138
V/C Ratio(X)	0.77	0.19	0.27	0.27	0.25	0.79
Avail Cap(c_a), veh/h	319	4097	2479	1301	884	406
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	57.7	12.7	0.0	0.0	50.2	52.8
Incr Delay (d2), s/veh	6.3	0.1	0.3	0.5	0.2	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.1	0.1	0.2	1.0	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.0	12.8	0.3	0.5	50.4	56.7
LnGrp LOS	E	B	A	A	D	E
Approach Vol, veh/h		814	1011		184	
Approach Delay, s/veh		16.1	0.3		54.1	
Approach LOS		B	A		D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	102.8	15.2	9.0	93.8
Change Period (Y+Rc), s	* 5.8	4.9	4.4	5.8
Max Green Setting (Gmax), s	* 77	30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s	15.8	10.0	5.5	2.0
Green Ext Time (p_c), s	15.9	0.3	0.0	19.7

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

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	728	10	15	959	5	0	13	13	45	0	12
Future Volume (veh/h)	65	728	10	15	959	5	0	13	13	45	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	751	10	15	989	0	0	13	13	46	0	12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	748	3609	48	60	1567		35	16	16	227	0	102
Arrive On Green	0.84	1.00	1.00	0.03	0.31	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5068	67	1781	4985	1585	1781	841	841	3456	0	1556
Grp Volume(v), veh/h	67	492	269	15	989	0	0	0	26	46	0	12
Grp Sat Flow(s),veh/h/ln	1781	1662	1812	1781	1662	1585	1781	0	1683	1728	0	1556
Q Serve(g_s), s	0.8	0.0	0.0	1.0	20.0	0.0	0.0	0.0	1.8	1.5	0.0	0.9
Cycle Q Clear(g_c), s	0.8	0.0	0.0	1.0	20.0	0.0	0.0	0.0	1.8	1.5	0.0	0.9
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	748	2367	1290	60	1567		35	0	33	227	0	102
V/C Ratio(X)	0.09	0.21	0.21	0.25	0.63		0.00	0.00	0.79	0.20	0.00	0.12
Avail Cap(c_a), veh/h	748	2367	1290	168	1567		251	0	237	999	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.6	0.0	0.0	55.5	34.6	0.0	0.0	0.0	57.6	52.2	0.0	51.9
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.8	1.9	0.0	0.0	0.0	14.7	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.1	0.4	8.0	0.0	0.0	0.0	0.9	0.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.6	0.2	0.4	56.3	36.5	0.0	0.0	0.0	72.4	52.3	0.0	52.1
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		828			1004	A		26			58	
Approach Delay, s/veh		0.7			36.8			72.4			52.3	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.7		12.7	55.2	42.9		7.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.0	2.0		3.5	2.8	22.0		3.8
Green Ext Time (p_c), s	0.0	7.6		0.1	0.0	8.5		0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	677	107	356	1854	62	94	30	149	265	27	129
Future Volume (veh/h)	52	677	107	356	1854	62	94	30	149	265	27	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	698	110	367	1911	64	97	31	0	273	28	133
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	409	2384	915	410	2251	75	397	215		426	33	156
Arrive On Green	0.23	0.48	0.48	0.12	0.36	0.36	0.12	0.12	0.00	0.12	0.12	0.12
Sat Flow, veh/h	1781	4985	1532	3456	6280	210	3456	1870	1585	3563	274	1302
Grp Volume(v), veh/h	54	698	110	367	1433	542	97	31	0	273	0	161
Grp Sat Flow(s),veh/h/ln	1781	1662	1532	1728	1570	1780	1728	1870	1585	1781	0	1576
Q Serve(g_s), s	2.8	10.0	3.7	12.4	33.1	33.1	3.0	1.8	0.0	8.6	0.0	11.8
Cycle Q Clear(g_c), s	2.8	10.0	3.7	12.4	33.1	33.1	3.0	1.8	0.0	8.6	0.0	11.8
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.83
Lane Grp Cap(c), veh/h	409	2384	915	410	1689	638	397	215		426	0	188
V/C Ratio(X)	0.13	0.29	0.12	0.90	0.85	0.85	0.24	0.14		0.64	0.00	0.85
Avail Cap(c_a), veh/h	409	2384	915	410	1689	638	1084	586		456	0	202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	18.7	10.5	51.3	34.9	34.9	47.5	47.0	0.0	49.5	0.0	50.9
Incr Delay (d2), s/veh	0.1	0.3	0.3	20.9	5.5	13.3	0.1	0.1	0.0	2.8	0.0	27.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.7	1.7	6.4	12.9	15.9	1.3	0.8	0.0	4.0	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	19.0	10.8	72.2	40.4	48.2	47.7	47.1	0.0	52.3	0.0	78.1
LnGrp LOS	D	B	B	E	D	D	D	D		D	A	E
Approach Vol, veh/h		862			2342			128	A		434	
Approach Delay, s/veh		19.0			47.2			47.5			61.9	
Approach LOS		B			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	62.1		19.0	32.8	47.7		18.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	4.0	32.0		15.1	4.0	* 42		37.0
Max Q Clear Time (g_c+I1), s	4.8	12.0		13.8	4.8	35.1		5.0
Green Ext Time (p_c), s	0.0	8.3		0.3	0.0	6.9		0.3

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

Notes

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

User approved volume balancing among the lanes for turning movement.

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

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

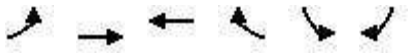
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	3	12	3	4	13	8	170	5	77	331	68
Future Volume (veh/h)	41	3	12	3	4	13	8	170	5	77	331	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	23	13	3	9	10	9	181	5	82	352	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	61	35	23	69	77	197	1056	29	211	898	181
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.30	0.30	0.12	0.31	0.31
Sat Flow, veh/h	1781	1114	630	462	1385	1557	1781	3527	97	1781	2920	589
Grp Volume(v), veh/h	30	0	36	12	0	10	9	91	95	82	212	212
Grp Sat Flow(s),veh/h/ln	1781	0	1744	1847	0	1557	1781	1777	1847	1781	1777	1732
Q Serve(g_s), s	0.5	0.0	0.7	0.2	0.0	0.2	0.2	1.3	1.3	1.4	3.1	3.2
Cycle Q Clear(g_c), s	0.5	0.0	0.7	0.2	0.0	0.2	0.2	1.3	1.3	1.4	3.1	3.2
Prop In Lane	1.00		0.36	0.25		1.00	1.00		0.05	1.00		0.34
Lane Grp Cap(c), veh/h	98	0	96	92	0	77	197	532	553	211	546	533
V/C Ratio(X)	0.31	0.00	0.38	0.13	0.00	0.13	0.05	0.17	0.17	0.39	0.39	0.40
Avail Cap(c_a), veh/h	2127	0	2082	2206	0	1860	1330	2653	2758	2127	2653	2585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	15.3	15.2	0.0	15.2	13.3	8.7	8.7	13.6	9.1	9.2
Incr Delay (d2), s/veh	1.3	0.0	1.8	0.2	0.0	0.3	0.0	0.1	0.1	0.4	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.1	0.0	0.1	0.0	0.3	0.4	0.5	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	17.1	15.5	0.0	15.5	13.4	8.8	8.8	14.1	9.5	9.5
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		66			22			195			506	
Approach Delay, s/veh		16.8			15.5			9.0			10.2	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	14.0		5.8	7.7	14.3		5.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	3.4	3.3		2.7	2.2	5.2		2.2
Green Ext Time (p_c), s	0.1	0.8		0.2	0.0	2.1		0.0

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	133	2	3	48	158	185
Future Volume (veh/h)	133	2	3	48	158	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	0	3	0	163	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	566	297	1012		290	
Arrive On Green	0.16	0.00	0.54	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	138	0	3	0	163	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.9	0.0	0.0	0.0	2.5	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.0	2.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	566	297	1012		290	
V/C Ratio(X)	0.24	0.00	0.00		0.56	
Avail Cap(c_a), veh/h	3212	1686	1012		2492	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.4	0.0	5.9	0.0	24.4	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	0.0	5.9	0.0	26.1	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		138	3	A	163	A
Approach Delay, s/veh		20.6	5.9		26.1	
Approach LOS		C	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.8		8.7		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		3.9		4.5		2.0
Green Ext Time (p_c), s		0.5		0.5		0.0

Intersection Summary		
HCM 6th Ctrl Delay		23.4
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	89	43	0	0	1
Future Vol, veh/h	70	89	43	0	0	1
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	81	103	50	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	57	0	-	0	272	34
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1546	-	-	-	695	1032
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	647	1023
Mov Cap-2 Maneuver	-	-	-	-	647	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	-	1023
HCM Lane V/C Ratio	0.053	-	-	-	0.001
HCM Control Delay (s)	7.5	0.1	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	722	3750	81	15	92
Future Volume (veh/h)	77	722	3750	81	15	92
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	81	760	3947	0	16	97
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	104	4168	5476		267	123
Arrive On Green	0.06	0.84	0.74	0.00	0.08	0.08
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	81	760	3947	0	16	97
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	5.3	3.5	35.1	0.0	0.5	7.1
Cycle Q Clear(g_c), s	5.3	3.5	35.1	0.0	0.5	7.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	104	4168	5476		267	123
V/C Ratio(X)	0.78	0.18	0.72		0.06	0.79
Avail Cap(c_a), veh/h	319	4168	5476		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	1.9	8.5	0.0	50.5	53.5
Incr Delay (d2), s/veh	11.7	0.1	0.8	0.0	0.1	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.6	8.6	0.0	0.2	6.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.5	2.0	9.4	0.0	50.5	64.3
LnGrp LOS	E	A	A		D	E
Approach Vol, veh/h		841	3947	A	113	
Approach Delay, s/veh		8.2	9.4		62.3	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.0		14.0	11.3	92.7
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		5.5		9.1	7.3	37.1
Green Ext Time (p_c), s		15.6		0.3	0.1	20.5

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	2177	17	93	3115	47	31	0	83	14	1	24
Future Volume (veh/h)	55	2177	17	93	3115	47	31	0	83	14	1	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	2316	18	99	3314	50	33	0	88	15	1	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	88	4705	1156	153	4774	72	154	0	118	119	5	127
Arrive On Green	0.05	0.75	0.75	0.06	0.99	0.99	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	6281	1543	3456	6420	96	1116	0	1421	1306	59	1530
Grp Volume(v), veh/h	59	2316	18	99	2428	936	33	0	88	15	0	27
Grp Sat Flow(s),veh/h/ln	1781	1570	1543	1728	1570	1806	1116	0	1421	1306	0	1588
Q Serve(g_s), s	3.8	17.3	0.3	3.3	2.1	2.2	2.7	0.0	7.1	1.3	0.0	1.9
Cycle Q Clear(g_c), s	3.8	17.3	0.3	3.3	2.1	2.2	4.6	0.0	7.1	5.9	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	88	4705	1156	153	3503	1343	154	0	118	119	0	132
V/C Ratio(X)	0.67	0.49	0.02	0.65	0.69	0.70	0.21	0.00	0.75	0.13	0.00	0.20
Avail Cap(c_a), veh/h	168	4705	1156	618	3503	1343	328	0	298	284	0	333
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.29	0.29	0.29	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.1	5.9	3.8	54.6	0.2	0.2	52.6	0.0	52.9	54.5	0.0	50.5
Incr Delay (d2), s/veh	3.2	0.4	0.0	0.5	0.3	0.9	0.3	0.0	3.5	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.4	0.1	1.4	0.3	0.5	1.0	0.0	2.7	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	6.3	3.8	55.1	0.5	1.1	52.8	0.0	56.3	54.7	0.0	50.7
LnGrp LOS	E	A	A	E	A	A	D	A	E	D	A	D
Approach Vol, veh/h		2393			3463			121			42	
Approach Delay, s/veh		7.5			2.2			55.4			52.2	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	93.7		14.7	10.3	93.0		14.7
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	5.3	19.3		7.9	5.8	4.2		9.1
Green Ext Time (p_c), s	0.1	36.0		0.1	0.0	62.7		0.2

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	2128	0	6	3101	321	0	0	0	44	0	185
Future Volume (veh/h)	158	2128	0	6	3101	321	0	0	0	44	0	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	2240	0	6	3264	338	0	0	0	46	0	195
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	168	3467	0	60	3711	370	0	275	0	628	0	232
Arrive On Green	0.13	0.93	0.00	0.03	0.64	0.64	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1781	5149	0	1781	5840	583	0	1870	0	3449	0	1582
Grp Volume(v), veh/h	166	2240	0	6	2609	993	0	0	0	46	0	195
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1712	0	1870	0	1724	0	1582
Q Serve(g_s), s	11.0	9.9	0.0	0.4	53.4	59.4	0.0	0.0	0.0	1.4	0.0	14.2
Cycle Q Clear(g_c), s	11.0	9.9	0.0	0.4	53.4	59.4	0.0	0.0	0.0	1.4	0.0	14.2
Prop In Lane	1.00		0.00	1.00		0.34	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	3467	0	60	2993	1088	0	275	0	628	0	232
V/C Ratio(X)	0.99	0.65	0.00	0.10	0.87	0.91	0.00	0.00	0.00	0.07	0.00	0.84
Avail Cap(c_a), veh/h	168	3467	0	168	2993	1088	0	471	0	990	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.00	0.47	0.47	0.47	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	1.7	0.0	55.3	17.6	18.7	0.0	0.0	0.0	43.5	0.0	49.0
Incr Delay (d2), s/veh	61.2	0.8	0.0	0.1	1.9	6.9	0.0	0.0	0.0	0.0	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	1.6	0.0	0.2	16.9	22.0	0.0	0.0	0.0	0.6	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.8	2.5	0.0	55.4	19.4	25.6	0.0	0.0	0.0	43.5	0.0	52.1
LnGrp LOS	F	A	A	E	B	C	A	A	A	D	A	D
Approach Vol, veh/h		2406			3608			0			241	
Approach Delay, s/veh		10.1			21.2			0.0			50.5	
Approach LOS		B			C						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	87.4		22.2	15.5	80.3		22.2				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.4	11.9		16.2	13.0	61.4		0.0				
Green Ext Time (p_c), s	0.0	45.1		0.8	0.0	1.2		0.0				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	2132	2	31	3296	0	0	0	19	0	0	0
Future Volume (veh/h)	46	2132	2	31	3296	0	0	0	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	0						
Adj Flow Rate, veh/h	49	2292	2	33	3544	0						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93						
Percent Heavy Veh, %	2	5	2	2	5	0						
Cap, veh/h	62	4320	4	48	4147	0						
Arrive On Green	0.03	0.84	0.84	0.03	0.83	0.00						
Sat Flow, veh/h	1781	5143	4	1781	5149	0						
Grp Volume(v), veh/h	49	1481	813	33	3544	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	2.0	9.3	9.3	1.3	29.8	0.0						
Cycle Q Clear(g_c), s	2.0	9.3	9.3	1.3	29.8	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	62	2791	1533	48	4147	0						
V/C Ratio(X)	0.79	0.53	0.53	0.69	0.85	0.00						
Avail Cap(c_a), veh/h	742	2791	1533	742	4150	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	34.5	1.7	1.7	34.8	3.5	0.0						
Incr Delay (d2), s/veh	8.1	0.5	1.0	6.4	2.3	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.4	0.6	0.9	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	2.2	2.6	41.2	5.8	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		2343			3577							
Approach Delay, s/veh		3.2			6.2							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.3	65.7			6.9	65.2						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.3	11.3			4.0	31.8						
Green Ext Time (p_c), s	0.0	45.2			0.0	28.2						
Intersection Summary												
HCM 6th Ctrl Delay			5.0									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	108	0	0	1318	429
Future Vol, veh/h	0	108	0	0	1318	429
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	120	0	0	1464	477

Major/Minor	Minor2			Major2	
Conflicting Flow All	1713	981		-	0
Stage 1	1713	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	133	214		-	-
Stage 1	87	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	130	212		-	-
Mov Cap-2 Maneuver	130	-		-	-
Stage 1	86	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	42.1	0
HCM LOS	E	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	212	-	-
HCM Lane V/C Ratio	-	0.566	-	-
HCM Control Delay (s)	0	42.1	-	-
HCM Lane LOS	A	E	-	-
HCM 95th %tile Q(veh)	-	3.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	568	136	71	673	294	51	34	27	171	89	120
Future Volume (veh/h)	119	568	136	71	673	294	51	34	27	171	89	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	638	153	80	756	330	57	38	30	192	100	135
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	2928	886	101	2761	837	245	212	170	332	425	370
Arrive On Green	0.18	1.00	1.00	0.11	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	773	885	712	1319	1777	1545
Grp Volume(v), veh/h	134	638	153	80	756	330	59	0	66	192	100	135
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	807	0	1563	1319	1777	1545
Q Serve(g_s), s	8.6	0.0	0.0	5.2	0.0	0.0	5.2	0.0	3.9	16.0	5.4	8.6
Cycle Q Clear(g_c), s	8.6	0.0	0.0	5.2	0.0	0.0	13.8	0.0	3.9	19.9	5.4	8.6
Prop In Lane	1.00		1.00	1.00		1.00	0.96		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	159	2928	886	101	2761	837	253	0	374	332	425	370
V/C Ratio(X)	0.84	0.22	0.17	0.79	0.27	0.39	0.23	0.00	0.18	0.58	0.24	0.37
Avail Cap(c_a), veh/h	319	2928	886	319	2761	837	322	0	468	411	532	462
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	0.0	0.0	51.6	0.0	0.0	42.9	0.0	35.6	43.6	36.2	37.4
Incr Delay (d2), s/veh	4.2	0.2	0.4	4.9	0.2	1.3	0.2	0.0	0.1	4.6	0.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.1	2.3	0.1	0.3	1.5	0.0	1.5	5.6	2.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	0.2	0.4	56.6	0.2	1.3	43.1	0.0	35.7	48.1	37.0	39.2
LnGrp LOS	D	A	A	E	A	A	D	A	D	D	D	D
Approach Vol, veh/h		925			1166			125			427	
Approach Delay, s/veh		7.7			4.4			39.2			42.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	73.8		33.1	15.0	69.9		33.1				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	21.1	* 47		35.3	21.1	46.2		35.3				
Max Q Clear Time (g_c+I1), s	7.2	2.0		21.9	10.6	2.0		15.8				
Green Ext Time (p_c), s	0.1	9.5		3.6	0.1	19.3		0.4				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	413	0	0	542	260	0	0	0	381	0	23
Future Volume (veh/h)	14	413	0	0	542	260	0	0	0	381	0	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	486	0	0	638	0	0	0	0	473	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	2642	0	2	2460		0	2	1	557	293	0
Arrive On Green	0.01	0.74	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3556	1870	0
Grp Volume(v), veh/h	16	486	0	0	638	0	0	0	0	473	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1778	1870	0
Q Serve(g_s), s	1.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.3	0.0	0.0
Cycle Q Clear(g_c), s	1.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	25	2642	0	2	2460		0	2	1	557	293	0
V/C Ratio(X)	0.65	0.18	0.00	0.00	0.26		0.00	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	152	2642	0	152	2460		0	157	133	1118	588	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.79	0.00	0.00
Uniform Delay (d), s/veh	57.9	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.4	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	6.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.1	4.7	0.0	0.0	0.2	0.0	0.0	0.0	0.0	49.6	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		502			638	A		0			473	
Approach Delay, s/veh		6.7			0.2			0.0			49.6	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	93.6		24.4	6.0	87.6		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	0.1	* 41		37.1	10.1	39.8		9.9				
Max Q Clear Time (g_c+I1), s	0.0	6.8		17.3	3.1	2.0		0.0				
Green Ext Time (p_c), s	0.0	8.9		0.9	0.0	9.0		0.0				

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

Notes

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

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	351	183	58	191	90	117	602	35	113	811	92
Future Volume (veh/h)	299	351	183	58	191	90	117	602	35	113	811	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	315	369	193	61	201	95	123	634	37	119	854	97
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	601	308	78	411	257	178	1611	94	173	1673	731
Arrive On Green	0.19	0.27	0.27	0.04	0.12	0.12	0.05	0.47	0.47	0.05	0.47	0.47
Sat Flow, veh/h	1781	2247	1154	1781	3554	1536	3456	3411	199	3456	3554	1552
Grp Volume(v), veh/h	315	290	272	61	201	95	123	330	341	119	854	97
Grp Sat Flow(s),veh/h/ln	1781	1777	1624	1781	1777	1536	1728	1777	1833	1728	1777	1552
Q Serve(g_s), s	20.1	16.6	17.1	3.9	6.2	4.0	4.1	14.0	14.0	3.9	19.4	1.9
Cycle Q Clear(g_c), s	20.1	16.6	17.1	3.9	6.2	4.0	4.1	14.0	14.0	3.9	19.4	1.9
Prop In Lane	1.00		0.71	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	341	475	434	78	411	257	178	839	865	173	1673	731
V/C Ratio(X)	0.92	0.61	0.63	0.78	0.49	0.37	0.69	0.39	0.39	0.69	0.51	0.13
Avail Cap(c_a), veh/h	393	685	626	147	888	463	286	839	865	209	1673	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	37.2	37.4	54.9	48.1	20.0	54.1	19.8	19.8	54.2	21.4	3.8
Incr Delay (d2), s/veh	23.9	0.5	0.6	6.0	0.3	0.3	1.8	1.4	1.3	4.7	1.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	7.2	6.8	1.9	2.7	1.7	1.8	6.1	6.2	1.8	8.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	37.7	37.9	60.9	48.4	20.4	55.9	21.2	21.2	58.9	22.5	4.2
LnGrp LOS	E	D	D	E	D	C	E	C	C	E	C	A
Approach Vol, veh/h		877			357			794			1070	
Approach Delay, s/veh		49.3			43.1			26.6			24.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	60.1	9.5	36.2	10.4	59.9	27.4	18.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.8	* 36	9.6	44.7	9.6	32.8	25.6	* 29
Max Q Clear Time (g_c+I1), s	5.9	16.0	5.9	19.1	6.1	21.4	22.1	8.2
Green Ext Time (p_c), s	0.0	1.4	0.0	1.3	0.0	2.1	0.1	0.5

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	488	148	214	204	65	166	170	528	107	217	80
Future Volume (veh/h)	72	488	148	214	204	65	166	170	528	107	217	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	525	159	230	219	70	178	183	568	115	233	86
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	932	584	299	548	447	209	1290	667	143	1158	430
Arrive On Green	0.06	0.26	0.26	0.09	0.29	0.29	0.12	0.36	0.36	0.08	0.33	0.33
Sat Flow, veh/h	1781	3554	1519	3456	1870	1525	1781	3554	1462	1781	3554	1318
Grp Volume(v), veh/h	77	525	159	230	219	70	178	183	568	115	233	86
Grp Sat Flow(s),veh/h/ln	1781	1777	1519	1728	1870	1525	1781	1777	1462	1781	1777	1318
Q Serve(g_s), s	4.8	14.4	8.1	7.3	10.5	3.8	11.0	3.9	39.3	7.1	5.3	5.3
Cycle Q Clear(g_c), s	4.8	14.4	8.1	7.3	10.5	3.8	11.0	3.9	39.3	7.1	5.3	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	932	584	299	548	447	209	1290	667	143	1158	430
V/C Ratio(X)	0.78	0.56	0.27	0.77	0.40	0.16	0.85	0.14	0.85	0.81	0.20	0.20
Avail Cap(c_a), veh/h	476	1266	727	923	666	543	476	1290	667	476	1266	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	35.9	24.2	50.2	31.8	29.4	48.6	24.0	27.9	50.8	27.3	27.3
Incr Delay (d2), s/veh	4.8	0.6	0.3	1.6	0.3	0.1	3.8	0.0	10.2	4.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.3	3.0	3.2	4.8	1.4	5.1	1.6	15.2	3.3	2.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	36.5	24.5	51.8	32.1	29.5	52.4	24.1	38.1	54.8	27.3	27.4
LnGrp LOS	E	D	C	D	C	C	D	C	D	D	C	C
Approach Vol, veh/h		761			519			929			434	
Approach Delay, s/veh		36.1			40.5			38.1			34.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	35.3	18.6	43.3	11.7	38.8	14.4	47.5
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	9.3	16.4	13.0	7.3	6.8	12.5	9.1	41.3
Green Ext Time (p_c), s	0.4	5.1	0.2	1.2	0.1	1.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	0	93	68	0	71	21	626	27	66	516	10
Future Volume (veh/h)	53	0	93	68	0	71	21	626	27	66	516	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.98		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	0	106	77	0	81	24	711	31	75	586	11
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	44	250	539	0	489	41	1734	75	97	1947	36
Arrive On Green	0.26	0.00	0.26	0.26	0.00	0.26	0.02	0.35	0.35	0.05	0.38	0.38
Sat Flow, veh/h	371	168	952	1421	0	1528	1781	5015	218	1781	5159	97
Grp Volume(v), veh/h	166	0	0	77	0	81	24	482	260	75	386	211
Grp Sat Flow(s),veh/h/ln	1490	0	0	1421	0	1528	1781	1702	1829	1781	1702	1852
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	1.7	0.6	4.7	4.7	1.8	3.5	3.5
Cycle Q Clear(g_c), s	3.7	0.0	0.0	1.5	0.0	1.7	0.6	4.7	4.7	1.8	3.5	3.5
Prop In Lane	0.36		0.64	1.00		1.00	1.00		0.12	1.00		0.05
Lane Grp Cap(c), veh/h	504	0	0	539	0	489	41	1177	632	97	1284	699
V/C Ratio(X)	0.33	0.00	0.00	0.14	0.00	0.17	0.58	0.41	0.41	0.77	0.30	0.30
Avail Cap(c_a), veh/h	1439	0	0	1364	0	1485	1223	4675	2511	1223	4675	2543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	12.4	0.0	10.7	21.1	10.9	10.9	20.4	9.6	9.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.1	4.8	0.3	0.6	4.7	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.5	0.0	0.5	0.3	1.5	1.6	0.8	1.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	0.0	12.5	0.0	10.8	25.9	11.2	11.5	25.1	9.7	9.8
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		166			158			766			672	
Approach Delay, s/veh		13.3			11.6			11.8			11.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.8	20.5		16.4	5.4	21.9		16.4
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.8	6.7		5.7	2.6	5.5		3.7
Green Ext Time (p_c), s	0.1	7.9		0.7	0.0	5.2		0.4

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	15	149	195	45	186	165	570	18	32	1217	66
Future Volume (veh/h)	140	15	149	195	45	186	165	570	18	32	1217	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.86	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	16	157	205	47	196	174	600	19	34	1281	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	336	240	230	396	288	204	1779	775	44	1433	77
Arrive On Green	0.10	0.18	0.18	0.13	0.21	0.21	0.11	0.50	0.50	0.02	0.42	0.42
Sat Flow, veh/h	1781	1870	1336	1781	1870	1358	1781	3554	1548	1781	3429	184
Grp Volume(v), veh/h	147	16	157	205	47	196	174	600	19	34	663	687
Grp Sat Flow(s),veh/h/ln	1781	1870	1336	1781	1870	1358	1781	1777	1548	1781	1777	1836
Q Serve(g_s), s	11.4	1.0	15.4	15.9	2.9	18.7	13.5	14.3	0.9	2.7	48.7	48.9
Cycle Q Clear(g_c), s	11.4	1.0	15.4	15.9	2.9	18.7	13.5	14.3	0.9	2.7	48.7	48.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	172	336	240	230	396	288	204	1779	775	44	742	767
V/C Ratio(X)	0.85	0.05	0.65	0.89	0.12	0.68	0.85	0.34	0.02	0.78	0.89	0.90
Avail Cap(c_a), veh/h	380	399	285	380	399	290	380	1779	775	380	758	783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.5	47.8	53.6	60.3	44.8	51.0	61.1	21.1	17.8	68.2	38.0	38.1
Incr Delay (d2), s/veh	4.6	0.0	2.4	8.4	0.0	5.2	13.2	0.1	0.0	10.4	14.1	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.5	5.3	7.7	1.4	6.8	6.9	6.0	0.3	1.3	23.9	24.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.1	47.8	56.1	68.7	44.9	56.3	74.3	21.2	17.8	78.7	52.1	52.0
LnGrp LOS	E	D	E	E	D	E	E	C	B	E	D	D
Approach Vol, veh/h		320			448			793			1384	
Approach Delay, s/veh		60.7			60.8			32.8			52.7	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	79.1	22.5	30.1	20.5	67.5	18.0	34.7
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	14.7	16.3	17.9	17.4	15.5	50.9	13.4	20.7
Green Ext Time (p_c), s	0.0	6.1	0.2	0.3	0.6	7.8	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	222	23	176	66	0	0	0	0	510	79	30
Future Volume (veh/h)	0	222	23	176	66	0	0	0	0	510	79	30
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	239	25	189	71	0				609	0	32
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	252	502	221	349	666	0				969	0	655
Arrive On Green	0.00	0.14	0.14	0.20	0.20	0.00				0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1563	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	239	25	189	71	0				609	0	32
Grp Sat Flow(s),veh/h/ln	1781	1777	1563	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	2.3	0.5	3.5	0.6	0.0				5.6	0.0	0.4
Cycle Q Clear(g_c), s	0.0	2.3	0.5	3.5	0.6	0.0				5.6	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	252	502	221	349	666	0				969	0	655
V/C Ratio(X)	0.00	0.48	0.11	0.54	0.11	0.00				0.63	0.00	0.05
Avail Cap(c_a), veh/h	2882	5749	2528	2882	5507	0				3362	0	1718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.7	13.9	13.4	12.3	0.0				11.9	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.5	0.1	0.0				0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.1	1.1	0.2	0.0				1.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.9	14.0	14.9	12.3	0.0				12.1	0.0	6.5
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		264			260						641	
Approach Delay, s/veh		14.8			14.2						11.8	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		9.2		16.3		11.6
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.3		7.6		5.5
Green Ext Time (p_c), s		0.9		1.3		1.7

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	678	0	0	208	261	19	14	96	37	0	236
Future Volume (veh/h)	75	678	0	0	208	261	19	14	96	37	0	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	745	0	0	229	287	21	15	105	41	0	259
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	109	1424	0	0	469	418	208	23	163	51	0	320
Arrive On Green	0.06	0.40	0.00	0.00	0.26	0.26	0.12	0.12	0.12	0.23	0.00	0.23
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	200	1398	216	0	1366
Grp Volume(v), veh/h	82	745	0	0	229	287	21	0	120	300	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1597	1582	0	0
Q Serve(g_s), s	2.7	9.5	0.0	0.0	6.5	9.7	0.6	0.0	4.3	10.7	0.0	0.0
Cycle Q Clear(g_c), s	2.7	9.5	0.0	0.0	6.5	9.7	0.6	0.0	4.3	10.7	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.88	0.14		0.86
Lane Grp Cap(c), veh/h	109	1424	0	0	469	418	208	0	186	371	0	0
V/C Ratio(X)	0.75	0.52	0.00	0.00	0.49	0.69	0.10	0.00	0.64	0.81	0.00	0.00
Avail Cap(c_a), veh/h	897	3578	0	0	1789	1596	1196	0	1072	1062	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.5	13.5	0.0	0.0	18.5	19.7	23.5	0.0	25.1	21.6	0.0	0.0
Incr Delay (d2), s/veh	11.6	0.1	0.0	0.0	1.0	2.4	0.1	0.0	1.4	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.0	0.0	0.0	2.4	3.3	0.3	0.0	1.6	3.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	13.6	0.0	0.0	19.5	22.1	23.6	0.0	26.5	23.2	0.0	0.0
LnGrp LOS	D	B	A	A	B	C	C	A	C	C	A	A
Approach Vol, veh/h		827			516			141			300	
Approach Delay, s/veh		16.2			21.0			26.1			23.2	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		28.3		18.0	8.2	20.1		13.4				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		11.5		12.7	4.7	11.7		6.3				
Green Ext Time (p_c), s		3.2		1.4	0.2	4.0		0.5				

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

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	707	105	255	332	0	0	0	0	871	400	156
Future Volume (veh/h)	0	707	105	255	332	0	0	0	0	871	400	156
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	744	111	268	349	0				917	421	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1514	662	348	2058	0				1084	569	479
Arrive On Green	0.00	0.43	0.43	0.20	1.00	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3647	1554	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	744	111	268	349	0				917	421	164
Grp Sat Flow(s),veh/h/ln	0	1777	1554	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	12.8	3.7	6.2	0.0	0.0				20.3	17.0	6.8
Cycle Q Clear(g_c), s	0.0	12.8	3.7	6.2	0.0	0.0				20.3	17.0	6.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1514	662	348	2058	0				1084	569	479
V/C Ratio(X)	0.00	0.49	0.17	0.77	0.17	0.00				0.85	0.74	0.34
Avail Cap(c_a), veh/h	0	1514	662	703	2058	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.87	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	17.5	14.9	32.6	0.0	0.0				27.4	26.2	22.7
Incr Delay (d2), s/veh	0.0	1.0	0.5	1.3	0.2	0.0				3.5	2.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.8	1.3	2.3	0.0	0.0				8.8	7.6	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.5	15.4	33.9	0.2	0.0				30.9	28.4	22.9
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		855			617						1502	
Approach Delay, s/veh		18.1			14.8						29.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.9	40.7		30.4		53.6
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.2	14.8		22.3		2.0
Green Ext Time (p_c), s	0.3	2.8		3.3		2.5

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

Notes

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

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	274	1296	0	0	468	458	110	155	44	0	0	0
Future Volume (veh/h)	274	1296	0	0	468	458	110	155	44	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	288	1364	0	0	493	482	116	163	46			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1274	2707	0	0	1189	530	212	330	90			
Arrive On Green	0.74	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1742	2709	740			
Grp Volume(v), veh/h	288	1364	0	0	493	482	119	100	106			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1783	1702	1705			
Q Serve(g_s), s	2.2	0.0	0.0	0.0	9.0	24.4	5.3	4.6	4.9			
Cycle Q Clear(g_c), s	2.2	0.0	0.0	0.0	9.0	24.4	5.3	4.6	4.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		0.43			
Lane Grp Cap(c), veh/h	1274	2707	0	0	1189	530	217	207	208			
V/C Ratio(X)	0.23	0.50	0.00	0.00	0.41	0.91	0.55	0.48	0.51			
Avail Cap(c_a), veh/h	1274	2707	0	0	1189	530	597	569	570			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.67	0.67	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.2	0.0	0.0	0.0	21.6	26.7	34.7	34.4	34.5			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.1	22.0	0.8	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.0	0.0	3.6	11.5	2.3	1.9	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	0.5	0.0	0.0	22.7	48.8	35.5	35.1	35.3			
LnGrp LOS	A	A	A	A	C	D	D	D	D			
Approach Vol, veh/h		1652			975			325				
Approach Delay, s/veh		1.6			35.6			35.3				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.9			35.9	33.0		15.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.2	26.4		7.3				
Green Ext Time (p_c), s		15.9			0.6	0.8		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	24	42	21	1198	24	0	0	0
Future Volume (veh/h)	0	0	0	0	24	42	21	1198	24	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	25	44	22	1261	25			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	33	58	117	3260	64			
Arrive On Green				0.00	0.05	0.05	0.66	0.66	0.66			
Sat Flow, veh/h				0	608	1070	29	4966	97			
Grp Volume(v), veh/h				0	0	69	479	397	432			
Grp Sat Flow(s),veh/h/ln				0	0	1678	1861	1549	1683			
Q Serve(g_s), s				0.0	0.0	1.6	0.0	4.5	4.5			
Cycle Q Clear(g_c), s				0.0	0.0	1.6	4.5	4.5	4.5			
Prop In Lane				0.00		0.64	0.05		0.06			
Lane Grp Cap(c), veh/h				0	0	91	1320	1017	1105			
V/C Ratio(X)				0.00	0.00	0.76	0.36	0.39	0.39			
Avail Cap(c_a), veh/h				0	0	1749	2992	2422	2631			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	17.9	3.0	3.0	3.0			
Incr Delay (d2), s/veh				0.0	0.0	4.8	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.7	0.6	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	22.6	3.3	3.4	3.4			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					69			1308				
Approach Delay, s/veh					22.6			3.4				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	30.8							7.6				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.5							3.6				
Green Ext Time (p_c), s	18.6							0.3				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	200	85	244	201	81	173	366	74	152	952	56
Future Volume (veh/h)	48	200	85	244	201	81	173	366	74	152	952	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	213	90	260	214	86	184	389	79	162	1013	60
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	284	240	298	357	144	220	1574	310	197	1751	104
Arrive On Green	0.04	0.15	0.15	0.17	0.28	0.28	0.12	0.37	0.37	0.11	0.36	0.36
Sat Flow, veh/h	1781	1870	1579	1781	1268	510	1781	4276	842	1781	4928	292
Grp Volume(v), veh/h	51	213	90	260	0	300	184	307	161	162	699	374
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1777	1781	1702	1713	1781	1702	1816
Q Serve(g_s), s	2.7	10.2	4.8	13.4	0.0	13.7	9.5	5.9	6.1	8.4	15.7	15.7
Cycle Q Clear(g_c), s	2.7	10.2	4.8	13.4	0.0	13.7	9.5	5.9	6.1	8.4	15.7	15.7
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.49	1.00		0.16
Lane Grp Cap(c), veh/h	66	284	240	298	0	501	220	1253	631	197	1209	645
V/C Ratio(X)	0.77	0.75	0.38	0.87	0.00	0.60	0.84	0.25	0.25	0.82	0.58	0.58
Avail Cap(c_a), veh/h	569	797	673	569	0	757	569	2175	1095	569	2175	1160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	38.1	35.8	38.1	0.0	29.1	40.2	20.6	20.7	40.8	24.6	24.6
Incr Delay (d2), s/veh	7.1	1.5	0.4	3.2	0.0	1.2	3.2	0.2	0.4	3.2	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.8	1.9	6.1	0.0	6.0	4.2	2.3	2.4	3.8	6.2	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	39.6	36.2	41.3	0.0	30.3	43.4	20.8	21.1	44.1	25.3	26.1
LnGrp LOS	D	D	D	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		354			560			652			1235	
Approach Delay, s/veh		40.5			35.4			27.2			28.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	39.9	20.1	19.2	16.0	38.7	7.9	31.4
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	10.4	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	10.4	8.1	15.4	12.2	11.5	17.7	4.7	15.7
Green Ext Time (p_c), s	0.2	6.0	0.3	1.0	0.2	15.7	0.1	2.0

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	228	253	66	162	0	0	0	0	233	1725	328
Future Volume (veh/h)	0	228	253	66	162	0	0	0	0	233	1725	328
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	245	272	71	174	0				251	1855	353
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	423	357	144	426	0				1124	2725	510
Arrive On Green	0.00	0.23	0.23	0.23	0.23	0.00				0.63	0.63	0.63
Sat Flow, veh/h	0	1870	1581	344	1971	0				1781	4320	809
Grp Volume(v), veh/h	0	245	272	107	138	0				251	1455	753
Grp Sat Flow(s),veh/h/ln	0	1870	1581	613	1617	0				1781	1702	1724
Q Serve(g_s), s	0.0	10.6	14.6	7.0	6.5	0.0				5.5	25.0	26.0
Cycle Q Clear(g_c), s	0.0	10.6	14.6	17.6	6.5	0.0				5.5	25.0	26.0
Prop In Lane	0.00		1.00	0.66		0.00				1.00		0.47
Lane Grp Cap(c), veh/h	0	423	357	205	365	0				1124	2147	1088
V/C Ratio(X)	0.00	0.58	0.76	0.52	0.38	0.00				0.22	0.68	0.69
Avail Cap(c_a), veh/h	0	618	522	317	534	0				1177	2250	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.3	32.8	36.5	29.7	0.0				7.2	10.8	11.0
Incr Delay (d2), s/veh	0.0	0.5	1.9	1.5	0.5	0.0				0.2	1.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.8	5.7	2.4	2.6	0.0				1.9	8.5	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.8	34.7	38.0	30.2	0.0				7.4	11.8	13.1
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		517			245						2459	
Approach Delay, s/veh		33.3			33.6						11.8	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		27.2		63.6		27.2
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		16.6		28.0		19.6
Green Ext Time (p_c), s		1.3		29.3		0.9

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	50	205	0	23	12	211	1172	37	0	0	0
Future Volume (veh/h)	209	50	205	0	23	12	211	1172	37	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	220	53	216	0	24	13	222	1234	39			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	445	74	1215	0	319	173	872	1720	54			
Arrive On Green	0.28	0.28	0.28	0.00	0.28	0.28	0.49	0.49	0.49			
Sat Flow, veh/h	1101	266	1571	0	1141	618	1781	3514	111			
Grp Volume(v), veh/h	273	0	216	0	0	37	222	624	649			
Grp Sat Flow(s),veh/h/ln	1366	0	1571	0	0	1759	1781	1777	1849			
Q Serve(g_s), s	8.1	0.0	0.0	0.0	0.0	0.7	3.4	13.0	13.0			
Cycle Q Clear(g_c), s	8.8	0.0	0.0	0.0	0.0	0.7	3.4	13.0	13.0			
Prop In Lane	0.81		1.00	0.00		0.35	1.00		0.06			
Lane Grp Cap(c), veh/h	520	0	1215	0	0	492	872	870	905			
V/C Ratio(X)	0.53	0.00	0.18	0.00	0.00	0.08	0.25	0.72	0.72			
Avail Cap(c_a), veh/h	1035	0	1774	0	0	1118	1114	1111	1156			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	15.7	0.0	1.5	0.0	0.0	12.5	7.0	9.5	9.5			
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.0	0.0	0.0	0.2	1.6	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	0.0	2.8	0.0	0.0	0.3	1.0	4.0	4.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	0.0	1.5	0.0	0.0	12.5	7.2	11.1	11.0			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		489			37			1495				
Approach Delay, s/veh		9.9			12.5			10.5				
Approach LOS		A			B			B				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	27.6	19.6	19.6
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	15.0	10.8	2.7
Green Ext Time (p_c), s	8.0	2.4	0.1

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	16	41	11	2	6	11	561	127	130	1219	8
Future Volume (veh/h)	6	16	41	11	2	6	11	561	127	130	1219	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	19	48	13	2	7	13	652	148	151	1417	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	435	102	258	382	79	277	23	2157	665	261	2539	16
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.01	0.42	0.42	0.08	0.48	0.48
Sat Flow, veh/h	1391	466	1177	1322	361	1265	1781	5106	1575	3456	5235	33
Grp Volume(v), veh/h	7	0	67	13	0	9	13	652	148	151	921	505
Grp Sat Flow(s),veh/h/ln	1391	0	1643	1322	0	1627	1781	1702	1575	1728	1702	1864
Q Serve(g_s), s	0.2	0.0	1.7	0.4	0.0	0.2	0.4	4.5	3.2	2.2	10.1	10.1
Cycle Q Clear(g_c), s	0.4	0.0	1.7	2.2	0.0	0.2	0.4	4.5	3.2	2.2	10.1	10.1
Prop In Lane	1.00		0.72	1.00		0.78	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	435	0	360	382	0	356	23	2157	665	261	1651	904
V/C Ratio(X)	0.02	0.00	0.19	0.03	0.00	0.03	0.55	0.30	0.22	0.58	0.56	0.56
Avail Cap(c_a), veh/h	1188	0	1249	1097	0	1236	1015	5820	1795	1969	3880	2125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	16.7	17.6	0.0	16.2	25.8	10.1	9.7	23.5	9.6	9.6
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	7.4	0.1	0.3	0.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	0.1	0.0	0.1	0.2	1.4	0.9	0.8	2.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	16.8	17.6	0.0	16.2	33.2	10.2	10.0	24.3	9.9	10.1
LnGrp LOS	B	A	B	B	A	B	C	B	A	C	A	B
Approach Vol, veh/h		74			22			813			1577	
Approach Delay, s/veh		16.8			17.0			10.5			11.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	27.9		16.3	5.1	31.2		16.3
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.6	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	4.2	6.5		3.7	2.4	12.1		4.2
Green Ext Time (p_c), s	0.2	10.5		0.3	0.0	13.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1185	2002	1428	131	83	8
Future Volume (veh/h)	1185	2002	1428	131	83	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1234	2085	1488	0	86	8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1130	4230	2414		111	99
Arrive On Green	0.33	0.85	0.48	0.00	0.06	0.06
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1234	2085	1488	0	86	8
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	38.6	12.8	25.9	0.0	5.6	0.6
Cycle Q Clear(g_c), s	38.6	12.8	25.9	0.0	5.6	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1130	4230	2414		111	99
V/C Ratio(X)	1.09	0.49	0.62		0.77	0.08
Avail Cap(c_a), veh/h	1130	4230	2414		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.84	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	2.3	22.4	0.0	54.5	52.1
Incr Delay (d2), s/veh	55.4	0.4	1.0	0.0	4.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.2	1.8	9.6	0.0	2.6	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	95.1	2.7	23.4	0.0	58.8	52.3
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3319	1488	A	94	
Approach Delay, s/veh		37.1	23.4		58.2	
Approach LOS		D	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.4		12.6	43.0	62.4
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	38.6	* 35
Max Q Clear Time (g_c+I1), s		14.8		7.6	40.6	27.9
Green Ext Time (p_c), s		57.1		0.1	0.0	6.4

Intersection Summary	
HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	1133	79	90	527	107	70	285	129	198	718	451
Future Volume (veh/h)	262	1133	79	90	527	107	70	285	129	198	718	451
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	305	1317	92	105	613	124	81	331	150	230	835	524
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	1577	110	207	1193	241	102	464	196	244	1085	627
Arrive On Green	0.19	0.47	0.47	0.04	0.13	0.13	0.06	0.13	0.13	0.14	0.21	0.21
Sat Flow, veh/h	1781	3366	235	1781	2945	594	1781	3505	1482	1781	5106	1566
Grp Volume(v), veh/h	305	693	716	105	369	368	81	321	160	230	835	524
Grp Sat Flow(s),veh/h/ln	1781	1777	1824	1781	1777	1762	1781	1702	1584	1781	1702	1566
Q Serve(g_s), s	23.6	47.6	48.0	8.1	27.1	27.2	6.3	12.6	13.7	17.9	21.6	29.8
Cycle Q Clear(g_c), s	23.6	47.6	48.0	8.1	27.1	27.2	6.3	12.6	13.7	17.9	21.6	29.8
Prop In Lane	1.00		0.13	1.00		0.34	1.00		0.94	1.00		1.00
Lane Grp Cap(c), veh/h	330	833	855	207	720	714	102	451	210	244	1085	627
V/C Ratio(X)	0.92	0.83	0.84	0.51	0.51	0.51	0.80	0.71	0.76	0.94	0.77	0.84
Avail Cap(c_a), veh/h	382	833	855	207	720	714	244	625	291	244	1085	627
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	0.98	0.98	0.98	0.90	0.90	0.90
Uniform Delay (d), s/veh	56.1	32.4	32.5	63.4	47.8	47.8	65.2	58.2	58.6	59.8	51.9	38.1
Incr Delay (d2), s/veh	25.9	9.6	9.6	8.0	2.4	2.5	5.2	2.5	8.1	38.6	3.3	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	21.9	22.6	4.3	13.4	13.4	3.0	5.6	5.9	10.7	9.5	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.9	42.0	42.1	71.4	50.2	50.3	70.4	60.7	66.7	98.5	55.2	47.3
LnGrp LOS	F	D	D	E	D	D	E	E	E	F	E	D
Approach Vol, veh/h		1714			842			562			1589	
Approach Delay, s/veh		49.1			52.9			63.8			58.8	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	23.5	22.1	70.8	12.4	34.8	30.3	62.5
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	19.6	15.7	10.1	50.0	8.3	31.8	25.6	29.2
Green Ext Time (p_c), s	0.0	2.3	0.0	10.3	0.1	0.0	0.4	3.5

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1303	120	40	168	0	0	0	0	313	607	562
Future Volume (veh/h)	0	1303	120	40	168	0	0	0	0	313	607	562
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1386	128	43	179	0				333	646	598
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1641	151	68	2021	0				610	1300	543
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3383	302	1781	3647	0				1764	3759	1570
Grp Volume(v), veh/h	0	745	769	43	179	0				336	643	598
Grp Sat Flow(s),veh/h/ln	0	1777	1815	1781	1777	0				1782	1870	1570
Q Serve(g_s), s	0.0	57.0	57.6	3.3	3.2	0.0				21.3	19.0	48.4
Cycle Q Clear(g_c), s	0.0	57.0	57.6	3.3	3.2	0.0				21.3	19.0	48.4
Prop In Lane	0.00		0.17	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	886	905	68	2021	0				616	1293	543
V/C Ratio(X)	0.00	0.84	0.85	0.63	0.09	0.00				0.55	0.50	1.10
Avail Cap(c_a), veh/h	0	886	905	313	2021	0				616	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.45	0.45	0.82	0.82	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	53.1	53.4	66.3	13.7	0.0				36.9	36.2	45.8
Incr Delay (d2), s/veh	0.0	4.5	4.7	2.9	0.1	0.0				3.5	1.4	69.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	28.3	29.2	1.6	1.3	0.0				10.0	9.1	29.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	57.6	58.1	69.3	13.8	0.0				40.4	37.5	115.3
LnGrp LOS	A	E	E	E	B	A				D	D	F
Approach Vol, veh/h		1514			222						1577	
Approach Delay, s/veh		57.8			24.5						67.6	
Approach LOS		E			C						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.8	76.4		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.3	59.6		50.4		5.2
Green Ext Time (p_c), s	0.0	0.0		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	60.3
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	704	892	0	0	177	136	40	206	114	0	0	0
Future Volume (veh/h)	704	892	0	0	177	136	40	206	114	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	757	959	0	0	190	146	43	222	123			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1638	1393	0	0	411	299	74	406	192			
Arrive On Green	0.47	0.74	0.00	0.00	0.21	0.21	0.13	0.13	0.13			
Sat Flow, veh/h	3456	1870	0	0	2056	1428	560	3059	1451			
Grp Volume(v), veh/h	757	959	0	0	171	165	141	124	123			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1613	1842	1777	1451			
Q Serve(g_s), s	11.8	21.5	0.0	0.0	6.7	7.2	5.8	5.2	6.4			
Cycle Q Clear(g_c), s	11.8	21.5	0.0	0.0	6.7	7.2	5.8	5.2	6.4			
Prop In Lane	1.00		0.00	0.00		0.88	0.30		1.00			
Lane Grp Cap(c), veh/h	1638	1393	0	0	372	338	244	236	192			
V/C Ratio(X)	0.46	0.69	0.00	0.00	0.46	0.49	0.58	0.52	0.64			
Avail Cap(c_a), veh/h	1638	1393	0	0	580	526	394	380	310			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.40	0.40	0.00	0.00	1.00	1.00	0.94	0.94	0.94			
Uniform Delay (d), s/veh	14.2	5.3	0.0	0.0	27.6	27.8	32.6	32.3	32.9			
Incr Delay (d2), s/veh	0.1	1.1	0.0	0.0	0.3	0.4	0.8	0.6	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	5.0	0.0	0.0	2.7	2.7	2.6	2.2	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	6.5	0.0	0.0	28.0	28.2	33.4	33.0	34.1			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1716			336			388				
Approach Delay, s/veh		9.9			28.1			33.5				
Approach LOS		A			C			C				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.5			42.8	21.7		15.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		23.5			13.8	9.2		8.4				
Green Ext Time (p_c), s		4.9			2.0	1.1		0.9				

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

Notes

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

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	169	952	582	0	0	2175
Future Volume (veh/h)	169	952	582	0	0	2175
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	176	0	606	0	0	2266
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	207		2044	0	614	4990
Arrive On Green	0.12	0.00	0.41	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	176	0	606	0	0	2266
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	10.7	0.0	9.0	0.0	0.0	12.8
Cycle Q Clear(g_c), s	10.7	0.0	9.0	0.0	0.0	12.8
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	207		2044	0	614	4990
V/C Ratio(X)	0.85		0.30	0.00	0.00	0.45
Avail Cap(c_a), veh/h	487		2044	0	730	4990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.00	0.86	0.00	0.00	0.85
Uniform Delay (d), s/veh	47.6	0.0	21.8	0.0	0.0	3.6
Incr Delay (d2), s/veh	3.2	0.0	0.1	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	3.3	0.0	0.0	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.9	0.0	21.9	0.0	0.0	3.9
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	176	A	606			2266
Approach Delay, s/veh	50.9		21.9			3.9
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	42.3	50.0				92.3	17.7
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	11.0				14.8	12.7
Green Ext Time (p_c), s	0.0	3.4				24.4	0.2

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	158	999	99	111	378	0	0	817	53
Future Volume (veh/h)	0	0	0	158	999	99	111	378	0	0	817	53
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				166	1052	104	117	398	0	0	860	56
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				361	2446	249	145	1600	0	0	848	55
Arrive On Green				0.19	0.19	0.19	0.16	0.63	0.00	0.00	0.17	0.17
Sat Flow, veh/h				629	4264	433	1781	5274	0	0	5054	317
Grp Volume(v), veh/h				485	408	429	117	398	0	0	598	318
Grp Sat Flow(s),veh/h/ln				1839	1702	1786	1781	1702	0	0	1702	1799
Q Serve(g_s), s				25.8	23.2	23.2	7.0	3.8	0.0	0.0	19.1	19.1
Cycle Q Clear(g_c), s				25.8	23.2	23.2	7.0	3.8	0.0	0.0	19.1	19.1
Prop In Lane				0.34		0.24	1.00		0.00	0.00		0.18
Lane Grp Cap(c), veh/h				1055	976	1024	145	1600	0	0	591	312
V/C Ratio(X)				0.46	0.42	0.42	0.81	0.25	0.00	0.00	1.01	1.02
Avail Cap(c_a), veh/h				1055	976	1024	155	1629	0	0	591	312
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.90	0.90	0.90	0.66	0.66	0.00	0.00	0.55	0.55
Uniform Delay (d), s/veh				29.5	28.4	28.4	45.2	14.8	0.0	0.0	45.5	45.5
Incr Delay (d2), s/veh				1.3	1.2	1.1	15.7	0.1	0.0	0.0	30.5	42.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				13.0	10.9	11.4	3.5	1.4	0.0	0.0	10.4	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.8	29.6	29.6	60.8	14.9	0.0	0.0	75.9	87.7
LnGrp LOS				C	C	C	E	B	A	A	F	F
Approach Vol, veh/h					1322			515			916	
Approach Delay, s/veh					30.0			25.3			80.0	
Approach LOS					C			C			F	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	14.9	25.5	69.0	40.4
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	9.0	21.1	27.8	5.8
Green Ext Time (p_c), s	0.0	0.0	8.3	3.0

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	256	1208	0	0	0	0	0	471	66
Future Volume (veh/h)	0	0	0	256	1208	0	0	0	0	0	471	66
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				267	1258	0				0	491	69
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				612	3102	0				0	895	123
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				862	4537	0				0	4683	621
Grp Volume(v), veh/h				566	959	0				0	368	192
Grp Sat Flow(s),veh/h/ln				1827	1702	0				0	1702	1732
Q Serve(g_s), s				29.1	26.2	0.0				0.0	10.7	11.0
Cycle Q Clear(g_c), s				29.1	26.2	0.0				0.0	10.7	11.0
Prop In Lane				0.47		0.00				0.00		0.36
Lane Grp Cap(c), veh/h				1297	2417	0				0	675	343
V/C Ratio(X)				0.44	0.40	0.00				0.00	0.54	0.56
Avail Cap(c_a), veh/h				1297	2417	0				0	675	343
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				23.3	22.2	0.0				0.0	39.6	39.8
Incr Delay (d2), s/veh				1.1	0.5	0.0				0.0	3.1	6.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.5	12.0	0.0				0.0	4.8	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.4	22.7	0.0				0.0	42.8	46.3
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1525						560	
Approach Delay, s/veh					23.3						44.0	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				13.0		31.1						
Green Ext Time (p_c), s				0.7		2.3						

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1373	95	88	185	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1373	95	88	185	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1415	98	91	191	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3418	237	225	510	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5044	338	1100	2586	0			
Grp Volume(v), veh/h				0	988	525	150	132	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1810	1815	1777	0			
Q Serve(g_s), s				0.0	27.1	27.1	8.7	7.8	0.0			
Cycle Q Clear(g_c), s				0.0	27.1	27.1	8.7	7.8	0.0			
Prop In Lane				0.00		0.19	0.61		0.00			
Lane Grp Cap(c), veh/h				0	2386	1268	371	363	0			
V/C Ratio(X)				0.00	0.41	0.41	0.40	0.36	0.00			
Avail Cap(c_a), veh/h				0	2386	1268	371	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	23.1	23.1	44.9	44.4	0.0			
Incr Delay (d2), s/veh				0.0	0.5	1.0	3.3	2.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	12.5	13.4	4.6	3.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	23.6	24.1	48.1	47.2	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1513			282				
Approach Delay, s/veh					23.8			47.7				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						29.1		10.7				
Green Ext Time (p_c), s						15.9		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	219	1437	0	0	0	0	0	507	52
Future Volume (veh/h)	0	0	0	219	1437	0	0	0	0	0	507	52
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				233	1529	0				0	539	55
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				457	3217	0				0	733	320
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				652	4758	0				0	3647	1553
Grp Volume(v), veh/h				656	1106	0				0	539	55
Grp Sat Flow(s),veh/h/ln				1838	1702	0				0	1777	1553
Q Serve(g_s), s				34.2	30.8	0.0				0.0	15.6	3.2
Cycle Q Clear(g_c), s				34.2	30.8	0.0				0.0	15.6	3.2
Prop In Lane				0.35		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1288	2386	0				0	733	320
V/C Ratio(X)				0.51	0.46	0.00				0.00	0.73	0.17
Avail Cap(c_a), veh/h				1288	2386	0				0	733	320
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				25.8	24.5	0.0				0.0	40.8	35.9
Incr Delay (d2), s/veh				1.4	0.6	0.0				0.0	6.5	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				17.3	14.2	0.0				0.0	7.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.2	25.1	0.0				0.0	47.3	37.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1762						594	
Approach Delay, s/veh					25.9						46.3	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				17.6		36.2						
Green Ext Time (p_c), s				1.7		19.0						

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1644	74	31	81	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1644	74	31	81	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1731	78	33	85	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3647	164	169	469	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5177	225	953	2740	0			
Grp Volume(v), veh/h				0	1176	633	63	55	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1830	1823	1777	0			
Q Serve(g_s), s				0.0	15.8	15.8	3.2	2.9	0.0			
Cycle Q Clear(g_c), s				0.0	15.8	15.8	3.2	2.9	0.0			
Prop In Lane				0.00		0.12	0.52		0.00			
Lane Grp Cap(c), veh/h				0	2479	1332	323	315	0			
V/C Ratio(X)				0.00	0.47	0.48	0.20	0.17	0.00			
Avail Cap(c_a), veh/h				0	2479	1332	323	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	6.2	6.2	38.6	38.4	0.0			
Incr Delay (d2), s/veh				0.0	0.7	1.2	1.3	1.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	5.1	5.7	1.6	1.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	6.9	7.4	39.9	39.6	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					1809			118				
Approach Delay, s/veh					7.1			39.8				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						17.8		5.2				
Green Ext Time (p_c), s						23.2		0.5				

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

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	171	603	5	103	0	0	0	25
Future Vol, veh/h	0	0	0	0	171	603	5	103	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	178	628	5	107	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	89	806	-	-	-	403
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	89	806	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	886	314	0	0	0	597
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	908	393	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	847	314	-	-	-	597
Mov Cap-2 Maneuver	-	-	-	847	314	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	868	393	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	22.3	11.3
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	314	-	-	597
HCM Lane V/C Ratio	0.342	-	-	0.044
HCM Control Delay (s)	22.3	-	-	11.3
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.5	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	575	134	1210	1155	0
Future Volume (veh/h)	0	0	0	0	0	0	0	575	134	1210	1155	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.83	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	587	137	1235	1179	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	909	239	3669	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.18	0.18	0.49	0.64	0.00
Sat Flow, veh/h		0					0	5149	1311	5023	1826	0
Grp Volume(v), veh/h		0.0					0	587	137	1235	1179	0
Grp Sat Flow(s),veh/h/ln							0	1662	1311	1674	1826	0
Q Serve(g_s), s							0.0	12.0	10.5	16.5	45.3	0.0
Cycle Q Clear(g_c), s							0.0	12.0	10.5	16.5	45.3	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	909	239	3669	1740	0
V/C Ratio(X)							0.00	0.65	0.57	0.34	0.68	0.00
Avail Cap(c_a), veh/h							0	1205	317	3669	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh							0.0	41.7	41.1	11.8	9.1	0.0
Incr Delay (d2), s/veh							0.0	2.0	5.5	0.0	1.8	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.9	3.6	6.5	13.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.7	46.6	11.8	11.0	0.0
LnGrp LOS							A	D	D	B	B	A
Approach Vol, veh/h								724			2414	
Approach Delay, s/veh								44.2			11.4	
Approach LOS								D			B	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	84.7	25.3				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	18.5	14.0				47.3						
Green Ext Time (p_c), s	5.1	6.1				0.0						

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱					↑↑↑↳		↰	↑↑↑	
Traffic Volume (veh/h)	50	1307	41	0	0	0	0	395	242	192	824	0
Future Volume (veh/h)	50	1307	41	0	0	0	0	395	242	192	824	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	51	1334	42				0	403	247	196	841	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	97	2713	840				0	706	306	223	1902	0
Arrive On Green	0.18	0.18	0.18				0.00	0.21	0.21	0.25	0.75	0.00
Sat Flow, veh/h	183	5083	1573				0	3572	1477	1781	5274	0
Grp Volume(v), veh/h	520	865	42				0	403	247	196	841	0
Grp Sat Flow(s),veh/h/ln	1861	1702	1573				0	1702	1477	1781	1702	0
Q Serve(g_s), s	27.9	25.1	2.4				0.0	11.7	17.5	11.6	6.9	0.0
Cycle Q Clear(g_c), s	27.9	25.1	2.4				0.0	11.7	17.5	11.6	6.9	0.0
Prop In Lane	0.10		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	994	1817	840				0	706	306	223	1902	0
V/C Ratio(X)	0.52	0.48	0.05				0.00	0.57	0.81	0.88	0.44	0.00
Avail Cap(c_a), veh/h	994	1817	840				0	916	397	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.72	0.72	0.72				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	32.6	31.5	22.1				0.0	39.2	41.5	40.4	9.7	0.0
Incr Delay (d2), s/veh	1.4	0.6	0.1				0.0	0.8	9.5	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	11.6	0.9				0.0	4.9	7.1	4.5	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	32.1	22.2				0.0	40.0	51.0	41.8	9.7	0.0
LnGrp LOS	C	C	C				A	D	D	D	A	A
Approach Vol, veh/h		1427						650			1037	
Approach Delay, s/veh		32.5						44.2			15.8	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	63.6	46.4	18.2	28.2
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	29.9	8.9	13.6	19.5
Green Ext Time (p_c), s	11.0	5.2	0.1	3.3

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1722	48	0	0	0	0	0	0	241	491	0
Future Volume (veh/h)	0	1722	48	0	0	0	0	0	0	241	491	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1892	53							265	540	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2973	83							525	1180	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5270	143							1600	3762	0
Grp Volume(v), veh/h	0	1262	683							296	509	0
Grp Sat Flow(s),veh/h/ln	0	1702	1841							1790	1702	0
Q Serve(g_s), s	0.0	37.5	37.6							17.2	15.4	0.0
Cycle Q Clear(g_c), s	0.0	37.5	37.6							17.2	15.4	0.0
Prop In Lane	0.00		0.08							0.89		0.00
Lane Grp Cap(c), veh/h	0	1984	1073							588	1117	0
V/C Ratio(X)	0.00	0.64	0.64							0.50	0.46	0.00
Avail Cap(c_a), veh/h	0	1984	1073							588	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	33.7	33.7							40.6	39.8	0.0
Incr Delay (d2), s/veh	0.0	1.6	2.9							3.1	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.5	19.3							8.8	7.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.3	36.6							43.7	41.2	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		1945									805	
Approach Delay, s/veh		35.7									42.1	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	39.6	19.2
Green Ext Time (p_c), s	6.5	2.1

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

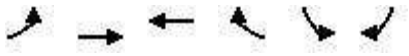
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	2007	0	0	0	0	0	203	209	0	0	0
Future Volume (veh/h)	73	2007	0	0	0	0	0	203	209	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	80	2205	0				0	223	230			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	100	2921	0				0	599	512			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	173	5261	0				0	1870	1517			
Grp Volume(v), veh/h	859	1426	0				0	223	230			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1517			
Q Serve(g_s), s	48.5	43.4	0.0				0.0	10.5	13.0			
Cycle Q Clear(g_c), s	48.5	43.4	0.0				0.0	10.5	13.0			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1068	1953	0				0	599	512			
V/C Ratio(X)	0.80	0.73	0.00				0.00	0.37	0.45			
Avail Cap(c_a), veh/h	1068	1953	0				0	599	512			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	38.7	36.6	0.0				0.0	27.6	28.5			
Incr Delay (d2), s/veh	6.4	2.4	0.0				0.0	1.8	2.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	26.0	20.4	0.0				0.0	4.8	5.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	39.0	0.0				0.0	29.4	31.3			
LnGrp LOS	D	D	A				A	C	C			
Approach Vol, veh/h		2285						453				
Approach Delay, s/veh		41.3						30.4				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		50.5						15.0				
Green Ext Time (p_c), s		10.8						3.0				
Intersection Summary												
HCM 6th Ctrl Delay			39.5									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2291	61	0	0	0	0	0	0	315	399	0
Future Volume (veh/h)	0	2291	61	0	0	0	0	0	0	315	399	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2490	66							342	434	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3351	88							455	908	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5282	135							1781	3647	0
Grp Volume(v), veh/h	0	1653	903							342	434	0
Grp Sat Flow(s),veh/h/ln	0	1702	1844							1781	1777	0
Q Serve(g_s), s	0.0	49.9	50.3							20.6	12.8	0.0
Cycle Q Clear(g_c), s	0.0	49.9	50.3							20.6	12.8	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2231	1209							455	908	0
V/C Ratio(X)	0.00	0.74	0.75							0.75	0.48	0.00
Avail Cap(c_a), veh/h	0	2231	1209							455	908	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	34.4	34.6							47.0	43.4	0.0
Incr Delay (d2), s/veh	0.0	2.3	4.2							10.9	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	23.3	26.2							11.3	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.7	38.8							57.9	45.2	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		2556									776	
Approach Delay, s/veh		37.4									50.8	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	77.0	33.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	72.1	28.1
Max Q Clear Time (g_c+I1), s	52.3	22.6
Green Ext Time (p_c), s	17.1	2.0

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	2378	53	0	0	0	0	81	86	0	0	0
Future Volume (veh/h)	31	2378	53	0	0	0	0	81	86	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870			
Adj Flow Rate, veh/h	36	2798	62				0	95	101			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	2				0	2	2			
Cap, veh/h	45	3717	85				0	357	318			
Arrive On Green	0.23	0.23	0.23				0.00	0.20	0.20			
Sat Flow, veh/h	64	5235	119				0	1870	1585			
Grp Volume(v), veh/h	1058	876	962				0	95	101			
Grp Sat Flow(s),veh/h/ln	1867	1702	1849				0	1777	1585			
Q Serve(g_s), s	58.7	52.2	52.9				0.0	5.0	6.0			
Cycle Q Clear(g_c), s	58.7	52.2	52.9				0.0	5.0	6.0			
Prop In Lane	0.03		0.06				0.00		1.00			
Lane Grp Cap(c), veh/h	1326	1208	1313				0	357	318			
V/C Ratio(X)	0.80	0.72	0.73				0.00	0.27	0.32			
Avail Cap(c_a), veh/h	1326	1208	1313				0	357	318			
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	34.7	32.2	32.5				0.0	37.1	37.5			
Incr Delay (d2), s/veh	5.1	3.8	3.7				0.0	1.8	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	31.2	25.0	27.5				0.0	2.4	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	36.0	36.1				0.0	38.9	40.1			
LnGrp LOS	D	D	D				A	D	D			
Approach Vol, veh/h		2896						196				
Approach Delay, s/veh		37.4						39.5				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		60.7						8.0				
Green Ext Time (p_c), s		16.1						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			37.6									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	991	867	32	132	124
Future Volume (veh/h)	18	991	867	32	132	124
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	20	1077	942	35	143	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	29	4013	3707	138	361	165
Arrive On Green	0.02	0.80	1.00	1.00	0.10	0.10
Sat Flow, veh/h	1781	5149	5097	183	3456	1585
Grp Volume(v), veh/h	20	1077	634	343	143	135
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1793	1728	1585
Q Serve(g_s), s	1.3	6.3	0.0	0.0	4.6	9.8
Cycle Q Clear(g_c), s	1.3	6.3	0.0	0.0	4.6	9.8
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	29	4013	2497	1347	361	165
V/C Ratio(X)	0.69	0.27	0.25	0.25	0.40	0.82
Avail Cap(c_a), veh/h	319	4013	2497	1347	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	57.7	2.9	0.0	0.0	49.4	51.7
Incr Delay (d2), s/veh	9.7	0.2	0.2	0.4	0.3	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.4	0.1	0.2	2.0	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.4	3.0	0.2	0.4	49.6	55.5
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		1097	977		278	
Approach Delay, s/veh		4.2	0.3		52.5	
Approach LOS		A	A		D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	100.8	17.2	6.3	94.5
Change Period (Y+Rc), s	* 5.8	4.9	4.4	5.8
Max Green Setting (Gmax), s	* 77	30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s	8.3	11.8	3.3	2.0
Green Ext Time (p_c), s	26.9	0.5	0.0	18.7

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

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1035	17	18	859	11	0	13	26	91	0	14
Future Volume (veh/h)	64	1035	17	18	859	11	0	13	26	91	0	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	1190	20	21	987	0	0	15	30	105	0	16
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	728	3540	59	60	1567		61	19	38	214	0	98
Arrive On Green	0.82	1.00	1.00	0.03	0.31	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5049	85	1781	4985	1585	1781	553	1106	3456	0	1577
Grp Volume(v), veh/h	74	783	427	21	987	0	0	0	45	105	0	16
Grp Sat Flow(s),veh/h/ln	1781	1662	1811	1781	1662	1585	1781	0	1660	1728	0	1577
Q Serve(g_s), s	1.0	0.0	0.0	1.4	20.0	0.0	0.0	0.0	3.2	3.5	0.0	1.1
Cycle Q Clear(g_c), s	1.0	0.0	0.0	1.4	20.0	0.0	0.0	0.0	3.2	3.5	0.0	1.1
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	728	2330	1270	60	1567		61	0	57	214	0	98
V/C Ratio(X)	0.10	0.34	0.34	0.35	0.63		0.00	0.00	0.79	0.49	0.00	0.16
Avail Cap(c_a), veh/h	728	2330	1270	168	1567		251	0	233	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	55.7	34.6	0.0	0.0	0.0	56.6	53.5	0.0	52.4
Incr Delay (d2), s/veh	0.0	0.4	0.7	1.3	1.9	0.0	0.0	0.0	8.8	0.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.2	0.6	8.0	0.0	0.0	0.0	1.5	1.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.4	0.7	57.0	36.5	0.0	0.0	0.0	65.3	54.2	0.0	52.7
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1284			1008	A		45			121	
Approach Delay, s/veh		0.8			36.9			65.3			54.0	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.4		12.2	53.9	42.9		8.9
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.4	2.0		5.5	3.0	22.0		5.2
Green Ext Time (p_c), s	0.0	12.1		0.2	0.0	8.5		0.1

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1112	128	303	1444	61	161	25	395	236	26	114
Future Volume (veh/h)	52	1112	128	303	1444	61	161	25	395	236	26	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	1196	138	326	1553	66	173	27	0	254	28	123
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	513	2774	991	310	2177	92	239	129		413	34	148
Arrive On Green	0.29	0.56	0.56	0.09	0.35	0.35	0.07	0.07	0.00	0.12	0.12	0.12
Sat Flow, veh/h	1781	4985	1584	3456	6221	264	3456	1870	1585	3563	291	1276
Grp Volume(v), veh/h	56	1196	138	326	1176	443	173	27	0	254	0	151
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	1774	1728	1870	1585	1781	0	1567
Q Serve(g_s), s	2.7	16.5	4.2	10.6	25.5	25.5	5.8	1.6	0.0	8.0	0.0	11.1
Cycle Q Clear(g_c), s	2.7	16.5	4.2	10.6	25.5	25.5	5.8	1.6	0.0	8.0	0.0	11.1
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		0.81
Lane Grp Cap(c), veh/h	513	2774	991	310	1649	621	239	129		413	0	182
V/C Ratio(X)	0.11	0.43	0.14	1.05	0.71	0.71	0.72	0.21		0.62	0.00	0.83
Avail Cap(c_a), veh/h	513	2774	991	310	1649	621	1084	586		486	0	214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.9	15.3	9.1	53.7	33.2	33.2	53.8	51.9	0.0	49.7	0.0	51.0
Incr Delay (d2), s/veh	0.0	0.5	0.3	64.8	2.7	6.9	1.5	0.3	0.0	1.7	0.0	20.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.9	1.7	7.3	9.7	11.6	2.5	0.8	0.0	3.6	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	15.8	9.4	118.5	35.9	40.1	55.4	52.2	0.0	51.4	0.0	71.8
LnGrp LOS	C	B	A	F	D	D	E	D		D	A	E
Approach Vol, veh/h		1390			1945			200	A		405	
Approach Delay, s/veh		15.7			50.7			54.9			59.0	
Approach LOS		B			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	71.4		18.6	39.7	46.7		13.1
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	10.6	34.4		16.1	4.0	* 41		37.0
Max Q Clear Time (g_c+I1), s	12.6	18.5		13.1	4.7	27.5		7.8
Green Ext Time (p_c), s	0.0	11.3		0.5	0.0	12.1		0.4

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	0	30	3	0	72	15	383	8	17	392	72
Future Volume (veh/h)	94	0	30	3	0	72	15	383	8	17	392	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	48	32	0	0	80	16	407	9	18	417	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	91	60	0	113	182	191	1105	24	192	931	170
Arrive On Green	0.09	0.09	0.09	0.00	0.00	0.06	0.11	0.31	0.31	0.11	0.31	0.31
Sat Flow, veh/h	1781	1032	688	0	1870	3010	1781	3553	78	1781	2988	547
Grp Volume(v), veh/h	66	0	80	0	0	80	16	203	213	18	246	248
Grp Sat Flow(s),veh/h/ln	1781	0	1719	0	1870	1505	1781	1777	1854	1781	1777	1758
Q Serve(g_s), s	1.3	0.0	1.6	0.0	0.0	0.9	0.3	3.3	3.3	0.3	4.1	4.2
Cycle Q Clear(g_c), s	1.3	0.0	1.6	0.0	0.0	0.9	0.3	3.3	3.3	0.3	4.1	4.2
Prop In Lane	1.00		0.40	0.00		1.00	1.00		0.04	1.00		0.31
Lane Grp Cap(c), veh/h	156	0	151	0	113	182	191	553	577	192	554	548
V/C Ratio(X)	0.42	0.00	0.53	0.00	0.00	0.44	0.08	0.37	0.37	0.09	0.45	0.45
Avail Cap(c_a), veh/h	1928	0	1861	0	2024	3258	1205	2404	2509	1928	2404	2378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	0.0	16.1	0.0	0.0	16.8	14.9	9.9	9.9	14.9	10.2	10.2
Incr Delay (d2), s/veh	1.3	0.0	2.1	0.0	0.0	0.6	0.1	0.3	0.3	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.7	0.0	0.0	0.3	0.1	1.0	1.0	0.1	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.3	0.0	18.3	0.0	0.0	17.4	14.9	10.2	10.2	14.9	10.6	10.6
LnGrp LOS	B	A	B	A	A	B	B	B	B	B	B	B
Approach Vol, veh/h		146			80			432			512	
Approach Delay, s/veh		17.8			17.4			10.4			10.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	15.5		7.2	8.0	15.5		6.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.3	5.3		3.6	2.3	6.2		2.9
Green Ext Time (p_c), s	0.0	2.0		0.5	0.0	2.5		0.2

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	17	8	160	166	265
Future Volume (veh/h)	240	17	8	160	166	265
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	278	0	9	0	182	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	617	324	983		314	
Arrive On Green	0.17	0.00	0.53	0.00	0.09	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	278	0	9	0	182	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	4.0	0.0	0.1	0.0	2.9	0.0
Cycle Q Clear(g_c), s	4.0	0.0	0.1	0.0	2.9	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	617	324	983		314	
V/C Ratio(X)	0.45	0.00	0.01		0.58	
Avail Cap(c_a), veh/h	3121	1639	983		2422	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	21.2	0.0	6.5	0.0	24.9	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	0.0	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.7	0.0	6.5	0.0	26.6	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		278	9	A	182	A
Approach Delay, s/veh		21.7	6.5		26.6	
Approach LOS		C	A		C	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.9		9.2		34.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s	6.0		4.9		2.1
Green Ext Time (p_c), s	1.0		0.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	151	130	6	1	38
Future Vol, veh/h	38	151	130	6	1	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	176	151	7	1	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	158	0	-	0	331	79
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	176	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1419	-	-	-	638	965
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	837	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1419	-	-	-	616	965
Mov Cap-2 Maneuver	-	-	-	-	616	-
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	837	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1419	-	-	-	951
HCM Lane V/C Ratio	0.031	-	-	-	0.048
HCM Control Delay (s)	7.6	0.1	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	1642	3006	37	69	118
Future Volume (veh/h)	55	1642	3006	37	69	118
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	59	1747	3198	0	73	126
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	77	4060	5429		342	157
Arrive On Green	0.04	0.81	0.73	0.00	0.10	0.10
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	59	1747	3198	0	73	126
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	3.9	11.8	23.9	0.0	2.3	9.2
Cycle Q Clear(g_c), s	3.9	11.8	23.9	0.0	2.3	9.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	77	4060	5429		342	157
V/C Ratio(X)	0.77	0.43	0.59		0.21	0.80
Avail Cap(c_a), veh/h	319	4060	5429		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	3.1	7.3	0.0	48.9	52.0
Incr Delay (d2), s/veh	14.7	0.3	0.5	0.0	0.3	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.4	6.0	0.0	1.0	8.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	70.5	3.5	7.8	0.0	49.2	61.2
LnGrp LOS	E	A	A		D	E
Approach Vol, veh/h		1806	3198	A	199	
Approach Delay, s/veh		5.6	7.8		56.8	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		101.4		16.6	9.5	91.9
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		13.8		11.2	5.9	25.9
Green Ext Time (p_c), s		50.2		0.5	0.1	31.6

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	3019	14	27	2350	16	38	0	68	35	0	22
Future Volume (veh/h)	41	3019	14	27	2350	16	38	0	68	35	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.92		0.92	0.94		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	3246	15	29	2527	17	41	0	73	38	0	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	74	4232	1067	72	4237	28	276	0	238	235	0	265
Arrive On Green	0.04	0.67	0.67	0.04	1.00	1.00	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1781	6281	1584	3456	6485	44	1186	0	1311	1241	0	1457
Grp Volume(v), veh/h	44	3246	15	29	1835	709	41	0	73	38	0	24
Grp Sat Flow(s),veh/h/ln	1781	1570	1584	1728	1570	1818	1186	0	1311	1241	0	1457
Q Serve(g_s), s	2.9	41.2	0.4	1.0	0.0	0.0	3.2	0.0	5.7	3.2	0.0	1.6
Cycle Q Clear(g_c), s	2.9	41.2	0.4	1.0	0.0	0.0	4.9	0.0	5.7	8.1	0.0	1.6
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	74	4232	1067	72	3077	1188	276	0	238	235	0	265
V/C Ratio(X)	0.60	0.77	0.01	0.40	0.60	0.60	0.15	0.00	0.31	0.16	0.00	0.09
Avail Cap(c_a), veh/h	168	4232	1067	618	3077	1188	312	0	274	270	0	305
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.6	13.0	6.3	55.8	0.0	0.0	42.2	0.0	41.8	45.0	0.0	40.2
Incr Delay (d2), s/veh	2.9	1.4	0.0	1.0	0.6	1.6	0.1	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	12.4	0.1	0.4	0.2	0.5	1.0	0.0	1.9	1.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	14.4	6.4	56.8	0.6	1.6	42.3	0.0	42.1	45.1	0.0	40.2
LnGrp LOS	E	B	A	E	A	A	D	A	D	D	A	D
Approach Vol, veh/h		3305			2573			114			62	
Approach Delay, s/veh		14.9			1.5			42.2			43.2	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	84.8		26.3	9.3	82.4		26.3				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7				
Max Q Clear Time (g_c+I1), s	3.0	43.2		10.1	4.9	2.0		7.7				
Green Ext Time (p_c), s	0.0	14.4		0.1	0.0	60.5		0.2				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	3015	0	11	2072	341	0	0	0	113	0	270
Future Volume (veh/h)	114	3015	0	11	2072	341	0	0	0	113	0	270
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	3207	0	12	2204	363	0	0	0	120	0	287
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	146	3179	0	60	3232	528	0	383	0	827	0	323
Arrive On Green	0.11	0.85	0.00	0.03	0.59	0.59	0.00	0.00	0.00	0.20	0.00	0.20
Sat Flow, veh/h	1781	5149	0	1781	5480	896	0	1870	0	3446	0	1580
Grp Volume(v), veh/h	121	3207	0	12	1892	675	0	0	0	120	0	287
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1665	0	1870	0	1723	0	1580
Q Serve(g_s), s	7.9	75.3	0.0	0.8	32.5	33.0	0.0	0.0	0.0	3.4	0.0	20.8
Cycle Q Clear(g_c), s	7.9	75.3	0.0	0.8	32.5	33.0	0.0	0.0	0.0	3.4	0.0	20.8
Prop In Lane	1.00		0.00	1.00		0.54	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	3179	0	60	2778	982	0	383	0	827	0	323
V/C Ratio(X)	0.83	1.01	0.00	0.20	0.68	0.69	0.00	0.00	0.00	0.15	0.00	0.89
Avail Cap(c_a), veh/h	168	3179	0	168	2778	982	0	471	0	989	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.00	0.82	0.82	0.82	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.7	8.9	0.0	55.4	16.6	16.7	0.0	0.0	0.0	38.7	0.0	45.6
Incr Delay (d2), s/veh	17.1	15.7	0.0	0.5	1.1	3.2	0.0	0.0	0.0	0.0	0.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	9.6	0.0	0.3	10.7	12.1	0.0	0.0	0.0	1.5	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	24.6	0.0	55.9	17.7	19.9	0.0	0.0	0.0	38.7	0.0	61.9
LnGrp LOS	E	F	A	E	B	B	A	A	A	D	A	E
Approach Vol, veh/h		3328			2579			0			407	
Approach Delay, s/veh		26.2			18.5			0.0			55.1	
Approach LOS		C			B						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	80.6		29.0	14.1	74.9		29.0				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.8	77.3		22.8	9.9	35.0		0.0				
Green Ext Time (p_c), s	0.0	0.0		0.9	0.0	26.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	3109	1	15	2292	0	0	0	18	0	0	0
Future Volume (veh/h)	37	3109	1	15	2292	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	0						
Adj Flow Rate, veh/h	39	3239	1	16	2388	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	2	2	5	0						
Cap, veh/h	54	4368	1	27	4155	0						
Arrive On Green	0.03	0.85	0.85	0.02	0.83	0.00						
Sat Flow, veh/h	1781	5147	2	1781	5149	0						
Grp Volume(v), veh/h	39	2091	1149	16	2388	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1662	0						
Q Serve(g_s), s	1.5	18.1	18.1	0.6	10.8	0.0						
Cycle Q Clear(g_c), s	1.5	18.1	18.1	0.6	10.8	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	54	2820	1549	27	4155	0						
V/C Ratio(X)	0.72	0.74	0.74	0.59	0.57	0.00						
Avail Cap(c_a), veh/h	758	2828	1554	758	4242	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	33.9	2.2	2.2	34.5	1.9	0.0						
Incr Delay (d2), s/veh	6.6	1.5	2.8	7.3	0.5	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.7	0.6	1.2	0.3	0.2	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	3.7	4.9	41.8	2.4	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		3279			2404							
Approach Delay, s/veh		4.6			2.6							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.5	65.0			6.5	64.0						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	12.6	20.1			3.5	12.8						
Green Ext Time (p_c), s	0.0	39.7			0.0	45.1						

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

Intersection	
Int Delay, s/veh	41.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	261	0	0	1916	236
Future Vol, veh/h	0	261	0	0	1916	236
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	278	0	0	2038	251

Major/Minor	Minor2			Major2	
Conflicting Flow All	2164	1148		-	0
Stage 1	2164	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	76	~ 165		-	-
Stage 1	44	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	76	~ 165		-	-
Mov Cap-2 Maneuver	76	-		-	-
Stage 1	44	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 380.8	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	165	-	-
HCM Lane V/C Ratio	-	1.683	-	-
HCM Control Delay (s)	0	$ 380.8	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	19.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	647	28	18	664	319	34	57	40	200	29	142
Future Volume (veh/h)	97	647	28	18	664	319	34	57	40	200	29	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	727	31	20	746	358	38	64	45	225	33	160
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	1134	348	651	2668	824	192	321	242	357	486	426
Arrive On Green	0.05	0.15	0.15	0.37	0.52	0.52	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	5106	1568	1781	5106	1578	534	1175	886	1267	1777	1559
Grp Volume(v), veh/h	109	727	31	20	746	358	70	0	77	225	33	160
Grp Sat Flow(s),veh/h/ln	1781	1702	1568	1781	1702	1578	1084	0	1511	1267	1777	1559
Q Serve(g_s), s	7.3	16.1	2.0	0.9	9.8	16.8	2.7	0.0	4.7	19.8	1.7	10.0
Cycle Q Clear(g_c), s	7.3	16.1	2.0	0.9	9.8	16.8	12.7	0.0	4.7	24.5	1.7	10.0
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	135	1134	348	651	2668	824	342	0	413	357	486	426
V/C Ratio(X)	0.81	0.64	0.09	0.03	0.28	0.43	0.21	0.00	0.19	0.63	0.07	0.38
Avail Cap(c_a), veh/h	313	1974	606	651	2668	824	561	0	646	553	760	666
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	46.6	40.6	24.4	16.0	17.7	36.5	0.0	33.4	42.8	32.3	35.3
Incr Delay (d2), s/veh	4.1	2.7	0.5	0.0	0.3	1.6	0.1	0.0	0.1	5.2	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	7.2	0.8	0.4	3.7	6.1	1.7	0.0	1.7	6.7	0.7	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	49.3	41.1	24.4	16.3	19.3	36.6	0.0	33.5	48.0	32.5	36.9
LnGrp LOS	E	D	D	C	B	B	D	A	C	D	C	D
Approach Vol, veh/h		867			1124			147			418	
Approach Delay, s/veh		50.4			17.4			35.0			42.5	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	50.0	32.3		37.7	13.5	68.8		37.7				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.3	* 46		51.3	21.1	32.2		51.3				
Max Q Clear Time (g_c+I1), s	2.9	18.1		26.5	9.3	18.8		14.7				
Green Ext Time (p_c), s	0.0	8.6		4.8	0.1	9.1		0.6				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	485	1	0	460	384	1	0	0	277	0	31
Future Volume (veh/h)	48	485	1	0	460	384	1	0	0	277	0	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	533	1	0	505	0	1	0	0	336	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	956	2	876	2277		19	0	17	478	251	0
Arrive On Green	0.04	0.18	0.18	0.00	0.21	0.00	0.01	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	5263	10	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	53	345	189	0	505	0	1	0	0	336	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.5	11.1	11.1	0.0	14.1	0.0	0.1	0.0	0.0	10.8	0.0	0.0
Cycle Q Clear(g_c), s	3.5	11.1	11.1	0.0	14.1	0.0	0.1	0.0	0.0	10.8	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	68	619	340	876	2277		19	0	17	478	251	0
V/C Ratio(X)	0.77	0.56	0.56	0.00	0.22		0.05	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	224	1166	640	876	2277		157	0	140	1101	578	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.97	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	57.2	44.7	44.7	0.0	22.6	0.0	58.7	0.0	0.0	49.7	0.0	0.0
Incr Delay (d2), s/veh	6.8	3.6	6.5	0.0	0.2	0.0	0.4	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.9	5.6	0.0	6.7	0.0	0.0	0.0	0.0	4.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	48.3	51.2	0.0	22.8	0.0	59.1	0.0	0.0	50.3	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		587			505	A		1			336	
Approach Delay, s/veh		50.6			22.8			59.1			50.3	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	26.9		22.0	9.0	82.8		6.2				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.3	* 41		37.1	15.1	36.1		10.6				
Max Q Clear Time (g_c+I1), s	0.0	13.1		12.8	5.5	16.1		2.1				
Green Ext Time (p_c), s	0.0	8.7		0.6	0.0	5.5		0.0				

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

Notes

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

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	244	133	33	359	160	203	824	26	103	761	163
Future Volume (veh/h)	258	244	133	33	359	160	203	824	26	103	761	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	274	260	141	35	382	170	216	877	28	110	810	173
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	295	647	339	46	517	294	262	1801	57	154	1710	758
Arrive On Green	0.17	0.29	0.29	0.03	0.15	0.15	0.08	0.51	0.51	0.04	0.48	0.48
Sat Flow, veh/h	1781	2241	1174	1781	3554	1536	3456	3514	112	3456	3554	1576
Grp Volume(v), veh/h	274	204	197	35	382	170	216	443	462	110	810	173
Grp Sat Flow(s),veh/h/ln	1781	1777	1637	1781	1777	1536	1728	1777	1849	1728	1777	1576
Q Serve(g_s), s	22.8	13.9	14.6	2.9	15.4	10.2	9.2	24.3	24.3	4.7	23.0	5.2
Cycle Q Clear(g_c), s	22.8	13.9	14.6	2.9	15.4	10.2	9.2	24.3	24.3	4.7	23.0	5.2
Prop In Lane	1.00		0.72	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	295	513	473	46	517	294	262	911	948	154	1710	758
V/C Ratio(X)	0.93	0.40	0.42	0.77	0.74	0.58	0.82	0.49	0.49	0.72	0.47	0.23
Avail Cap(c_a), veh/h	387	668	616	82	734	388	544	911	948	258	1710	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	42.9	43.1	72.6	61.4	28.7	68.3	23.8	23.8	70.7	26.2	6.8
Incr Delay (d2), s/veh	21.9	0.2	0.2	9.3	1.1	0.6	2.5	1.9	1.8	2.3	0.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	6.2	6.0	1.5	7.1	3.9	4.2	10.8	11.2	2.1	10.1	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.6	43.0	43.3	82.0	62.5	29.3	70.8	25.6	25.5	73.1	27.1	7.5
LnGrp LOS	F	D	D	F	E	C	E	C	C	E	C	A
Approach Vol, veh/h		675			587			1121			1093	
Approach Delay, s/veh		59.6			54.0			34.3			28.6	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	82.2	8.2	48.5	15.8	77.5	30.0	26.7
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	11.3	* 57	6.9	56.4	23.6	43.8	32.6	* 31
Max Q Clear Time (g_c+I1), s	16.7	26.3	4.9	16.6	11.2	25.0	24.8	17.4
Green Ext Time (p_c), s	0.0	2.1	0.0	0.9	0.1	2.3	0.1	0.9

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

Notes

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

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

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	201	95	209	175	75	98	126	172	81	105	72
Future Volume (veh/h)	35	201	95	209	175	75	98	126	172	81	105	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	214	101	222	186	80	104	134	183	86	112	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1314	659	308	808	635	134	759	469	112	715	309
Arrive On Green	0.03	0.37	0.37	0.09	0.43	0.43	0.08	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1461	3456	1870	1471	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	37	214	101	222	186	80	104	134	183	86	112	77
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1728	1870	1471	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	1.8	3.6	3.6	5.5	5.5	2.9	5.1	2.7	8.3	4.2	2.3	3.7
Cycle Q Clear(g_c), s	1.8	3.6	3.6	5.5	5.5	2.9	5.1	2.7	8.3	4.2	2.3	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	1314	659	308	808	635	134	759	469	112	715	309
V/C Ratio(X)	0.77	0.16	0.15	0.72	0.23	0.13	0.78	0.18	0.39	0.77	0.16	0.25
Avail Cap(c_a), veh/h	605	1609	780	1174	847	666	605	1609	837	605	1609	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	18.7	14.6	39.2	15.8	15.1	40.1	28.4	24.4	40.8	29.1	29.7
Incr Delay (d2), s/veh	9.2	0.1	0.1	1.2	0.1	0.0	3.7	0.1	0.5	4.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.4	1.2	2.4	2.3	0.9	2.3	1.2	3.0	1.9	1.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	18.7	14.8	40.4	15.9	15.1	43.8	28.5	24.9	45.0	29.1	29.8
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		352			488			421			275	
Approach Delay, s/veh		21.1			26.9			30.7			34.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	38.6	12.0	24.5	7.8	44.1	10.9	25.6
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.5	5.6	7.1	5.7	3.8	7.5	6.2	10.3
Green Ext Time (p_c), s	0.4	2.2	0.1	0.6	0.0	0.9	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	8	26	0	37	77	305	30	70	295	32
Future Volume (veh/h)	9	0	8	26	0	37	77	305	30	70	295	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	0	9	28	0	40	84	332	33	76	321	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	43	126	463	0	370	116	1513	147	108	1479	157
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.06	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	548	243	712	1393	0	1547	1781	4715	458	1781	4669	497
Grp Volume(v), veh/h	19	0	0	28	0	40	84	238	127	76	232	124
Grp Sat Flow(s),veh/h/ln	1504	0	0	1393	0	1547	1781	1702	1769	1781	1702	1762
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.7	1.5	1.7	1.8	1.4	1.7	1.7
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.5	0.0	0.7	1.5	1.7	1.8	1.4	1.7	1.7
Prop In Lane	0.53		0.47	1.00		1.00	1.00		0.26	1.00		0.28
Lane Grp Cap(c), veh/h	431	0	0	463	0	370	116	1093	568	108	1078	558
V/C Ratio(X)	0.04	0.00	0.00	0.06	0.00	0.11	0.73	0.22	0.22	0.70	0.22	0.22
Avail Cap(c_a), veh/h	1895	0	0	1869	0	1954	1604	6131	3186	1604	6131	3173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	11.5	0.0	9.9	15.3	8.3	8.3	15.4	8.3	8.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.1	0.3	3.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.6	0.5	0.5	0.6	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	11.5	0.0	10.0	18.5	8.4	8.5	18.5	8.5	8.6
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		19			68			449			432	
Approach Delay, s/veh		11.4			10.6			10.3			10.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	16.1		10.8	6.6	16.0		10.8
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.4	3.8		2.3	3.5	3.7		2.7
Green Ext Time (p_c), s	0.1	3.5		0.0	0.1	2.9		0.1

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	10	27	40	49	13	334	629	110	41	432	190
Future Volume (veh/h)	18	10	27	40	49	13	334	629	110	41	432	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.75	1.00		0.75	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	11	29	43	53	14	359	676	118	44	465	204
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	488	311	55	484	308	394	1684	704	57	685	297
Arrive On Green	0.03	0.26	0.26	0.03	0.26	0.26	0.22	0.47	0.47	0.03	0.29	0.29
Sat Flow, veh/h	1781	1870	1192	1781	1870	1188	1781	3554	1486	1781	2337	1013
Grp Volume(v), veh/h	19	11	29	43	53	14	359	676	118	44	352	317
Grp Sat Flow(s),veh/h/ln	1781	1870	1192	1781	1870	1188	1781	1777	1486	1781	1777	1573
Q Serve(g_s), s	1.2	0.5	2.1	2.8	2.5	1.0	22.8	14.3	5.3	2.8	20.2	20.6
Cycle Q Clear(g_c), s	1.2	0.5	2.1	2.8	2.5	1.0	22.8	14.3	5.3	2.8	20.2	20.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	59	488	311	55	484	308	394	1684	704	57	521	461
V/C Ratio(X)	0.32	0.02	0.09	0.77	0.11	0.05	0.91	0.40	0.17	0.77	0.68	0.69
Avail Cap(c_a), veh/h	462	488	311	462	485	308	462	1842	770	462	921	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	31.8	32.4	55.7	32.7	32.2	44.0	19.8	17.4	55.6	36.1	36.2
Incr Delay (d2), s/veh	1.1	0.0	0.0	8.3	0.0	0.0	21.3	0.2	0.1	8.1	4.2	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.6	1.4	1.1	0.3	12.3	5.9	1.8	1.4	9.3	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	31.8	32.4	64.0	32.8	32.2	65.3	20.0	17.5	63.7	40.2	41.1
LnGrp LOS	E	C	C	E	C	C	E	B	B	E	D	D
Approach Vol, veh/h		59			110			1153			713	
Approach Delay, s/veh		39.9			44.9			33.8			42.1	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	63.6	8.0	35.1	30.0	42.7	8.2	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.8	16.3	4.8	4.1	24.8	22.6	3.2	4.5
Green Ext Time (p_c), s	0.0	7.7	0.0	0.1	0.8	11.2	0.0	0.2

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

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	156	17	146	132	0	0	0	0	192	24	39
Future Volume (veh/h)	0	156	17	146	132	0	0	0	0	192	24	39
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	171	19	160	145	0				230	0	43
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	222	444	195	345	659	0				974	0	624
Arrive On Green	0.00	0.12	0.12	0.19	0.19	0.00				0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1560	1781	3572	0				3563	0	1557
Grp Volume(v), veh/h	0	171	19	160	145	0				230	0	43
Grp Sat Flow(s),veh/h/ln	1781	1777	1560	1781	1702	0				1781	0	1557
Q Serve(g_s), s	0.0	1.6	0.4	2.8	1.3	0.0				1.8	0.0	0.6
Cycle Q Clear(g_c), s	0.0	1.6	0.4	2.8	1.3	0.0				1.8	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	222	444	195	345	659	0				974	0	624
V/C Ratio(X)	0.00	0.39	0.10	0.46	0.22	0.00				0.24	0.00	0.07
Avail Cap(c_a), veh/h	3008	6001	2634	3008	5749	0				3510	0	1732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.3	13.8	12.7	12.1	0.0				10.0	0.0	6.6
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.1	0.2	0.0				0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.1	0.9	0.3	0.0				0.5	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.5	13.9	13.8	12.3	0.0				10.1	0.0	6.6
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		190			305						273	
Approach Delay, s/veh		14.4			13.1						9.5	
Approach LOS		B			B						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		8.4		15.9		11.2
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		3.6		3.8		4.8
Green Ext Time (p_c), s		0.7		0.5		2.1

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	212	0	0	260	324	34	6	129	21	0	283
Future Volume (veh/h)	84	212	0	0	260	324	34	6	129	21	0	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	236	0	0	289	360	38	7	143	23	0	314
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	124	1545	0	0	549	485	240	10	200	27	0	365
Arrive On Green	0.07	0.43	0.00	0.00	0.31	0.31	0.13	0.13	0.13	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	73	1486	108	0	1480
Grp Volume(v), veh/h	93	236	0	0	289	360	38	0	150	337	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1559	1588	0	0
Q Serve(g_s), s	4.1	3.2	0.0	0.0	10.8	16.5	1.5	0.0	7.4	16.3	0.0	0.0
Cycle Q Clear(g_c), s	4.1	3.2	0.0	0.0	10.8	16.5	1.5	0.0	7.4	16.3	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.95	0.07		0.93
Lane Grp Cap(c), veh/h	124	1545	0	0	549	485	240	0	210	391	0	0
V/C Ratio(X)	0.75	0.15	0.00	0.00	0.53	0.74	0.16	0.00	0.71	0.86	0.00	0.00
Avail Cap(c_a), veh/h	665	2654	0	0	1327	1172	887	0	776	791	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.7	13.8	0.0	0.0	22.9	24.9	30.7	0.0	33.3	29.0	0.0	0.0
Incr Delay (d2), s/veh	10.5	0.0	0.0	0.0	0.9	2.7	0.1	0.0	1.7	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.1	0.0	0.0	4.2	5.9	0.6	0.0	2.8	6.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	13.8	0.0	0.0	23.8	27.6	30.9	0.0	35.0	31.2	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		329			649			188			337	
Approach Delay, s/veh		23.2			25.9			34.1			31.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	39.3	23.8	10.1	29.2	17.2
Change Period (Y+Rc), s	* 4.4	4.0	4.5	4.4	6.4
Max Green Setting (Gmax), s	* 60	40.0	30.0	60.0	40.0
Max Q Clear Time (g_c+I1), s	5.2	18.3	6.1	18.5	9.4
Green Ext Time (p_c), s	0.9	1.5	0.3	5.3	0.7

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	331	108	302	405	0	0	0	0	384	242	190
Future Volume (veh/h)	0	331	108	302	405	0	0	0	0	384	242	190
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	338	110	308	413	0				392	247	194
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1904	846	388	2489	0				652	342	283
Arrive On Green	0.00	0.54	0.54	0.22	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	338	110	308	413	0				392	247	194
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	4.1	2.9	7.1	0.0	0.0				8.5	10.4	9.8
Cycle Q Clear(g_c), s	0.0	4.1	2.9	7.1	0.0	0.0				8.5	10.4	9.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1904	846	388	2489	0				652	342	283
V/C Ratio(X)	0.00	0.18	0.13	0.79	0.17	0.00				0.60	0.72	0.69
Avail Cap(c_a), veh/h	0	1904	846	703	2489	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.0	9.7	31.7	0.0	0.0				31.5	32.3	32.1
Incr Delay (d2), s/veh	0.0	0.2	0.3	1.4	0.1	0.0				0.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.9	2.6	0.0	0.0				3.6	4.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.2	10.0	33.0	0.1	0.0				31.8	33.4	33.2
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		448			721						833	
Approach Delay, s/veh		10.2			14.2						32.6	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.8	49.9		20.3		63.7
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.4	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.1	6.1		12.4		2.0
Green Ext Time (p_c), s	0.4	2.4		2.0		3.0

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	524	0	0	568	555	131	245	22	0	0	0
Future Volume (veh/h)	202	524	0	0	568	555	131	245	22	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	204	529	0	0	574	561	132	247	22			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1249	2680	0	0	1189	519	210	435	39			
Arrive On Green	0.72	1.00	0.00	0.00	0.33	0.33	0.13	0.13	0.13			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1626	3373	299			
Grp Volume(v), veh/h	204	529	0	0	574	561	145	123	133			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1789	1702	1806			
Q Serve(g_s), s	1.6	0.0	0.0	0.0	10.8	28.1	6.5	5.7	5.8			
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	10.8	28.1	6.5	5.7	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	0.91		0.17			
Lane Grp Cap(c), veh/h	1249	2680	0	0	1189	519	231	220	233			
V/C Ratio(X)	0.16	0.20	0.00	0.00	0.48	1.08	0.63	0.56	0.57			
Avail Cap(c_a), veh/h	1249	2680	0	0	1189	519	598	569	604			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.6	0.0	0.0	0.0	22.2	28.0	34.7	34.3	34.4			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.4	62.8	1.1	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	4.3	18.4	2.8	2.4	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.7	0.2	0.0	0.0	23.6	90.8	35.7	35.2	35.2			
LnGrp LOS	A	A	A	A	C	F	D	D	D			
Approach Vol, veh/h		733			1135			401				
Approach Delay, s/veh		2.3			56.8			35.4				
Approach LOS		A			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.3			35.3	33.0		15.7				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.6	30.1		8.5				
Green Ext Time (p_c), s		4.3			0.4	0.0		1.4				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	44	13	863	19	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	13	863	19	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	56	17	1106	24			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	78	123	3038	65			
Arrive On Green				0.00	0.07	0.07	0.61	0.61	0.61			
Sat Flow, veh/h				0	465	1185	23	4962	107			
Grp Volume(v), veh/h				0	0	78	421	348	378			
Grp Sat Flow(s),veh/h/ln				0	0	1650	1863	1549	1679			
Q Serve(g_s), s				0.0	0.0	1.6	0.0	3.9	3.9			
Cycle Q Clear(g_c), s				0.0	0.0	1.6	3.9	3.9	3.9			
Prop In Lane				0.00		0.72	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	108	1249	948	1028			
V/C Ratio(X)				0.00	0.00	0.72	0.34	0.37	0.37			
Avail Cap(c_a), veh/h				0	0	1916	3335	2697	2925			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	15.8	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.4	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.6	0.5	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	19.2	3.6	3.7	3.7			
LnGrp LOS				A	A	B	A	A	A			
Approach Vol, veh/h					78			1147				
Approach Delay, s/veh					19.2			3.6				
Approach LOS					B			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	26.7							7.8				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	5.9							3.6				
Green Ext Time (p_c), s	15.2							0.3				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	123	51	330	424	60	194	272	61	60	259	80
Future Volume (veh/h)	85	123	51	330	424	60	194	272	61	60	259	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	132	55	355	456	65	209	292	66	65	278	86
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	353	297	405	559	80	255	1129	243	84	678	196
Arrive On Green	0.07	0.19	0.19	0.23	0.35	0.35	0.14	0.27	0.27	0.05	0.17	0.17
Sat Flow, veh/h	1781	1870	1572	1781	1600	228	1781	4183	901	1781	3900	1129
Grp Volume(v), veh/h	91	132	55	355	0	521	209	235	123	65	240	124
Grp Sat Flow(s),veh/h/ln	1781	1870	1572	1781	0	1828	1781	1702	1679	1781	1702	1625
Q Serve(g_s), s	3.6	4.4	2.1	13.7	0.0	18.5	8.1	3.9	4.1	2.6	4.5	4.8
Cycle Q Clear(g_c), s	3.6	4.4	2.1	13.7	0.0	18.5	8.1	3.9	4.1	2.6	4.5	4.8
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.54	1.00		0.69
Lane Grp Cap(c), veh/h	119	353	297	405	0	639	255	919	453	84	591	282
V/C Ratio(X)	0.77	0.37	0.19	0.88	0.00	0.82	0.82	0.26	0.27	0.77	0.41	0.44
Avail Cap(c_a), veh/h	751	1051	884	751	0	1027	751	2870	1415	751	2870	1370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	25.2	24.3	26.5	0.0	21.1	29.6	20.4	20.5	33.5	26.1	26.3
Incr Delay (d2), s/veh	3.8	0.2	0.1	2.4	0.0	2.7	2.5	0.3	0.6	5.6	0.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.9	0.8	5.9	0.0	7.9	3.5	1.5	1.6	1.2	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	25.4	24.4	29.0	0.0	23.8	32.1	20.6	21.1	39.1	26.9	28.2
LnGrp LOS	D	C	C	C	A	C	C	C	C	D	C	C
Approach Vol, veh/h		278			876			567			429	
Approach Delay, s/veh		28.9			25.9			24.9			29.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	24.5	20.6	18.3	14.6	17.7	9.1	29.8
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	14.6	6.1	15.7	6.4	10.1	6.8	5.6	20.5
Green Ext Time (p_c), s	0.1	4.4	0.5	0.6	0.3	4.4	0.1	3.5

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	69	191	136	247	0	0	0	0	87	1395	554
Future Volume (veh/h)	0	69	191	136	247	0	0	0	0	87	1395	554
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	78	217	155	281	0				99	1585	630
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	446	378	251	453	0				1106	2247	860
Arrive On Green	0.00	0.24	0.24	0.24	0.24	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1585	772	1985	0				1781	3617	1385
Grp Volume(v), veh/h	0	78	217	211	225	0				99	1488	727
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1055	1617	0				1781	1702	1597
Q Serve(g_s), s	0.0	3.1	11.2	15.3	11.4	0.0				2.1	27.2	29.3
Cycle Q Clear(g_c), s	0.0	3.1	11.2	18.4	11.4	0.0				2.1	27.2	29.3
Prop In Lane	0.00		1.00	0.73		0.00				1.00		0.87
Lane Grp Cap(c), veh/h	0	446	378	319	386	0				1106	2114	992
V/C Ratio(X)	0.00	0.17	0.57	0.66	0.58	0.00				0.09	0.70	0.73
Avail Cap(c_a), veh/h	0	606	514	423	524	0				1154	2206	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.0	31.1	35.3	31.2	0.0				7.0	11.8	12.2
Incr Delay (d2), s/veh	0.0	0.1	0.5	1.7	1.0	0.0				0.1	1.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	4.3	4.7	4.5	0.0				0.7	9.4	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.1	31.6	37.0	32.2	0.0				7.1	13.0	15.3
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		295			436						2314	
Approach Delay, s/veh		30.7			34.5						13.5	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		28.8		63.8		28.8
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		13.2		31.3		20.4
Green Ext Time (p_c), s		0.6		26.2		1.7

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	17	82	0	33	22	345	953	21	0	0	0
Future Volume (veh/h)	58	17	82	0	33	22	345	953	21	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	61	18	86	0	35	23	363	1003	22			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	315	54	1032	0	137	90	928	1851	41			
Arrive On Green	0.13	0.13	0.13	0.00	0.13	0.13	0.52	0.52	0.52			
Sat Flow, veh/h	852	413	1567	0	1044	686	1781	3553	78			
Grp Volume(v), veh/h	79	0	86	0	0	58	363	502	523			
Grp Sat Flow(s),veh/h/ln	1264	0	1567	0	0	1730	1781	1777	1854			
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.9	3.8	5.9	5.9			
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.0	0.0	0.9	3.8	5.9	5.9			
Prop In Lane	0.77		1.00	0.00		0.40	1.00		0.04			
Lane Grp Cap(c), veh/h	370	0	1032	0	0	228	928	926	966			
V/C Ratio(X)	0.21	0.00	0.08	0.00	0.00	0.25	0.39	0.54	0.54			
Avail Cap(c_a), veh/h	1549	0	2324	0	0	1654	1675	1671	1743			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	12.8	0.0	2.0	0.0	0.0	12.2	4.5	5.0	5.0			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.2	0.3	0.5	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.8	0.0	0.0	0.3	0.7	1.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	2.0	0.0	0.0	12.5	4.8	5.5	5.5			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		165			58			1388				
Approach Delay, s/veh		7.3			12.5			5.3				
Approach LOS		A			B			A				

Timer - Assigned Phs	2		4			8
Phs Duration (G+Y+Rc), s	20.8		10.5			10.5
Change Period (Y+Rc), s	4.5		* 6.4			6.4
Max Green Setting (Gmax), s	29.5		* 30			30.0
Max Q Clear Time (g_c+I1), s	7.9		4.1			2.9
Green Ext Time (p_c), s	8.4		0.7			0.2

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	41	37	125	7	7	43	479	124	101	572	18
Future Volume (veh/h)	24	41	37	125	7	7	43	479	124	101	572	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	45	41	137	8	8	47	526	136	111	629	20
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	477	223	203	414	212	212	68	2019	616	216	2131	68
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.04	0.40	0.40	0.06	0.42	0.42
Sat Flow, veh/h	1392	900	820	1308	856	856	1781	5106	1557	3456	5079	161
Grp Volume(v), veh/h	26	0	86	137	0	16	47	526	136	111	421	228
Grp Sat Flow(s),veh/h/ln	1392	0	1719	1308	0	1713	1781	1702	1557	1728	1702	1836
Q Serve(g_s), s	0.7	0.0	2.0	4.7	0.0	0.4	1.3	3.5	2.9	1.6	4.1	4.2
Cycle Q Clear(g_c), s	1.1	0.0	2.0	6.7	0.0	0.4	1.3	3.5	2.9	1.6	4.1	4.2
Prop In Lane	1.00		0.48	1.00		0.50	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	477	0	426	414	0	424	68	2019	616	216	1428	770
V/C Ratio(X)	0.05	0.00	0.20	0.33	0.00	0.04	0.69	0.26	0.22	0.51	0.29	0.30
Avail Cap(c_a), veh/h	1234	0	1360	1125	0	1354	1056	6057	1847	2050	4038	2178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	15.1	17.7	0.0	14.5	24.0	10.3	10.1	23.0	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.2	0.0	0.0	4.6	0.1	0.3	0.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	1.3	0.0	0.1	0.6	1.1	0.9	0.6	1.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	0.0	15.2	17.9	0.0	14.5	28.6	10.4	10.4	23.7	9.8	9.9
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		112			153			709			760	
Approach Delay, s/veh		15.1			17.5			11.6			11.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	25.7		17.3	6.3	26.9		17.3
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.6	5.5		4.0	3.3	6.2		8.7
Green Ext Time (p_c), s	0.2	8.2		0.4	0.0	4.6		0.3

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

Notes

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	894	1479	2081	56	28	82
Future Volume (veh/h)	894	1479	2081	56	28	82
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1016	1681	2365	0	32	93
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	867	4169	2732		133	118
Arrive On Green	0.25	0.84	0.55	0.00	0.07	0.07
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1016	1681	2365	0	32	93
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	29.6	9.8	48.1	0.0	2.0	6.8
Cycle Q Clear(g_c), s	29.6	9.8	48.1	0.0	2.0	6.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	867	4169	2732		133	118
V/C Ratio(X)	1.17	0.40	0.87		0.24	0.79
Avail Cap(c_a), veh/h	867	4169	2732		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.47	0.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	2.4	22.9	0.0	51.4	53.7
Incr Delay (d2), s/veh	89.6	0.3	1.9	0.0	0.3	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.9	1.6	17.4	0.0	0.9	6.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	133.8	2.7	24.9	0.0	51.8	57.9
LnGrp LOS	F	A	C		D	E
Approach Vol, veh/h		2697	2365	A	125	
Approach Delay, s/veh		52.1	24.9		56.4	
Approach LOS		D	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.0		14.0	34.0	70.0
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	29.6	* 44
Max Q Clear Time (g_c+I1), s		11.8		8.8	31.6	50.1
Green Ext Time (p_c), s		51.2		0.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	700	63	48	990	48	127	237	68	42	134	497
Future Volume (veh/h)	309	700	63	48	990	48	127	237	68	42	134	497
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.95	1.00		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	332	753	68	52	1065	52	137	255	73	45	144	534
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	1542	139	155	1248	61	160	1054	280	58	1065	612
Arrive On Green	0.20	0.47	0.47	0.12	0.48	0.48	0.09	0.27	0.27	0.03	0.21	0.21
Sat Flow, veh/h	1781	3291	297	1781	3448	168	1781	3962	1053	1781	5106	1417
Grp Volume(v), veh/h	332	406	415	52	549	568	137	216	112	45	144	534
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1839	1781	1702	1612	1781	1702	1417
Q Serve(g_s), s	25.7	22.1	22.1	3.8	38.0	38.1	10.6	7.0	7.7	3.5	3.2	29.2
Cycle Q Clear(g_c), s	25.7	22.1	22.1	3.8	38.0	38.1	10.6	7.0	7.7	3.5	3.2	29.2
Prop In Lane	1.00		0.16	1.00		0.09	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	355	833	849	155	643	666	160	905	429	58	1065	612
V/C Ratio(X)	0.93	0.49	0.49	0.33	0.85	0.85	0.85	0.24	0.26	0.77	0.14	0.87
Avail Cap(c_a), veh/h	382	833	849	155	643	666	198	905	429	244	1065	612
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	0.99	0.99	0.99	0.96	0.96	0.96
Uniform Delay (d), s/veh	55.1	25.6	25.6	58.2	33.0	33.0	62.8	40.3	40.5	67.2	45.1	39.0
Incr Delay (d2), s/veh	29.0	2.0	2.0	5.1	12.1	11.8	21.2	0.2	0.4	7.6	0.1	13.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	9.6	9.8	1.9	16.8	17.3	5.7	3.0	3.1	1.7	1.4	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.1	27.7	27.6	63.2	45.1	44.8	84.0	40.4	40.9	74.8	45.2	52.0
LnGrp LOS	F	C	C	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		1153			1169			465			723	
Approach Delay, s/veh		43.9			45.8			53.4			52.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	42.2	18.0	70.8	17.0	34.2	32.3	56.5
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.3	* 26	9.8	* 66	15.6	29.2	30.0	45.6
Max Q Clear Time (g_c+I1), s	5.5	9.7	5.8	24.1	12.6	31.2	27.7	40.1
Green Ext Time (p_c), s	0.0	1.9	0.0	8.2	0.0	0.0	0.3	2.9

Intersection Summary	
HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	708	72	28	174	0	0	0	0	179	212	934
Future Volume (veh/h)	0	708	72	28	174	0	0	0	0	179	212	934
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	796	81	31	196	0				201	238	1049
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1291	131	56	1635	0				809	1699	707
Arrive On Green	0.00	0.79	0.79	0.03	0.46	0.00				0.45	0.45	0.45
Sat Flow, veh/h	0	3344	331	1781	3647	0				1781	3741	1556
Grp Volume(v), veh/h	0	435	442	31	196	0				201	238	1049
Grp Sat Flow(s),veh/h/ln	0	1777	1805	1781	1777	0				1781	1870	1556
Q Serve(g_s), s	0.0	13.8	13.8	2.4	4.4	0.0				9.7	5.2	63.6
Cycle Q Clear(g_c), s	0.0	13.8	13.8	2.4	4.4	0.0				9.7	5.2	63.6
Prop In Lane	0.00		0.18	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	706	717	56	1635	0				809	1699	707
V/C Ratio(X)	0.00	0.62	0.62	0.55	0.12	0.00				0.25	0.14	1.48
Avail Cap(c_a), veh/h	0	706	717	97	1635	0				809	1699	707
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.92	0.92	0.83	0.83	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.1	10.1	66.8	21.6	0.0				23.5	22.3	38.2
Incr Delay (d2), s/veh	0.0	3.7	3.6	2.6	0.1	0.0				0.7	0.2	225.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.0	4.0	1.1	1.9	0.0				4.4	2.4	68.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.8	13.7	69.4	21.7	0.0				24.2	22.4	263.4
LnGrp LOS	A	B	B	E	C	A				C	C	F
Approach Vol, veh/h		877			227						1488	
Approach Delay, s/veh		13.8			28.2						192.6	
Approach LOS		B			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.8	62.2		69.0		71.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	7.6	* 54		63.6		64.4
Max Q Clear Time (g_c+I1), s	4.4	15.8		65.6		6.4
Green Ext Time (p_c), s	0.0	1.7		0.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay		117.7
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	631	344	0	0	176	139	45	104	35	0	0	0
Future Volume (veh/h)	631	344	0	0	176	139	45	104	35	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	671	366	0	0	187	148	48	111	37			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1356	1481	0	0	652	486	88	220	132			
Arrive On Green	0.39	0.79	0.00	0.00	0.34	0.34	0.09	0.09	0.09			
Sat Flow, veh/h	3456	1870	0	0	2024	1438	1029	2567	1539			
Grp Volume(v), veh/h	671	366	0	0	171	164	85	74	37			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1592	1819	1777	1539			
Q Serve(g_s), s	11.7	4.1	0.0	0.0	5.6	6.1	3.6	3.2	1.8			
Cycle Q Clear(g_c), s	11.7	4.1	0.0	0.0	5.6	6.1	3.6	3.2	1.8			
Prop In Lane	1.00		0.00	0.00		0.90	0.57		1.00			
Lane Grp Cap(c), veh/h	1356	1481	0	0	601	538	156	153	132			
V/C Ratio(X)	0.49	0.25	0.00	0.00	0.29	0.30	0.54	0.49	0.28			
Avail Cap(c_a), veh/h	1356	1481	0	0	601	538	480	469	406			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.77	0.77	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	18.3	2.2	0.0	0.0	19.4	19.5	35.1	34.9	34.2			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.1	0.1	1.1	0.9	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.3	0.7	0.0	0.0	2.2	2.1	1.6	1.4	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	2.5	0.0	0.0	19.5	19.7	36.1	35.7	34.7			
LnGrp LOS	B	A	A	A	B	B	D	D	C			
Approach Vol, veh/h		1037			335			196				
Approach Delay, s/veh		12.9			19.6			35.7				
Approach LOS		B			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.2			36.3	31.9		11.8				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		49.1			23.6	* 21		21.1				
Max Q Clear Time (g_c+I1), s		6.1			13.7	8.1		5.6				
Green Ext Time (p_c), s		1.3			1.9	1.0		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

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

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	99	1665	514	0	0	1476
Future Volume (veh/h)	99	1665	514	0	0	1476
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	106	0	553	0	0	1587
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	156		3181	0	259	5173
Arrive On Green	0.09	0.00	0.64	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	106	0	553	0	0	1587
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.4	0.0	5.0	0.0	0.0	6.6
Cycle Q Clear(g_c), s	6.4	0.0	5.0	0.0	0.0	6.6
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		3181	0	259	5173
V/C Ratio(X)	0.68		0.17	0.00	0.00	0.31
Avail Cap(c_a), veh/h	486		3181	0	742	5173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.00	0.87	0.00	0.00	0.92
Uniform Delay (d), s/veh	48.7	0.0	8.1	0.0	0.0	2.3
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	1.6	0.0	0.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.0	0.0	8.1	0.0	0.0	2.4
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	106	A	553			1587
Approach Delay, s/veh	50.0		8.1			2.4
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	20.4	75.1			95.5	14.5
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	15.8	20.0			70.2	30.0
Max Q Clear Time (g_c+I1), s	10.6	7.0			8.6	8.4
Green Ext Time (p_c), s	0.0	3.8			23.0	0.1

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	241	1661	131	111	270	0	0	173	25
Future Volume (veh/h)	0	0	0	241	1661	131	111	270	0	0	173	25
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				256	1767	139	118	287	0	0	184	27
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				322	2376	191	147	1441	0	0	630	87
Arrive On Green				0.18	0.18	0.18	0.17	0.56	0.00	0.00	0.14	0.14
Sat Flow, veh/h				595	4392	353	1781	5274	0	0	4621	612
Grp Volume(v), veh/h				791	663	707	118	287	0	0	138	73
Grp Sat Flow(s),veh/h/ln				1841	1702	1798	1781	1702	0	0	1702	1661
Q Serve(g_s), s				45.3	40.4	40.8	7.0	3.0	0.0	0.0	4.0	4.4
Cycle Q Clear(g_c), s				45.3	40.4	40.8	7.0	3.0	0.0	0.0	4.0	4.4
Prop In Lane				0.32		0.20	1.00		0.00	0.00		0.37
Lane Grp Cap(c), veh/h				996	921	973	147	1441	0	0	482	235
V/C Ratio(X)				0.79	0.72	0.73	0.80	0.20	0.00	0.00	0.29	0.31
Avail Cap(c_a), veh/h				996	921	973	253	1796	0	0	532	260
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.68	0.68	0.68	0.68	0.68	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				39.3	37.3	37.5	45.1	17.8	0.0	0.0	42.2	42.4
Incr Delay (d2), s/veh				4.5	3.3	3.3	2.6	0.1	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				23.5	19.2	20.5	3.0	1.1	0.0	0.0	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				43.9	40.7	40.8	47.7	17.9	0.0	0.0	42.5	42.9
LnGrp LOS				D	D	D	D	B	A	A	D	D
Approach Vol, veh/h					2162			405			211	
Approach Delay, s/veh					41.9			26.6			42.6	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.0	22.0	65.4	37.0
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	15.6	* 17	59.5	38.7
Max Q Clear Time (g_c+I1), s	9.0	6.4	47.3	5.0
Green Ext Time (p_c), s	0.1	0.7	9.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	273	1999	0	0	0	0	0	172	57
Future Volume (veh/h)	0	0	0	273	1999	0	0	0	0	0	172	57
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				287	2104	0				0	181	60
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				423	3334	0				0	736	221
Arrive On Green				0.24	0.24	0.00				0.00	0.19	0.19
Sat Flow, veh/h				590	4823	0				0	4007	1154
Grp Volume(v), veh/h				895	1496	0				0	158	83
Grp Sat Flow(s),veh/h/ln				1841	1702	0				0	1702	1589
Q Serve(g_s), s				48.6	43.2	0.0				0.0	4.3	4.9
Cycle Q Clear(g_c), s				48.6	43.2	0.0				0.0	4.3	4.9
Prop In Lane				0.32		0.00				0.00		0.73
Lane Grp Cap(c), veh/h				1319	2439	0				0	653	305
V/C Ratio(X)				0.68	0.61	0.00				0.00	0.24	0.27
Avail Cap(c_a), veh/h				1319	2439	0				0	653	305
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				30.5	28.4	0.0				0.0	37.7	37.9
Incr Delay (d2), s/veh				2.8	1.2	0.0				0.0	0.9	2.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				24.9	20.0	0.0				0.0	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.3	29.6	0.0				0.0	38.6	40.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2391						241	
Approach Delay, s/veh					31.0						39.1	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.0		84.0						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.1		78.8						
Max Q Clear Time (g_c+I1), s				6.9		50.6						
Green Ext Time (p_c), s				0.3		4.4						

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2198	122	71	95	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2198	122	71	95	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2338	130	76	101	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3575	197	265	389	0			
Arrive On Green				0.00	0.24	0.24	0.18	0.18	0.00			
Sat Flow, veh/h				0	5115	272	1448	2220	0			
Grp Volume(v), veh/h				0	1602	866	94	83	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1815	1798	1777	0			
Q Serve(g_s), s				0.0	46.7	47.4	5.0	4.4	0.0			
Cycle Q Clear(g_c), s				0.0	46.7	47.4	5.0	4.4	0.0			
Prop In Lane				0.00		0.15	0.81		0.00			
Lane Grp Cap(c), veh/h				0	2460	1312	329	325	0			
V/C Ratio(X)				0.00	0.65	0.66	0.29	0.25	0.00			
Avail Cap(c_a), veh/h				0	2460	1312	329	325	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	29.4	29.7	38.8	38.5	0.0			
Incr Delay (d2), s/veh				0.0	1.4	2.6	2.2	1.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	21.6	23.9	2.4	2.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	30.7	32.3	41.0	40.4	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2468			177				
Approach Delay, s/veh					31.3			40.7				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.0		25.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						79.5		20.1				
Max Q Clear Time (g_c+I1), s						49.4		7.0				
Green Ext Time (p_c), s						23.8		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	334	2349	0	0	0	0	0	218	39
Future Volume (veh/h)	0	0	0	334	2349	0	0	0	0	0	218	39
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				341	2397	0				0	222	40
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				428	3248	0				0	733	312
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				610	4802	0				0	3647	1514
Grp Volume(v), veh/h				1028	1710	0				0	222	40
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1777	1514
Q Serve(g_s), s				57.9	50.9	0.0				0.0	5.8	2.4
Cycle Q Clear(g_c), s				57.9	50.9	0.0				0.0	5.8	2.4
Prop In Lane				0.33		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1290	2386	0				0	733	312
V/C Ratio(X)				0.80	0.72	0.00				0.00	0.30	0.13
Avail Cap(c_a), veh/h				1290	2386	0				0	733	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				34.9	32.2	0.0				0.0	37.0	35.6
Incr Delay (d2), s/veh				5.2	1.9	0.0				0.0	1.1	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				30.3	23.7	0.0				0.0	2.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.1	34.1	0.0				0.0	38.0	36.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2738						262	
Approach Delay, s/veh					36.4						37.8	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				7.8		59.9						
Green Ext Time (p_c), s				1.3		15.6						

Intersection Summary												
HCM 6th Ctrl Delay			36.5									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2638	83	49	47	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2638	83	49	47	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2720	86	51	48	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3720	116	299	319	0			
Arrive On Green				0.00	0.73	0.73	0.17	0.17	0.00			
Sat Flow, veh/h				0	5251	159	1721	1933	0			
Grp Volume(v), veh/h				0	1813	993	53	46	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1838	1784	1777	0			
Q Serve(g_s), s				0.0	33.6	34.7	2.8	2.4	0.0			
Cycle Q Clear(g_c), s				0.0	33.6	34.7	2.8	2.4	0.0			
Prop In Lane				0.00		0.09	0.96		0.00			
Lane Grp Cap(c), veh/h				0	2491	1345	310	309	0			
V/C Ratio(X)				0.00	0.73	0.74	0.17	0.15	0.00			
Avail Cap(c_a), veh/h				0	2491	1345	310	309	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	8.5	8.6	38.7	38.6	0.0			
Incr Delay (d2), s/veh				0.0	1.9	3.7	1.2	1.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	10.9	12.8	1.3	1.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	10.4	12.3	39.9	39.6	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2806			99				
Approach Delay, s/veh					11.0			39.8				
Approach LOS					B			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						86.0		24.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.5		19.1				
Max Q Clear Time (g_c+I1), s						36.7		4.8				
Green Ext Time (p_c), s						36.3		0.4				

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	133	476	1	99	0	0	0	17
Future Vol, veh/h	0	0	0	0	133	476	1	99	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	137	491	1	102	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	90	633	-	-	-	340
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	90	633	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	885	395	0	0	0	656
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	907	472	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	861	393	-	-	-	653
Mov Cap-2 Maneuver	-	-	-	861	393	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	883	470	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	17.3	10.7
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	393	-	-	653
HCM Lane V/C Ratio	0.26	-	-	0.027
HCM Control Delay (s)	17.3	-	-	10.7
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	508	83	1032	613	0
Future Volume (veh/h)	0	0	0	0	0	0	0	508	83	1032	613	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	577	94	1173	697	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1422	443	3152	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.29	0.29	0.83	1.00	0.00
Sat Flow, veh/h		0					0	5149	1554	5023	1826	0
Grp Volume(v), veh/h		0.0					0	577	94	1173	697	0
Grp Sat Flow(s),veh/h/ln							0	1662	1554	1674	1826	0
Q Serve(g_s), s							0.0	10.3	5.1	6.2	0.0	0.0
Cycle Q Clear(g_c), s							0.0	10.3	5.1	6.2	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1422	443	3152	1740	0
V/C Ratio(X)							0.00	0.41	0.21	0.37	0.40	0.00
Avail Cap(c_a), veh/h							0	1422	443	3152	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.95	0.95	0.00
Uniform Delay (d), s/veh							0.0	31.8	29.9	3.9	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.5	0.6	0.1	0.7	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.0	1.9	1.5	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	32.3	30.5	4.0	0.7	0.0
LnGrp LOS							A	C	C	A	A	A
Approach Vol, veh/h								671			1870	
Approach Delay, s/veh								32.0			2.7	
Approach LOS								C			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	73.4	36.6				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				49.0						
Max Q Clear Time (g_c+I1), s	8.2	12.3				2.0						
Green Ext Time (p_c), s	5.1	6.1				6.9						

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	988	63	0	0	0	0	320	194	89	310	0
Future Volume (veh/h)	54	988	63	0	0	0	0	320	194	89	310	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	59	1086	69				0	352	213	98	341	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	156	3068	949				0	618	276	128	1499	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.14	0.59	0.00
Sat Flow, veh/h	255	5006	1549				0	3572	1521	1781	5274	0
Grp Volume(v), veh/h	429	716	69				0	352	213	98	341	0
Grp Sat Flow(s),veh/h/ln	1858	1702	1549				0	1702	1521	1781	1702	0
Q Serve(g_s), s	22.0	19.8	4.0				0.0	10.4	14.7	5.8	3.5	0.0
Cycle Q Clear(g_c), s	22.0	19.8	4.0				0.0	10.4	14.7	5.8	3.5	0.0
Prop In Lane	0.14		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1138	2086	949				0	618	276	128	1499	0
V/C Ratio(X)	0.38	0.34	0.07				0.00	0.57	0.77	0.77	0.23	0.00
Avail Cap(c_a), veh/h	1138	2086	949				0	931	416	350	2581	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.75	0.75	0.75				0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	25.7	24.9	18.6				0.0	41.1	42.8	46.2	16.8	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.1				0.0	0.9	5.5	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.1	1.4				0.0	4.4	5.8	2.5	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	25.2	18.7				0.0	42.0	48.3	49.5	16.8	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1214						565			439	
Approach Delay, s/veh		25.3						44.4			24.1	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	72.3	37.7	12.3	25.4
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	44.1	55.6	21.6	* 30
Max Q Clear Time (g_c+I1), s	24.0	5.5	7.8	16.7
Green Ext Time (p_c), s	11.3	1.9	0.1	3.3

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1244	32	0	0	0	0	0	0	144	312	0
Future Volume (veh/h)	0	1244	32	0	0	0	0	0	0	144	312	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1338	34							155	335	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2750	70							572	1371	0
Arrive On Green	0.00	0.18	0.18							0.12	0.12	0.00
Sat Flow, veh/h	0	5287	130							1530	3837	0
Grp Volume(v), veh/h	0	890	482							182	308	0
Grp Sat Flow(s),veh/h/ln	0	1702	1845							1794	1702	0
Q Serve(g_s), s	0.0	25.9	25.9							10.1	9.0	0.0
Cycle Q Clear(g_c), s	0.0	25.9	25.9							10.1	9.0	0.0
Prop In Lane	0.00		0.07							0.85		0.00
Lane Grp Cap(c), veh/h	0	1829	991							670	1272	0
V/C Ratio(X)	0.00	0.49	0.49							0.27	0.24	0.00
Avail Cap(c_a), veh/h	0	1829	991							670	1272	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	31.6	31.6							34.6	34.1	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.7							1.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.0	13.2							5.1	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.5	33.3							35.6	34.6	0.0
LnGrp LOS	A	C	C							D	C	A
Approach Vol, veh/h		1372									490	
Approach Delay, s/veh		32.8									35.0	
Approach LOS		C									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	64.0	46.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	59.1	41.1
Max Q Clear Time (g_c+I1), s	27.9	12.1
Green Ext Time (p_c), s	4.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

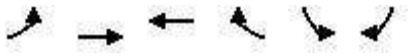
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1551	0	0	0	0	0	97	200	0	0	0
Future Volume (veh/h)	50	1551	0	0	0	0	0	97	200	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	54	1668	0				0	104	215			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	91	2978	0				0	583	490			
Arrive On Green	0.19	0.19	0.00				0.00	0.33	0.33			
Sat Flow, veh/h	156	5279	0				0	1870	1494			
Grp Volume(v), veh/h	647	1075	0				0	104	215			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1494			
Q Serve(g_s), s	34.8	31.3	0.0				0.0	4.6	12.4			
Cycle Q Clear(g_c), s	34.8	31.3	0.0				0.0	4.6	12.4			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1085	1984	0				0	583	490			
V/C Ratio(X)	0.60	0.54	0.00				0.00	0.18	0.44			
Avail Cap(c_a), veh/h	1085	1984	0				0	583	490			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	32.6	31.2	0.0				0.0	26.4	29.0			
Incr Delay (d2), s/veh	2.4	1.1	0.0				0.0	0.7	2.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.1	14.5	0.0				0.0	2.1	4.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	32.3	0.0				0.0	27.0	31.8			
LnGrp LOS	D	C	A				A	C	C			
Approach Vol, veh/h		1722						319				
Approach Delay, s/veh		33.3						30.3				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		69.0						41.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		64.1						36.1				
Max Q Clear Time (g_c+I1), s		36.8						14.4				
Green Ext Time (p_c), s		15.0						2.1				
Intersection Summary												
HCM 6th Ctrl Delay			32.8									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1842	67	0	0	0	0	0	0	205	347	0
Future Volume (veh/h)	0	1842	67	0	0	0	0	0	0	205	347	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1880	68							209	354	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2993	108							568	1134	0
Arrive On Green	0.00	0.20	0.20							0.11	0.11	0.00
Sat Flow, veh/h	0	5226	183							1781	3647	0
Grp Volume(v), veh/h	0	1264	684							209	354	0
Grp Sat Flow(s),veh/h/ln	0	1702	1836							1781	1777	0
Q Serve(g_s), s	0.0	37.5	37.6							12.0	10.1	0.0
Cycle Q Clear(g_c), s	0.0	37.5	37.6							12.0	10.1	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2015	1087							568	1134	0
V/C Ratio(X)	0.00	0.63	0.63							0.37	0.31	0.00
Avail Cap(c_a), veh/h	0	2015	1087							568	1134	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	33.1	33.2							38.9	38.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	2.8							1.8	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.4	19.3							6.0	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.6	35.9							40.7	38.8	0.0
LnGrp LOS	A	C	D							D	D	A
Approach Vol, veh/h		1948									563	
Approach Delay, s/veh		35.1									39.5	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	70.0	40.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	65.1	35.1
Max Q Clear Time (g_c+I1), s	39.6	14.0
Green Ext Time (p_c), s	16.6	3.0

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1748	0	0	0	0	0	59	63	0	0	0
Future Volume (veh/h)	61	1748	0	0	0	0	0	59	63	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	66	1900	0				0	64	68			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	112	3435	0				0	422	376			
Arrive On Green	0.22	0.22	0.00				0.00	0.24	0.24			
Sat Flow, veh/h	166	5268	0				0	1870	1585			
Grp Volume(v), veh/h	738	1228	0				0	64	68			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1585			
Q Serve(g_s), s	39.0	35.0	0.0				0.0	3.1	3.8			
Cycle Q Clear(g_c), s	39.0	35.0	0.0				0.0	3.1	3.8			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1254	2293	0				0	422	376			
V/C Ratio(X)	0.59	0.54	0.00				0.00	0.15	0.18			
Avail Cap(c_a), veh/h	1254	2293	0				0	422	376			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	29.1	27.6	0.0				0.0	33.2	33.4			
Incr Delay (d2), s/veh	2.0	0.9	0.0				0.0	0.8	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	20.1	16.2	0.0				0.0	1.5	1.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	28.5	0.0				0.0	34.0	34.5			
LnGrp LOS	C	C	A				A	C	C			
Approach Vol, veh/h		1966						132				
Approach Delay, s/veh		29.5						34.2				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		79.0						31.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		74.1						26.1				
Max Q Clear Time (g_c+I1), s		41.0						5.8				
Green Ext Time (p_c), s		19.8						0.7				
Intersection Summary												
HCM 6th Ctrl Delay			29.8									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	735	904	76	78	178
Future Volume (veh/h)	51	735	904	76	78	178
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	53	766	942	79	81	185
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	69	3859	3267	273	467	214
Arrive On Green	0.03	0.52	1.00	1.00	0.14	0.14
Sat Flow, veh/h	1781	5149	4842	391	3456	1585
Grp Volume(v), veh/h	53	766	668	353	81	185
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1746	1728	1585
Q Serve(g_s), s	3.5	9.7	0.0	0.0	2.4	13.5
Cycle Q Clear(g_c), s	3.5	9.7	0.0	0.0	2.4	13.5
Prop In Lane	1.00			0.22	1.00	1.00
Lane Grp Cap(c), veh/h	69	3859	2321	1219	467	214
V/C Ratio(X)	0.77	0.20	0.29	0.29	0.17	0.86
Avail Cap(c_a), veh/h	205	3859	2321	1219	1204	552
HCM Platoon Ratio	0.67	0.67	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	57.0	8.8	0.0	0.0	45.2	50.0
Incr Delay (d2), s/veh	6.4	0.1	0.3	0.6	0.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.2	0.1	0.2	1.1	11.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.4	8.9	0.3	0.6	45.2	53.9
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		819	1021		266	
Approach Delay, s/veh		12.4	0.4		51.3	
Approach LOS		B	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.1		20.9	8.9	88.2
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 66		41.1	13.6	48.2
Max Q Clear Time (g_c+I1), s		11.7		15.5	5.5	2.0
Green Ext Time (p_c), s		15.6		0.5	0.0	19.4

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

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	716	12	13	969	5	0	13	14	44	0	13
Future Volume (veh/h)	133	716	12	13	969	5	0	13	14	44	0	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	738	12	13	999	0	0	13	14	45	0	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	729	3594	58	60	1618		35	16	17	227	0	102
Arrive On Green	0.82	1.00	1.00	0.03	0.32	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5050	82	1781	4985	1585	1781	807	869	3456	0	1556
Grp Volume(v), veh/h	137	485	265	13	999	0	0	0	27	45	0	13
Grp Sat Flow(s),veh/h/ln	1781	1662	1809	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	1.9	0.0	0.0	0.8	20.0	0.0	0.0	0.0	1.9	1.5	0.0	0.9
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.8	20.0	0.0	0.0	0.0	1.9	1.5	0.0	0.9
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	729	2365	1287	60	1618		35	0	33	227	0	102
V/C Ratio(X)	0.19	0.21	0.21	0.22	0.62		0.00	0.00	0.81	0.20	0.00	0.13
Avail Cap(c_a), veh/h	729	2365	1287	69	1618		92	0	87	996	0	448
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	55.5	33.7	0.0	0.0	0.0	57.6	52.2	0.0	51.9
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.7	1.8	0.0	0.0	0.0	15.5	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.1	0.4	8.0	0.0	0.0	0.0	1.0	0.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	0.2	0.4	56.1	35.4	0.0	0.0	0.0	73.1	52.3	0.0	52.1
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		887			1012	A		27			58	
Approach Delay, s/veh		1.2			35.7			73.1			52.3	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.7		12.7	54.0	44.1		7.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.6	53.4		34.0	19.6	* 38		6.1
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.5	3.9	22.0		3.9
Green Ext Time (p_c), s	0.0	10.4		0.1	0.1	9.1		0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	817	89	265	1369	0	96	31	156	0	22	103
Future Volume (veh/h)	152	817	89	265	1369	0	96	31	156	0	22	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	842	92	273	1411	0	99	32	0	0	23	106
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	625	2799	1046	333	1874	0	398	215		0	109	151
Arrive On Green	0.35	0.56	0.56	0.10	0.30	0.00	0.12	0.12	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1537	3456	6537	0	3456	1870	1585	0	1870	2578
Grp Volume(v), veh/h	157	842	92	273	1411	0	99	32	0	0	23	106
Grp Sat Flow(s),veh/h/ln	1781	1662	1537	1728	1570	0	1728	1870	1585	0	1870	1289
Q Serve(g_s), s	7.4	10.5	2.4	9.1	24.0	0.0	3.1	1.8	0.0	0.0	1.4	4.8
Cycle Q Clear(g_c), s	7.4	10.5	2.4	9.1	24.0	0.0	3.1	1.8	0.0	0.0	1.4	4.8
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	625	2799	1046	333	1874	0	398	215		0	109	151
V/C Ratio(X)	0.25	0.30	0.09	0.82	0.75	0.00	0.25	0.15		0.00	0.21	0.70
Avail Cap(c_a), veh/h	625	2799	1046	457	1874	0	1086	588		0	119	164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	13.6	6.6	52.3	37.5	0.0	47.6	47.0	0.0	0.0	53.0	54.5
Incr Delay (d2), s/veh	0.1	0.3	0.2	0.6	0.3	0.0	0.1	0.1	0.0	0.0	0.9	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.7	1.1	3.9	8.9	0.0	1.3	0.9	0.0	0.0	0.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.3	13.9	6.7	52.9	37.7	0.0	47.7	47.1	0.0	0.0	53.9	66.2
LnGrp LOS	C	B	A	D	D	A	D	D		A	D	E
Approach Vol, veh/h		1091			1684			131	A		129	
Approach Delay, s/veh		15.2			40.2			47.5			64.0	
Approach LOS		B			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.8	72.0		11.8	47.1	40.6		18.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	15.6	37.9		7.5	18.6	* 35		37.1
Max Q Clear Time (g_c+I1), s	11.1	12.5		6.8	9.4	26.0		5.1
Green Ext Time (p_c), s	0.2	11.1		0.0	0.1	8.0		0.3

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

Notes

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	5	16	4	6	12	13	186	9	21	293	62
Future Volume (veh/h)	36	5	16	4	6	12	13	186	9	21	293	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	16	17	4	8	12	14	198	10	22	312	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	44	46	32	63	80	193	1000	50	211	875	182
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.29	0.29	0.12	0.30	0.30
Sat Flow, veh/h	1781	822	873	613	1226	1558	1781	3434	172	1781	2902	603
Grp Volume(v), veh/h	30	0	33	12	0	12	14	102	106	22	189	189
Grp Sat Flow(s),veh/h/ln	1781	0	1695	1840	0	1558	1781	1777	1829	1781	1777	1728
Q Serve(g_s), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.4	1.4	0.4	2.7	2.8
Cycle Q Clear(g_c), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.4	1.4	0.4	2.7	2.8
Prop In Lane	1.00		0.52	0.33		1.00	1.00		0.09	1.00		0.35
Lane Grp Cap(c), veh/h	95	0	90	95	0	80	193	518	533	211	536	521
V/C Ratio(X)	0.32	0.00	0.37	0.13	0.00	0.15	0.07	0.20	0.20	0.10	0.35	0.36
Avail Cap(c_a), veh/h	270	0	257	1619	0	1370	216	1617	1665	270	1671	1625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	15.1	14.9	0.0	14.9	13.2	8.8	8.8	13.0	9.0	9.0
Incr Delay (d2), s/veh	1.4	0.0	1.8	0.2	0.0	0.3	0.1	0.1	0.1	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.1	0.0	0.1	0.1	0.4	0.4	0.1	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	16.9	15.1	0.0	15.3	13.3	8.9	8.9	13.0	9.3	9.3
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		63			24			222			400	
Approach Delay, s/veh		16.7			15.2			9.2			9.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	13.6		5.8	7.6	13.9		5.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.9	30.0		5.0	4.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	2.4	3.4		2.6	2.2	4.8		2.2
Green Ext Time (p_c), s	0.0	0.9		0.0	0.0	1.8		0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	144	2	4	60	115	191
Future Volume (veh/h)	144	2	4	60	115	191
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	0	4	0	119	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	759	399	715		265	
Arrive On Green	0.21	0.00	0.38	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	149	0	4	0	119	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.2	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.0	1.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	759	399	715		265	
V/C Ratio(X)	0.20	0.00	0.01		0.45	
Avail Cap(c_a), veh/h	1070	562	715		1227	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	11.8	0.0	7.0	0.0	16.2	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.0	0.0	17.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		149	4	A	119	A
Approach Delay, s/veh		12.0	7.0		17.4	
Approach LOS		B	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	11.8		6.8		18.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s	3.3		3.2		2.0
Green Ext Time (p_c), s	0.2		0.2		0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	110	52	0	0	2
Future Vol, veh/h	9	110	52	0	0	2
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	128	60	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	152	39
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1533	-	-	-	825	1024
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	808	1015
Mov Cap-2 Maneuver	-	-	-	-	808	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	1015
HCM Lane V/C Ratio	0.007	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		⋎	
Traffic Volume (veh/h)	0	2039	2812	0	0	0
Future Volume (veh/h)	0	2039	2812	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	2216	3057	0	1491	1106	3004	416
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2657	4728	2921	6982	2272
Grp Volume(v), veh/h	0	2216	3057	0	1491	1106	3004	416
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1585
Q Serve(g_s), s	0.0	14.2	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	14.2	18.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1062	2989	2766	3931	8016
V/C Ratio(X)	0.00	0.86	1.19	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1062	2989	2766	3931	8016
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.4	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	4.1	88.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	20.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	16.4	102.2	0.0	8.1	8.1
LnGrp LOS	A	B	F	A	A	A
Approach Vol, veh/h		2216	3057	1077	914	496	
Approach Delay, s/veh		16.4	102.2		8.1	
Approach LOS		B	F		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	16.2	2.0	20.0
Green Ext Time (p_c), s	1.7	0.0	0.0

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2322	18	62	1144	6	85
Future Volume (veh/h)	2322	18	62	1144	6	85
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.96	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	2470	19	66	1217	6	90
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	4823	1164	109	5255	137	110
Arrive On Green	0.77	0.77	0.06	1.00	0.08	0.08
Sat Flow, veh/h	6537	1516	3456	6537	1781	1427
Grp Volume(v), veh/h	2470	19	66	1217	6	90
Grp Sat Flow(s),veh/h/ln	1570	1516	1728	1570	1781	1427
Q Serve(g_s), s	17.8	0.3	2.2	0.0	0.4	7.3
Cycle Q Clear(g_c), s	17.8	0.3	2.2	0.0	0.4	7.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4823	1164	109	5255	137	110
V/C Ratio(X)	0.51	0.02	0.60	0.23	0.04	0.82
Avail Cap(c_a), veh/h	4823	1164	223	5255	515	412
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	5.2	3.2	54.6	0.0	50.5	53.7
Incr Delay (d2), s/veh	0.1	0.0	2.0	0.1	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.1	0.9	0.0	0.2	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.4	3.2	56.5	0.1	50.5	59.3
LnGrp LOS	A	A	E	A	D	E
Approach Vol, veh/h	2489			1283	96	
Approach Delay, s/veh	5.4			3.0	58.8	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.1	95.9			104.0	14.0
Change Period (Y+Rc), s	4.4	5.3			5.3	4.9
Max Green Setting (Gmax), s	7.6	61.7			73.7	34.1
Max Q Clear Time (g_c+I1), s	4.2	19.8			2.0	9.3
Green Ext Time (p_c), s	0.0	40.1			29.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	2243	0	6	1031	72	0	0	0	5	0	5
Future Volume (veh/h)	11	2243	0	6	1031	72	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	0.98		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	2361	0	6	1085	76	0	0	0	5	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	20	4109	0	60	5112	356	0	34	0	93	0	28
Arrive On Green	0.01	1.00	0.00	0.03	0.85	0.85	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	5149	0	1781	6034	420	0	1870	0	1752	0	1571
Grp Volume(v), veh/h	12	2361	0	6	846	315	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1744	0	1870	0	1752	0	1571
Q Serve(g_s), s	0.8	0.0	0.0	0.4	3.9	4.0	0.0	0.0	0.0	0.3	0.0	0.4
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.4	3.9	4.0	0.0	0.0	0.0	0.3	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.24	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	20	4109	0	60	3991	1477	0	34	0	93	0	28
V/C Ratio(X)	0.61	0.57	0.00	0.10	0.21	0.21	0.00	0.00	0.00	0.05	0.00	0.18
Avail Cap(c_a), veh/h	69	4109	0	69	3991	1477	0	507	0	536	0	426
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.00	0.97	0.97	0.97	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.9	0.0	0.0	55.3	1.7	1.7	0.0	0.0	0.0	57.0	0.0	57.1
Incr Delay (d2), s/veh	9.2	0.5	0.0	0.3	0.1	0.3	0.0	0.0	0.0	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	0.0	0.2	0.5	0.7	0.0	0.0	0.0	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.1	0.5	0.0	55.5	1.8	2.0	0.0	0.0	0.0	57.1	0.0	58.2
LnGrp LOS	E	A	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		2373			1167			0			10	
Approach Delay, s/veh		0.8			2.1			0.0			57.6	
Approach LOS		A			A						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	102.6		7.0	5.7	105.3		7.0				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.6	66.8		32.0	4.6	66.8		32.0				
Max Q Clear Time (g_c+I1), s	2.4	2.0		2.4	2.8	6.0		0.0				
Green Ext Time (p_c), s	0.0	57.9		0.0	0.0	22.7		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	1.4
HCM 6th LOS	A

Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2209	2	31	1218	0	19
Future Volume (veh/h)	2209	2	31	1218	0	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.93	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	2375	2	33	1310	0	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	2971	3	55	3614	0	32
Arrive On Green	0.58	0.58	0.03	0.72	0.00	0.02
Sat Flow, veh/h	5308	4	1781	5149	0	1521
Grp Volume(v), veh/h	1534	843	33	1310	0	21
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1597
Q Serve(g_s), s	13.7	13.7	0.7	3.7	0.0	0.5
Cycle Q Clear(g_c), s	13.7	13.7	0.7	3.7	0.0	0.5
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	1919	1054	55	3614	0	33
V/C Ratio(X)	0.80	0.80	0.60	0.36	0.00	0.63
Avail Cap(c_a), veh/h	1926	1058	189	3997	0	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	6.3	18.1	1.9	0.0	18.4
Incr Delay (d2), s/veh	3.2	5.6	3.8	0.2	0.0	17.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.0	0.3	0.1	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.4	11.9	21.9	2.2	0.0	36.1
LnGrp LOS	A	B	C	A	A	D
Approach Vol, veh/h	2377			1343	21	
Approach Delay, s/veh	10.3			2.6	36.1	
Approach LOS	B			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.6	27.0				32.6	5.2
Change Period (Y+Rc), s	4.4	5.2				5.2	4.4
Max Green Setting (Gmax), s	4.3	21.9				30.3	5.1
Max Q Clear Time (g_c+I1), s	2.7	15.7				5.7	2.5
Green Ext Time (p_c), s	0.0	6.1				18.3	0.0

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

Intersection	
Int Delay, s/veh	21.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	193	0	0	1409	680
Future Vol, veh/h	0	193	0	0	1409	680
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	214	0	0	1566	756

Major/Minor	Minor2			Major2	
Conflicting Flow All	1954	1171		-	0
Stage 1	1954	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	99	~ 159		-	-
Stage 1	61	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	97	~ 157		-	-
Mov Cap-2 Maneuver	97	-		-	-
Stage 1	60	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	254.7	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	157	-	-
HCM Lane V/C Ratio	-	1.366	-	-
HCM Control Delay (s)	0	254.7	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	13.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	569	122	71	693	307	51	35	27	172	90	127
Future Volume (veh/h)	127	569	122	71	693	307	51	35	27	172	90	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	639	137	80	779	345	57	39	30	193	101	143
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	2897	876	101	2702	819	246	220	173	340	436	380
Arrive On Green	0.19	1.00	1.00	0.11	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	757	896	703	1318	1777	1546
Grp Volume(v), veh/h	143	639	137	80	779	345	59	0	67	193	101	143
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	791	0	1565	1318	1777	1546
Q Serve(g_s), s	9.1	0.0	0.0	5.2	0.0	0.0	5.2	0.0	4.0	16.0	5.4	9.1
Cycle Q Clear(g_c), s	9.1	0.0	0.0	5.2	0.0	0.0	14.3	0.0	4.0	19.9	5.4	9.1
Prop In Lane	1.00		1.00	1.00		1.00	0.96		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	169	2897	876	101	2702	819	254	0	384	340	436	380
V/C Ratio(X)	0.85	0.22	0.16	0.79	0.29	0.42	0.23	0.00	0.17	0.57	0.23	0.38
Avail Cap(c_a), veh/h	341	2897	876	235	2702	819	381	0	558	487	634	551
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	0.0	0.0	51.6	0.0	0.0	42.7	0.0	35.1	42.9	35.6	37.0
Incr Delay (d2), s/veh	4.2	0.2	0.4	4.9	0.3	1.5	0.2	0.0	0.1	4.3	0.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.1	2.3	0.1	0.3	1.5	0.0	1.5	5.6	2.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	0.2	0.4	56.6	0.3	1.5	42.9	0.0	35.2	47.2	36.4	38.8
LnGrp LOS	D	A	A	E	A	A	D	A	D	D	D	D
Approach Vol, veh/h		919			1204			126			437	
Approach Delay, s/veh		8.1			4.4			38.8			41.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	73.0		33.9	15.6	68.6		33.9				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	15.6	* 45		42.1	22.6	37.9		42.1				
Max Q Clear Time (g_c+I1), s	7.2	2.0		21.9	11.1	2.0		16.3				
Green Ext Time (p_c), s	0.0	9.3		4.7	0.1	18.2		0.5				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	426	0	0	560	268	0	0	0	378	0	25
Future Volume (veh/h)	15	426	0	0	560	268	0	0	0	378	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	501	0	0	659	0	0	0	0	472	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	2643	0	2	2457		0	2	1	556	292	0
Arrive On Green	0.02	0.74	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3556	1870	0
Grp Volume(v), veh/h	18	501	0	0	659	0	0	0	0	472	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1778	1870	0
Q Serve(g_s), s	1.2	5.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	15.2	0.0	0.0
Cycle Q Clear(g_c), s	1.2	5.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	15.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	27	2643	0	2	2457		0	2	1	556	292	0
V/C Ratio(X)	0.67	0.19	0.00	0.00	0.27		0.00	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	62	2643	0	62	2457		0	476	403	1115	586	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.80	0.00	0.00
Uniform Delay (d), s/veh	57.8	4.5	0.0	0.0	6.9	0.0	0.0	0.0	0.0	48.4	0.0	0.0
Incr Delay (d2), s/veh	10.1	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	0.0	0.0	2.7	0.0	0.0	0.0	0.0	6.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	4.7	0.0	0.0	7.2	0.0	0.0	0.0	0.0	49.6	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		519			659	A		0			472	
Approach Delay, s/veh		6.9			7.2			0.0			49.6	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	93.7		24.3	6.2	87.5		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.1	* 27		37.0	4.1	25.8		30.0				
Max Q Clear Time (g_c+I1), s	10.3	7.0		17.2	3.2	10.3		0.0				
Green Ext Time (p_c), s	0.0	7.1		0.9	0.0	6.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

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

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	351	176	74	197	101	114	641	77	130	853	103
Future Volume (veh/h)	327	351	176	74	197	101	114	641	77	130	853	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	344	369	185	78	207	106	120	675	81	137	898	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	620	305	99	411	266	175	1439	173	192	1620	708
Arrive On Green	0.21	0.27	0.27	0.06	0.12	0.12	0.05	0.45	0.45	0.06	0.46	0.46
Sat Flow, veh/h	1781	2284	1124	1781	3554	1536	3456	3192	383	3456	3554	1552
Grp Volume(v), veh/h	344	286	268	78	207	106	120	375	381	137	898	108
Grp Sat Flow(s),veh/h/ln	1781	1777	1631	1781	1777	1536	1728	1777	1798	1728	1777	1552
Q Serve(g_s), s	22.0	16.2	16.7	5.0	6.3	4.3	4.0	17.1	17.1	4.5	21.3	2.1
Cycle Q Clear(g_c), s	22.0	16.2	16.7	5.0	6.3	4.3	4.0	17.1	17.1	4.5	21.3	2.1
Prop In Lane	1.00		0.69	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	369	482	443	99	411	266	175	801	810	192	1620	708
V/C Ratio(X)	0.93	0.59	0.61	0.79	0.50	0.40	0.69	0.47	0.47	0.71	0.55	0.15
Avail Cap(c_a), veh/h	393	654	600	178	888	472	286	801	810	209	1620	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	36.7	36.8	54.1	48.2	19.3	54.2	22.2	22.2	53.9	23.0	3.8
Incr Delay (d2), s/veh	27.1	0.4	0.5	5.0	0.4	0.4	1.8	2.0	1.9	8.1	1.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	7.1	6.7	2.4	2.8	1.8	1.8	7.5	7.6	2.2	9.1	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	37.1	37.3	59.1	48.5	19.7	56.0	24.1	24.1	62.0	24.3	4.2
LnGrp LOS	E	D	D	E	D	B	E	C	C	E	C	A
Approach Vol, veh/h		898			391			876			1143	
Approach Delay, s/veh		50.7			42.8			28.5			27.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	57.6	10.9	36.7	10.3	58.2	29.2	18.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.6	* 36	11.6	42.7	9.6	32.8	25.6	* 29
Max Q Clear Time (g_c+I1), s	6.3	19.1	7.0	18.7	6.0	23.3	24.0	8.3
Green Ext Time (p_c), s	0.0	1.6	0.0	1.3	0.0	2.1	0.0	0.5

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	525	149	228	222	72	170	172	559	118	228	83
Future Volume (veh/h)	74	525	149	228	222	72	170	172	559	118	228	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	565	160	245	239	77	183	185	601	127	245	89
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	942	593	313	557	455	213	1254	658	155	1138	421
Arrive On Green	0.06	0.27	0.27	0.09	0.30	0.30	0.12	0.35	0.35	0.09	0.32	0.32
Sat Flow, veh/h	1781	3554	1520	3456	1870	1526	1781	3554	1458	1781	3554	1314
Grp Volume(v), veh/h	80	565	160	245	239	77	183	185	601	127	245	89
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1458	1781	1777	1314
Q Serve(g_s), s	5.1	15.9	8.3	7.9	11.8	4.3	11.5	4.1	40.4	8.0	5.8	5.7
Cycle Q Clear(g_c), s	5.1	15.9	8.3	7.9	11.8	4.3	11.5	4.1	40.4	8.0	5.8	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	942	593	313	557	455	213	1254	658	155	1138	421
V/C Ratio(X)	0.78	0.60	0.27	0.78	0.43	0.17	0.86	0.15	0.91	0.82	0.22	0.21
Avail Cap(c_a), veh/h	467	1241	721	905	653	533	467	1254	658	467	1241	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	36.8	24.2	51.0	32.4	29.7	49.4	25.3	30.2	51.4	28.4	28.4
Incr Delay (d2), s/veh	4.7	0.7	0.3	1.6	0.3	0.1	3.8	0.1	17.3	4.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.0	3.0	3.5	5.4	1.6	5.3	1.7	18.3	3.7	2.5	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.0	37.5	24.5	52.6	32.6	29.8	53.3	25.4	47.4	55.3	28.4	28.5
LnGrp LOS	E	D	C	D	C	C	D	C	D	E	C	C
Approach Vol, veh/h		805			561			969			461	
Approach Delay, s/veh		37.0			41.0			44.3			35.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	36.3	19.1	43.4	12.0	40.0	15.4	47.1
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	9.9	17.9	13.5	7.8	7.1	13.8	10.0	42.4
Green Ext Time (p_c), s	0.4	5.4	0.2	1.3	0.1	1.1	0.1	0.0

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	0	123	69	0	73	26	641	30	68	530	16
Future Volume (veh/h)	75	0	123	69	0	73	26	641	30	68	530	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	0	140	78	0	83	30	728	34	77	602	18
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	42	267	523	0	531	49	1699	79	98	1872	56
Arrive On Green	0.29	0.00	0.29	0.29	0.00	0.29	0.03	0.34	0.34	0.06	0.37	0.37
Sat Flow, veh/h	414	145	921	1272	0	1531	1781	4997	233	1781	5094	152
Grp Volume(v), veh/h	225	0	0	78	0	83	30	495	267	77	402	218
Grp Sat Flow(s),veh/h/ln	1481	0	0	1272	0	1531	1781	1702	1826	1781	1702	1841
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	1.8	0.8	5.2	5.3	2.0	3.9	4.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	2.1	0.0	1.8	0.8	5.2	5.3	2.0	3.9	4.0
Prop In Lane	0.38		0.62	1.00		1.00	1.00		0.13	1.00		0.08
Lane Grp Cap(c), veh/h	536	0	0	523	0	531	49	1157	621	98	1251	677
V/C Ratio(X)	0.42	0.00	0.00	0.15	0.00	0.16	0.61	0.43	0.43	0.78	0.32	0.32
Avail Cap(c_a), veh/h	1347	0	0	1221	0	1399	1145	4375	2346	1145	4375	2366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	12.5	0.0	10.6	22.4	11.9	11.9	21.8	10.6	10.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.1	4.5	0.3	0.6	5.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.5	0.0	0.5	0.4	1.7	1.9	0.9	1.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	0.0	0.0	12.6	0.0	10.6	26.9	12.2	12.5	26.8	10.8	10.9
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		225			161			792			697	
Approach Delay, s/veh		13.9			11.6			12.9			12.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	21.3		18.4	5.7	22.6		18.4				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s	4.0	7.3		7.6	2.8	6.0		4.1				
Green Ext Time (p_c), s	0.1	8.2		1.0	0.0	5.4		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	20	188	242	59	200	200	585	23	35	1260	71
Future Volume (veh/h)	154	20	188	242	59	200	200	585	23	35	1260	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.83	1.00		0.86	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	21	198	255	62	211	211	616	24	37	1326	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	306	215	277	403	293	239	1771	771	48	1360	77
Arrive On Green	0.10	0.16	0.16	0.16	0.22	0.22	0.13	0.50	0.50	0.03	0.40	0.40
Sat Flow, veh/h	1781	1870	1312	1781	1870	1361	1781	3554	1548	1781	3419	193
Grp Volume(v), veh/h	162	21	198	255	62	211	211	616	24	37	688	713
Grp Sat Flow(s),veh/h/ln	1781	1870	1312	1781	1870	1361	1781	1777	1548	1781	1777	1835
Q Serve(g_s), s	13.5	1.4	22.4	21.3	4.1	21.7	17.5	15.9	1.2	3.1	57.3	57.7
Cycle Q Clear(g_c), s	13.5	1.4	22.4	21.3	4.1	21.7	17.5	15.9	1.2	3.1	57.3	57.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	185	306	215	277	403	293	239	1771	771	48	707	730
V/C Ratio(X)	0.87	0.07	0.92	0.92	0.15	0.72	0.88	0.35	0.03	0.77	0.97	0.98
Avail Cap(c_a), veh/h	355	372	261	355	403	293	355	1771	771	355	707	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.5	53.3	62.1	62.7	48.0	54.9	64.1	22.9	19.3	72.9	44.6	44.7
Incr Delay (d2), s/veh	5.0	0.0	29.8	22.1	0.1	7.2	18.6	0.1	0.0	9.4	27.5	27.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.7	9.3	11.4	1.9	8.1	9.2	6.8	0.4	1.6	30.5	31.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.5	53.3	91.9	84.8	48.1	62.1	82.7	23.1	19.3	82.3	72.1	72.4
LnGrp LOS	E	D	F	F	D	E	F	C	B	F	E	E
Approach Vol, veh/h		381			528			851			1438	
Approach Delay, s/veh		81.1			71.4			37.8			72.5	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	83.8	27.9	29.6	24.6	68.7	20.1	37.4
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	15.1	17.9	23.3	24.4	19.5	59.7	15.5	23.7
Green Ext Time (p_c), s	0.0	6.2	0.2	0.3	0.7	0.3	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	64.1
HCM 6th LOS	E

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	240	34	212	82	0	0	0	0	533	89	39
Future Volume (veh/h)	0	240	34	212	82	0	0	0	0	533	89	39
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	258	37	228	88	0				642	0	42
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	259	516	227	393	751	0				927	0	642
Arrive On Green	0.00	0.15	0.15	0.22	0.22	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1563	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	258	37	228	88	0				642	0	42
Grp Sat Flow(s),veh/h/ln	1781	1777	1563	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	2.6	0.8	4.4	0.8	0.0				6.3	0.0	0.6
Cycle Q Clear(g_c), s	0.0	2.6	0.8	4.4	0.8	0.0				6.3	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	259	516	227	393	751	0				927	0	642
V/C Ratio(X)	0.00	0.50	0.16	0.58	0.12	0.00				0.69	0.00	0.07
Avail Cap(c_a), veh/h	2755	5497	2418	2755	5265	0				3214	0	1659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.3	14.5	13.5	12.1	0.0				12.9	0.0	7.0
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.5	0.1	0.0				0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.2	1.4	0.2	0.0				2.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.6	14.6	15.0	12.2	0.0				13.3	0.0	7.1
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		295			316						684	
Approach Delay, s/veh		15.4			14.2						12.9	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		9.6		16.3		12.9
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.6		8.3		6.4
Green Ext Time (p_c), s		1.0		1.4		2.1

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	732	0	0	264	267	27	15	146	37	0	248
Future Volume (veh/h)	95	732	0	0	264	267	27	15	146	37	0	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	804	0	0	290	293	30	16	160	41	0	273
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	139	1428	0	0	463	413	272	22	221	49	0	326
Arrive On Green	0.08	0.40	0.00	0.00	0.26	0.26	0.15	0.15	0.15	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	145	1448	206	0	1375
Grp Volume(v), veh/h	104	804	0	0	290	293	30	0	176	314	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1593	1581	0	0
Q Serve(g_s), s	4.1	12.4	0.0	0.0	10.2	11.9	1.0	0.0	7.5	13.4	0.0	0.0
Cycle Q Clear(g_c), s	4.1	12.4	0.0	0.0	10.2	11.9	1.0	0.0	7.5	13.4	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.91	0.13		0.87
Lane Grp Cap(c), veh/h	139	1428	0	0	463	413	272	0	244	374	0	0
V/C Ratio(X)	0.75	0.56	0.00	0.00	0.63	0.71	0.11	0.00	0.72	0.84	0.00	0.00
Avail Cap(c_a), veh/h	752	3001	0	0	1500	1338	1003	0	897	890	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.1	16.4	0.0	0.0	23.2	23.8	25.9	0.0	28.7	25.8	0.0	0.0
Incr Delay (d2), s/veh	9.2	0.1	0.0	0.0	1.7	2.7	0.1	0.0	1.5	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.3	0.0	0.0	4.0	4.3	0.4	0.0	2.8	5.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	16.6	0.0	0.0	24.9	26.6	26.0	0.0	30.2	27.8	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		908			583			206			314	
Approach Delay, s/veh		19.4			25.7			29.6			27.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	33.0	20.8	10.1	22.9	17.3
Change Period (Y+Rc), s	* 4.4	4.0	4.5	4.4	6.4
Max Green Setting (Gmax), s	* 60	40.0	30.0	60.0	40.0
Max Q Clear Time (g_c+I1), s	14.4	15.4	6.1	13.9	9.5
Green Ext Time (p_c), s	3.5	1.4	0.3	4.6	0.8

Intersection Summary	
HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	797	126	257	379	0	0	0	0	889	413	174
Future Volume (veh/h)	0	797	126	257	379	0	0	0	0	889	413	174
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	839	133	271	399	0				936	435	183
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1488	650	356	2040	0				1102	579	487
Arrive On Green	0.00	0.42	0.42	0.14	0.76	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3647	1553	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	839	133	271	399	0				936	435	183
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	15.1	4.6	6.3	2.6	0.0				20.7	17.6	7.6
Cycle Q Clear(g_c), s	0.0	15.1	4.6	6.3	2.6	0.0				20.7	17.6	7.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1488	650	356	2040	0				1102	579	487
V/C Ratio(X)	0.00	0.56	0.20	0.76	0.20	0.00				0.85	0.75	0.38
Avail Cap(c_a), veh/h	0	1488	650	703	2040	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.88	0.88	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.6	15.5	35.2	4.5	0.0				27.2	26.1	22.7
Incr Delay (d2), s/veh	0.0	1.4	0.6	1.2	0.2	0.0				3.7	2.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	1.6	2.5	0.8	0.0				9.0	7.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.0	16.2	36.5	4.8	0.0				30.9	28.7	22.8
LnGrp LOS	A	B	B	D	A	A				C	C	C
Approach Vol, veh/h		972			670						1554	
Approach Delay, s/veh		19.4			17.6						29.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.1	40.1		30.9		53.1
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	17.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.3	17.1		22.7		4.6
Green Ext Time (p_c), s	0.3	2.0		3.3		2.9

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

Notes

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

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	1361	0	0	506	471	122	208	40	0	0	0
Future Volume (veh/h)	312	1361	0	0	506	471	122	208	40	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	328	1433	0	0	533	496	128	219	42			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1229	2660	0	0	1189	530	218	411	78			
Arrive On Green	0.71	1.00	0.00	0.00	0.33	0.33	0.13	0.13	0.13			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1616	3045	575			
Grp Volume(v), veh/h	328	1433	0	0	533	496	142	120	127			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1790	1702	1744			
Q Serve(g_s), s	2.8	0.0	0.0	0.0	9.9	25.5	6.3	5.5	5.7			
Cycle Q Clear(g_c), s	2.8	0.0	0.0	0.0	9.9	25.5	6.3	5.5	5.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.90		0.33			
Lane Grp Cap(c), veh/h	1229	2660	0	0	1189	530	241	230	235			
V/C Ratio(X)	0.27	0.54	0.00	0.00	0.45	0.94	0.59	0.52	0.54			
Avail Cap(c_a), veh/h	1229	2660	0	0	1189	530	599	569	583			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.60	0.60	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.2	0.0	0.0	0.0	21.9	27.1	34.1	33.8	33.9			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.2	26.0	0.8	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.0	0.0	4.0	12.4	2.7	2.3	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.5	0.0	0.0	23.1	53.0	35.0	34.5	34.6			
LnGrp LOS	A	A	A	A	C	D	C	C	C			
Approach Vol, veh/h		1761			1029			389				
Approach Delay, s/veh		1.9			37.5			34.7				
Approach LOS		A			D			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.8			34.8	33.0		16.2				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.8	27.5		8.3				
Green Ext Time (p_c), s		17.2			0.7	0.4		1.4				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	24	44	21	1196	25	0	0	0
Future Volume (veh/h)	0	0	0	0	24	44	21	1196	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	25	46	22	1259	26			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	33	60	117	3253	66			
Arrive On Green				0.00	0.06	0.06	0.66	0.66	0.66			
Sat Flow, veh/h				0	590	1085	29	4961	101			
Grp Volume(v), veh/h				0	0	71	479	397	431			
Grp Sat Flow(s),veh/h/ln				0	0	1675	1861	1549	1682			
Q Serve(g_s), s				0.0	0.0	1.6	0.0	4.6	4.6			
Cycle Q Clear(g_c), s				0.0	0.0	1.6	4.6	4.6	4.6			
Prop In Lane				0.00		0.65	0.05		0.06			
Lane Grp Cap(c), veh/h				0	0	93	1318	1016	1103			
V/C Ratio(X)				0.00	0.00	0.77	0.36	0.39	0.39			
Avail Cap(c_a), veh/h				0	0	1745	2989	2420	2628			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	17.9	3.1	3.1	3.1			
Incr Delay (d2), s/veh				0.0	0.0	4.9	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.7	0.6	0.5	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	22.8	3.3	3.4	3.4			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					71			1307				
Approach Delay, s/veh					22.8			3.4				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	30.8							7.6				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.6							3.6				
Green Ext Time (p_c), s	18.6							0.3				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	208	85	269	315	84	168	414	71	157	1019	53
Future Volume (veh/h)	107	208	85	269	315	84	168	414	71	157	1019	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	221	90	286	335	89	179	440	76	167	1084	56
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	318	269	319	383	102	211	1584	267	199	1757	91
Arrive On Green	0.08	0.17	0.17	0.18	0.27	0.27	0.12	0.36	0.36	0.11	0.35	0.35
Sat Flow, veh/h	1781	1870	1579	1781	1423	378	1781	4395	741	1781	4970	257
Grp Volume(v), veh/h	114	221	90	286	0	424	179	338	178	167	742	398
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1801	1781	1702	1732	1781	1702	1822
Q Serve(g_s), s	6.7	11.8	5.3	16.7	0.0	23.9	10.5	7.5	7.8	9.8	19.2	19.2
Cycle Q Clear(g_c), s	6.7	11.8	5.3	16.7	0.0	23.9	10.5	7.5	7.8	9.8	19.2	19.2
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.43	1.00		0.14
Lane Grp Cap(c), veh/h	143	318	269	319	0	485	211	1227	624	199	1203	644
V/C Ratio(X)	0.80	0.69	0.34	0.90	0.00	0.88	0.85	0.28	0.28	0.84	0.62	0.62
Avail Cap(c_a), veh/h	503	704	594	503	0	678	503	1921	977	503	1921	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	41.5	38.8	42.7	0.0	37.2	45.9	24.1	24.2	46.3	28.4	28.4
Incr Delay (d2), s/veh	3.8	1.0	0.3	8.6	0.0	9.2	3.6	0.2	0.5	3.6	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	5.6	2.1	8.1	0.0	11.7	4.8	3.0	3.2	4.5	7.7	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	42.5	39.1	51.3	0.0	46.4	49.5	24.4	24.7	49.9	29.3	30.1
LnGrp LOS	D	D	D	D	A	D	D	C	C	D	C	C
Approach Vol, veh/h		425			710			695			1307	
Approach Delay, s/veh		44.3			48.4			30.9			32.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	43.6	23.4	23.0	17.0	42.9	12.9	33.5
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	11.8	9.8	18.7	13.8	12.5	21.2	8.7	25.9
Green Ext Time (p_c), s	0.2	6.7	0.3	1.0	0.2	16.4	0.1	2.4

Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	214	311	82	170	0	0	0	0	223	2073	334
Future Volume (veh/h)	0	214	311	82	170	0	0	0	0	223	2073	334
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	230	334	88	183	0				240	2229	359
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	449	380	164	435	0				1111	2777	434
Arrive On Green	0.00	0.24	0.24	0.24	0.24	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1581	408	1896	0				1781	4454	695
Grp Volume(v), veh/h	0	230	334	118	153	0				240	1687	901
Grp Sat Flow(s),veh/h/ln	0	1870	1581	602	1617	0				1781	1702	1745
Q Serve(g_s), s	0.0	10.2	19.4	9.8	7.6	0.0				5.6	35.3	38.3
Cycle Q Clear(g_c), s	0.0	10.2	19.4	20.0	7.6	0.0				5.6	35.3	38.3
Prop In Lane	0.00		1.00	0.75		0.00				1.00		0.40
Lane Grp Cap(c), veh/h	0	449	380	210	388	0				1111	2123	1088
V/C Ratio(X)	0.00	0.51	0.88	0.56	0.39	0.00				0.22	0.79	0.83
Avail Cap(c_a), veh/h	0	588	497	283	508	0				1120	2141	1097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.4	34.9	38.4	30.4	0.0				7.8	13.4	14.0
Incr Delay (d2), s/veh	0.0	0.3	11.4	1.7	0.5	0.0				0.2	2.4	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	8.6	2.8	3.0	0.0				2.0	12.6	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.7	46.3	40.1	30.9	0.0				8.0	15.8	19.8
LnGrp LOS	A	C	D	D	C	A				A	B	B
Approach Vol, veh/h		564			271						2828	
Approach Delay, s/veh		40.4			34.9						16.4	
Approach LOS		D			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		29.6		65.8		29.6
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		21.4		40.3		22.0
Green Ext Time (p_c), s		1.1		19.2		0.9

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	47	248	0	22	13	232	1291	47	0	0	0
Future Volume (veh/h)	154	47	248	0	22	13	232	1291	47	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	162	49	261	0	23	14	244	1359	49			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	378	88	1203	0	249	152	948	1861	67			
Arrive On Green	0.23	0.23	0.23	0.00	0.23	0.23	0.53	0.53	0.53			
Sat Flow, veh/h	1041	384	1568	0	1089	663	1781	3497	126			
Grp Volume(v), veh/h	211	0	261	0	0	37	244	690	718			
Grp Sat Flow(s),veh/h/ln	1424	0	1568	0	0	1751	1781	1777	1846			
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	0.8	3.4	13.6	13.6			
Cycle Q Clear(g_c), s	6.3	0.0	0.0	0.0	0.0	0.8	3.4	13.6	13.6			
Prop In Lane	0.77		1.00	0.00		0.38	1.00		0.07			
Lane Grp Cap(c), veh/h	466	0	1203	0	0	401	948	946	983			
V/C Ratio(X)	0.45	0.00	0.22	0.00	0.00	0.09	0.26	0.73	0.73			
Avail Cap(c_a), veh/h	1091	0	1873	0	0	1150	1151	1148	1192			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	16.1	0.0	1.6	0.0	0.0	13.9	5.8	8.2	8.2			
Incr Delay (d2), s/veh	0.7	0.0	0.1	0.0	0.0	0.0	0.1	1.9	1.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.9	0.0	3.3	0.0	0.0	0.3	0.9	3.9	4.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	0.0	1.6	0.0	0.0	13.9	5.9	10.1	10.0			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		472			37			1652				
Approach Delay, s/veh		8.4			13.9			9.4				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	28.8	16.9	16.9
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	15.6	8.3	2.8
Green Ext Time (p_c), s	8.7	2.2	0.1

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

Notes

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

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	45	48	120	3	10	20	558	198	212	1270	22
Future Volume (veh/h)	30	45	48	120	3	10	20	558	198	212	1270	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	52	56	140	3	12	23	649	230	247	1477	26
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	447	198	213	364	78	313	38	2037	628	373	2508	44
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.02	0.40	0.40	0.11	0.49	0.49
Sat Flow, veh/h	1385	819	882	1276	324	1297	1781	5106	1574	3456	5166	91
Grp Volume(v), veh/h	35	0	108	140	0	15	23	649	230	247	973	530
Grp Sat Flow(s),veh/h/ln	1385	0	1701	1276	0	1622	1781	1702	1574	1728	1702	1853
Q Serve(g_s), s	1.2	0.0	3.0	5.9	0.0	0.4	0.8	5.2	6.1	4.1	12.2	12.2
Cycle Q Clear(g_c), s	1.6	0.0	3.0	9.0	0.0	0.4	0.8	5.2	6.1	4.1	12.2	12.2
Prop In Lane	1.00		0.52	1.00		0.80	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	447	0	411	364	0	392	38	2037	628	373	1652	899
V/C Ratio(X)	0.08	0.00	0.26	0.38	0.00	0.04	0.61	0.32	0.37	0.66	0.59	0.59
Avail Cap(c_a), veh/h	1048	0	1149	918	0	1096	903	5175	1595	1751	3450	1878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	18.2	21.8	0.0	17.2	28.7	12.3	12.5	25.4	11.0	11.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.2	0.0	0.0	5.7	0.2	0.6	0.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.1	1.7	0.0	0.1	0.4	1.7	1.9	1.6	3.7	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	0.0	18.3	22.0	0.0	17.2	34.4	12.4	13.2	26.1	11.3	11.6
LnGrp LOS	B	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		143			155			902			1750	
Approach Delay, s/veh		18.2			21.6			13.2			13.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.8	29.3		19.1	5.7	34.4		19.1
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	6.1	8.1		5.0	2.8	14.2		11.0
Green Ext Time (p_c), s	0.4	11.4		0.5	0.0	14.5		0.3

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

Notes

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1187	2024	1625	136	86	42
Future Volume (veh/h)	1187	2024	1625	136	86	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1236	2108	1693	0	90	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1072	4207	2475		120	106
Arrive On Green	0.31	0.84	0.50	0.00	0.07	0.07
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1236	2108	1693	0	90	44
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	36.6	13.5	30.6	0.0	5.9	3.1
Cycle Q Clear(g_c), s	36.6	13.5	30.6	0.0	5.9	3.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1072	4207	2475		120	106
V/C Ratio(X)	1.15	0.50	0.68		0.75	0.41
Avail Cap(c_a), veh/h	1072	4207	2475		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.78	0.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	2.5	22.7	0.0	54.1	52.8
Incr Delay (d2), s/veh	79.8	0.4	1.2	0.0	3.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.7	2.1	11.3	0.0	2.7	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	120.5	2.9	23.9	0.0	57.6	53.8
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3344	1693	A	134	
Approach Delay, s/veh		46.4	23.9		56.4	
Approach LOS		D	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.9		13.1	41.0	63.9
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	36.6	* 37
Max Q Clear Time (g_c+I1), s		15.5		7.9	38.6	32.6
Green Ext Time (p_c), s		56.9		0.2	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	1279	89	102	715	109	94	295	144	203	753	549
Future Volume (veh/h)	294	1279	89	102	715	109	94	295	144	203	753	549
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	342	1487	103	119	831	127	109	343	167	236	876	638
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	368	1634	113	152	1142	174	131	475	216	258	1072	657
Arrive On Green	0.21	0.48	0.48	0.03	0.12	0.12	0.07	0.14	0.14	0.14	0.21	0.21
Sat Flow, veh/h	1781	3369	232	1781	3089	472	1781	3421	1553	1781	5106	1566
Grp Volume(v), veh/h	342	781	809	119	478	480	109	341	169	236	876	638
Grp Sat Flow(s),veh/h/ln	1781	1777	1825	1781	1777	1784	1781	1702	1571	1781	1702	1566
Q Serve(g_s), s	26.4	56.5	57.5	9.3	36.3	36.3	8.5	13.4	14.5	18.3	22.9	29.4
Cycle Q Clear(g_c), s	26.4	56.5	57.5	9.3	36.3	36.3	8.5	13.4	14.5	18.3	22.9	29.4
Prop In Lane	1.00		0.13	1.00		0.26	1.00		0.99	1.00		1.00
Lane Grp Cap(c), veh/h	368	862	885	152	657	659	131	472	218	258	1072	657
V/C Ratio(X)	0.93	0.91	0.91	0.78	0.73	0.73	0.83	0.72	0.77	0.91	0.82	0.97
Avail Cap(c_a), veh/h	440	862	885	152	657	659	154	511	236	262	1072	657
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	0.97	0.97	0.97	0.83	0.83	0.83
Uniform Delay (d), s/veh	54.5	33.1	33.4	66.7	54.7	54.7	64.0	57.7	58.2	59.0	52.7	40.1
Incr Delay (d2), s/veh	23.7	14.9	15.5	29.2	6.3	6.3	23.1	4.6	13.8	28.8	4.4	25.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	26.8	28.1	5.6	18.5	18.6	4.7	6.1	6.6	10.3	10.2	25.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	48.0	48.9	95.9	61.0	60.9	87.1	62.3	72.0	87.8	57.2	65.3
LnGrp LOS	E	D	D	F	E	E	F	E	E	F	E	E
Approach Vol, veh/h		1932			1077			619			1750	
Approach Delay, s/veh		53.7			64.8			69.3			64.3	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.7	24.4	17.8	73.1	14.7	34.4	33.3	57.5
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	20.6	* 21	11.6	* 68	12.1	29.4	34.6	44.3
Max Q Clear Time (g_c+I1), s	20.3	16.5	11.3	59.5	10.5	31.4	28.4	38.3
Green Ext Time (p_c), s	0.0	1.4	0.0	6.8	0.0	0.0	0.6	2.7

Intersection Summary	
HCM 6th Ctrl Delay	61.2
HCM 6th LOS	E

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1393	153	37	184	0	0	0	0	293	655	770
Future Volume (veh/h)	0	1393	153	37	184	0	0	0	0	293	655	770
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1482	163	39	196	0				312	697	819
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2070	226	64	2516	0				534	1307	522
Arrive On Green	0.00	0.43	0.43	0.04	0.71	0.00				0.33	0.33	0.33
Sat Flow, veh/h	0	3324	352	1781	3647	0				1603	3928	1569
Grp Volume(v), veh/h	0	809	836	39	196	0				348	661	819
Grp Sat Flow(s),veh/h/ln	0	1777	1806	1781	1777	0				1790	1870	1569
Q Serve(g_s), s	0.0	52.3	53.6	3.0	2.4	0.0				22.6	20.0	46.6
Cycle Q Clear(g_c), s	0.0	52.3	53.6	3.0	2.4	0.0				22.6	20.0	46.6
Prop In Lane	0.00		0.19	1.00		0.00				0.90		1.00
Lane Grp Cap(c), veh/h	0	1139	1157	64	2516	0				596	1245	522
V/C Ratio(X)	0.00	0.71	0.72	0.61	0.08	0.00				0.58	0.53	1.57
Avail Cap(c_a), veh/h	0	1139	1157	79	2516	0				596	1245	522
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.27	0.27	0.78	0.78	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	29.3	29.6	66.5	6.3	0.0				38.7	37.8	46.7
Incr Delay (d2), s/veh	0.0	1.0	1.1	2.7	0.0	0.0				4.2	1.6	264.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	23.6	24.5	1.4	0.8	0.0				10.8	9.6	56.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.3	30.7	69.2	6.4	0.0				42.8	39.5	311.4
LnGrp LOS	A	C	C	E	A	A				D	D	F
Approach Vol, veh/h		1645			235						1828	
Approach Delay, s/veh		30.5			16.8						162.0	
Approach LOS		C			B						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.4	96.8		52.0		106.3
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	6.3	* 73		46.6		81.4
Max Q Clear Time (g_c+I1), s	5.0	55.6		48.6		4.4
Green Ext Time (p_c), s	0.0	3.8		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	94.4
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	753	901	0	0	188	159	42	244	122	0	0	0
Future Volume (veh/h)	753	901	0	0	188	159	42	244	122	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	810	969	0	0	202	171	45	262	131			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1448	1366	0	0	469	376	75	459	215			
Arrive On Green	0.42	0.73	0.00	0.00	0.25	0.25	0.15	0.15	0.15			
Sat Flow, veh/h	3456	1870	0	0	1967	1503	506	3115	1461			
Grp Volume(v), veh/h	810	969	0	0	191	182	164	143	131			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1600	1845	1777	1461			
Q Serve(g_s), s	14.2	23.2	0.0	0.0	7.2	7.7	6.7	6.0	6.7			
Cycle Q Clear(g_c), s	14.2	23.2	0.0	0.0	7.2	7.7	6.7	6.0	6.7			
Prop In Lane	1.00		0.00	0.00		0.94	0.27		1.00			
Lane Grp Cap(c), veh/h	1448	1366	0	0	444	400	272	262	215			
V/C Ratio(X)	0.56	0.71	0.00	0.00	0.43	0.45	0.60	0.55	0.61			
Avail Cap(c_a), veh/h	1448	1366	0	0	491	442	484	466	384			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.34	0.34	0.00	0.00	1.00	1.00	0.95	0.95	0.95			
Uniform Delay (d), s/veh	17.6	6.0	0.0	0.0	25.2	25.4	31.9	31.6	32.0			
Incr Delay (d2), s/veh	0.2	1.1	0.0	0.0	0.2	0.3	0.8	0.6	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.1	5.7	0.0	0.0	2.9	2.8	3.0	2.6	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	7.1	0.0	0.0	25.4	25.7	32.7	32.3	32.9			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1779			373			438				
Approach Delay, s/veh		12.0			25.6			32.6				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		63.3			38.4	24.9		16.7				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		49.2			22.7	* 22		21.0				
Max Q Clear Time (g_c+I1), s		25.2			16.2	9.7		8.7				
Green Ext Time (p_c), s		4.8			1.8	1.1		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Notes

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

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	185	1091	641	0	0	2209
Future Volume (veh/h)	185	1091	641	0	0	2209
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	193	0	668	0	0	2301
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	225		3041	0	240	4929
Arrive On Green	0.13	0.00	0.61	0.00	0.00	0.78
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	193	0	668	0	0	2301
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.7	0.0	6.6	0.0	0.0	13.7
Cycle Q Clear(g_c), s	11.7	0.0	6.6	0.0	0.0	13.7
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	225		3041	0	240	4929
V/C Ratio(X)	0.86		0.22	0.00	0.00	0.47
Avail Cap(c_a), veh/h	536		3041	0	609	4929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.00	0.83	0.00	0.00	0.83
Uniform Delay (d), s/veh	47.1	0.0	9.7	0.0	0.0	4.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	2.2	0.0	0.0	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.1	0.0	9.7	0.0	0.0	4.3
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	193	A	668			2301
Approach Delay, s/veh	50.1		9.7			4.3
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	19.2	72.0				91.2	18.8
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	27.6	25.1				67.1	33.1
Max Q Clear Time (g_c+I1), s	10.6	8.6				15.7	13.7
Green Ext Time (p_c), s	0.0	5.3				37.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	176	1129	102	132	414	0	0	868	55
Future Volume (veh/h)	0	0	0	176	1129	102	132	414	0	0	868	55
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				185	1188	107	139	436	0	0	914	58
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				360	2471	229	155	1629	0	0	850	54
Arrive On Green				0.19	0.19	0.19	0.17	0.64	0.00	0.00	0.17	0.17
Sat Flow, veh/h				627	4307	399	1781	5274	0	0	5063	310
Grp Volume(v), veh/h				542	457	481	139	436	0	0	635	337
Grp Sat Flow(s),veh/h/ln				1839	1702	1793	1781	1702	0	0	1702	1800
Q Serve(g_s), s				29.1	26.3	26.3	8.4	4.1	0.0	0.0	19.1	19.1
Cycle Q Clear(g_c), s				29.1	26.3	26.3	8.4	4.1	0.0	0.0	19.1	19.1
Prop In Lane				0.34		0.22	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				1055	976	1028	155	1629	0	0	591	313
V/C Ratio(X)				0.51	0.47	0.47	0.89	0.27	0.00	0.00	1.07	1.08
Avail Cap(c_a), veh/h				1055	976	1028	155	1629	0	0	591	313
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.83	0.83	0.83	0.64	0.64	0.00	0.00	0.46	0.46
Uniform Delay (d), s/veh				30.8	29.7	29.7	44.9	14.3	0.0	0.0	45.5	45.5
Incr Delay (d2), s/veh				1.5	1.3	1.3	30.7	0.1	0.0	0.0	47.6	57.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.7	12.3	12.9	4.7	1.4	0.0	0.0	11.8	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.3	31.0	30.9	75.6	14.4	0.0	0.0	93.0	103.1
LnGrp LOS				C	C	C	E	B	A	A	F	F
Approach Vol, veh/h					1480			575			972	
Approach Delay, s/veh					31.5			29.2			96.5	
Approach LOS					C			C			F	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	25.5	69.0	41.0
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	10.4	21.1	31.1	6.1
Green Ext Time (p_c), s	0.0	0.0	9.6	3.4

Intersection Summary	
HCM 6th Ctrl Delay	51.9
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	259	1360	0	0	0	0	0	498	72
Future Volume (veh/h)	0	0	0	259	1360	0	0	0	0	0	498	72
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				270	1417	0				0	519	75
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				508	2862	0				0	1191	169
Arrive On Green				0.21	0.21	0.00				0.00	0.26	0.26
Sat Flow, veh/h				789	4615	0				0	4670	638
Grp Volume(v), veh/h				627	1060	0				0	390	204
Grp Sat Flow(s),veh/h/ln				1831	1702	0				0	1702	1735
Q Serve(g_s), s				33.4	30.1	0.0				0.0	10.5	10.8
Cycle Q Clear(g_c), s				33.4	30.1	0.0				0.0	10.5	10.8
Prop In Lane				0.43		0.00				0.00		0.37
Lane Grp Cap(c), veh/h				1178	2191	0				0	901	459
V/C Ratio(X)				0.53	0.48	0.00				0.00	0.43	0.44
Avail Cap(c_a), veh/h				1178	2191	0				0	901	459
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				28.6	27.3	0.0				0.0	33.6	33.7
Incr Delay (d2), s/veh				1.7	0.8	0.0				0.0	1.5	3.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				16.9	13.9	0.0				0.0	4.6	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.3	28.0	0.0				0.0	35.1	36.8
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1687						594	
Approach Delay, s/veh					28.9						35.7	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				34.0		76.0						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				29.1		70.8						
Max Q Clear Time (g_c+I1), s				12.8		35.4						
Green Ext Time (p_c), s				0.9		2.6						

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1537	100	91	191	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1537	100	91	191	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1585	103	94	197	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3229	210	271	614	0			
Arrive On Green				0.00	0.22	0.22	0.08	0.08	0.00			
Sat Flow, veh/h				0	5067	318	1101	2585	0			
Grp Volume(v), veh/h				0	1101	587	155	136	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1813	1815	1777	0			
Q Serve(g_s), s				0.0	31.2	31.2	8.9	7.9	0.0			
Cycle Q Clear(g_c), s				0.0	31.2	31.2	8.9	7.9	0.0			
Prop In Lane				0.00		0.18	0.61		0.00			
Lane Grp Cap(c), veh/h				0	2244	1195	447	438	0			
V/C Ratio(X)				0.00	0.49	0.49	0.35	0.31	0.00			
Avail Cap(c_a), veh/h				0	2244	1195	447	438	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	26.9	26.9	42.2	41.7	0.0			
Incr Delay (d2), s/veh				0.0	0.8	1.4	2.1	1.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	14.4	15.6	4.6	3.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	27.6	28.3	44.3	43.6	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1688			291				
Approach Delay, s/veh					27.9			43.9				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						78.0		32.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						72.5		27.1				
Max Q Clear Time (g_c+I1), s						33.2		10.9				
Green Ext Time (p_c), s						17.6		1.5				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	238	1626	0	0	0	0	0	520	53
Future Volume (veh/h)	0	0	0	238	1626	0	0	0	0	0	520	53
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				253	1730	0				0	553	56
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				387	2840	0				0	1037	456
Arrive On Green				0.20	0.20	0.00				0.00	0.29	0.29
Sat Flow, veh/h				629	4782	0				0	3647	1562
Grp Volume(v), veh/h				740	1243	0				0	553	56
Grp Sat Flow(s),veh/h/ln				1839	1702	0				0	1777	1562
Q Serve(g_s), s				40.7	36.4	0.0				0.0	14.4	2.9
Cycle Q Clear(g_c), s				40.7	36.4	0.0				0.0	14.4	2.9
Prop In Lane				0.34		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1132	2095	0				0	1037	456
V/C Ratio(X)				0.65	0.59	0.00				0.00	0.53	0.12
Avail Cap(c_a), veh/h				1132	2095	0				0	1037	456
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				33.1	31.4	0.0				0.0	32.7	28.6
Incr Delay (d2), s/veh				2.9	1.2	0.0				0.0	2.0	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				20.9	16.9	0.0				0.0	6.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				36.0	32.6	0.0				0.0	34.6	29.2
LnGrp LOS				D	C	A				A	C	C
Approach Vol, veh/h					1983						609	
Approach Delay, s/veh					33.9						34.1	
Approach LOS					C						C	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				37.0		73.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				32.1		67.7						
Max Q Clear Time (g_c+I1), s				16.4		42.7						
Green Ext Time (p_c), s				3.7		16.8						

Intersection Summary												
HCM 6th Ctrl Delay			33.9									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1839	66	42	95	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1839	66	42	95	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1936	69	44	100	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3566	127	209	513	0			
Arrive On Green				0.00	0.70	0.70	0.20	0.20	0.00			
Sat Flow, veh/h				0	5230	180	1040	2649	0			
Grp Volume(v), veh/h				0	1301	704	77	67	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1838	1818	1777	0			
Q Serve(g_s), s				0.0	20.1	20.2	3.9	3.4	0.0			
Cycle Q Clear(g_c), s				0.0	20.1	20.2	3.9	3.4	0.0			
Prop In Lane				0.00		0.10	0.57		0.00			
Lane Grp Cap(c), veh/h				0	2398	1295	365	357	0			
V/C Ratio(X)				0.00	0.54	0.54	0.21	0.19	0.00			
Avail Cap(c_a), veh/h				0	2398	1295	365	357	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	7.8	7.8	36.7	36.5	0.0			
Incr Delay (d2), s/veh				0.0	0.9	1.6	1.3	1.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	6.7	7.6	1.9	1.6	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	8.7	9.4	38.0	37.7	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					2005			144				
Approach Delay, s/veh					8.9			37.8				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						83.0		27.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.5		22.1				
Max Q Clear Time (g_c+I1), s						22.2		5.9				
Green Ext Time (p_c), s						26.7		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			10.9									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	176	650	3	103	0	0	0	25
Future Vol, veh/h	0	0	0	0	176	650	3	103	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	183	677	3	107	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	92	860	-	-	-	430
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	92	860	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	882	292	0	0	0	573
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	905	371	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	842	292	-	-	-	573
Mov Cap-2 Maneuver	-	-	-	842	292	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	864	371	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	24.3	11.6
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	292	-	-	573
HCM Lane V/C Ratio	0.367	-	-	0.045
HCM Control Delay (s)	24.3	-	-	11.6
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.6	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	631	141	1238	1190	0
Future Volume (veh/h)	0	0	0	0	0	0	0	631	141	1238	1190	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.84	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	644	144	1263	1214	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	963	256	3614	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.19	0.19	0.72	0.95	0.00
Sat Flow, veh/h		0					0	5149	1327	5023	1826	0
Grp Volume(v), veh/h		0.0					0	644	144	1263	1214	0
Grp Sat Flow(s),veh/h/ln							0	1662	1327	1674	1826	0
Q Serve(g_s), s							0.0	13.2	10.8	10.4	10.3	0.0
Cycle Q Clear(g_c), s							0.0	13.2	10.8	10.4	10.3	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	963	256	3614	1740	0
V/C Ratio(X)							0.00	0.67	0.56	0.35	0.70	0.00
Avail Cap(c_a), veh/h							0	1205	321	3614	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.85	0.85	0.00
Uniform Delay (d), s/veh							0.0	41.1	40.2	5.8	0.4	0.0
Incr Delay (d2), s/veh							0.0	2.2	5.0	0.0	2.0	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	5.4	3.8	2.8	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.3	45.1	5.8	2.4	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								788			2477	
Approach Delay, s/veh								43.6			4.1	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	83.5	26.5				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	12.4	15.2				12.3						
Green Ext Time (p_c), s	5.5	6.1				15.7						

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1331	62	0	0	0	0	443	239	214	868	0
Future Volume (veh/h)	59	1331	62	0	0	0	0	443	239	214	868	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	60	1358	63				0	452	244	218	886	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	110	2656	827				0	691	299	246	1944	0
Arrive On Green	0.17	0.17	0.17				0.00	0.20	0.20	0.28	0.76	0.00
Sat Flow, veh/h	210	5054	1573				0	3572	1475	1781	5274	0
Grp Volume(v), veh/h	532	886	63				0	452	244	218	886	0
Grp Sat Flow(s),veh/h/ln	1860	1702	1573				0	1702	1475	1781	1702	0
Q Serve(g_s), s	28.7	25.9	3.7				0.0	13.4	17.4	12.9	7.0	0.0
Cycle Q Clear(g_c), s	28.7	25.9	3.7				0.0	13.4	17.4	12.9	7.0	0.0
Prop In Lane	0.11		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	978	1789	827				0	691	299	246	1944	0
V/C Ratio(X)	0.54	0.50	0.08				0.00	0.65	0.82	0.89	0.46	0.00
Avail Cap(c_a), veh/h	978	1789	827				0	839	363	479	2813	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.70	0.70	0.70				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	33.4	32.3	23.1				0.0	40.3	41.9	39.0	9.0	0.0
Incr Delay (d2), s/veh	1.5	0.7	0.1				0.0	1.5	11.7	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.7	12.0	1.4				0.0	5.7	7.2	4.8	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	33.0	23.2				0.0	41.8	53.6	39.4	9.0	0.0
LnGrp LOS	C	C	C				A	D	D	D	A	A
Approach Vol, veh/h		1481						696			1104	
Approach Delay, s/veh		33.3						45.9			15.0	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	62.7	47.3	19.6	27.7
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	39.1	60.6	29.6	* 27
Max Q Clear Time (g_c+I1), s	30.7	9.0	14.9	19.4
Green Ext Time (p_c), s	6.7	5.6	0.3	2.9

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1795	46	0	0	0	0	0	0	276	499	0
Future Volume (veh/h)	0	1795	46	0	0	0	0	0	0	276	499	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1973	51							303	548	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2841	73							615	1229	0
Arrive On Green	0.00	0.18	0.18							0.12	0.12	0.00
Sat Flow, veh/h	0	5283	132							1729	3627	0
Grp Volume(v), veh/h	0	1312	712							313	538	0
Grp Sat Flow(s),veh/h/ln	0	1702	1843							1784	1702	0
Q Serve(g_s), s	0.0	39.7	39.8							18.1	16.2	0.0
Cycle Q Clear(g_c), s	0.0	39.7	39.8							18.1	16.2	0.0
Prop In Lane	0.00		0.07							0.97		0.00
Lane Grp Cap(c), veh/h	0	1891	1024							634	1210	0
V/C Ratio(X)	0.00	0.69	0.70							0.49	0.44	0.00
Avail Cap(c_a), veh/h	0	1891	1024							634	1210	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	36.2	36.2							39.3	38.4	0.0
Incr Delay (d2), s/veh	0.0	2.1	3.9							2.7	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.6	20.7							9.1	7.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.3	40.1							42.0	39.6	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2024									851	
Approach Delay, s/veh		38.9									40.5	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	66.0	44.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	61.1	39.1
Max Q Clear Time (g_c+I1), s	41.8	20.1
Green Ext Time (p_c), s	6.4	2.3

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	2272	0	0	0	0	0	202	244	0	0	0
Future Volume (veh/h)	72	2272	0	0	0	0	0	202	244	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	79	2497	0				0	222	268			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	94	3167	0				0	519	440			
Arrive On Green	0.20	0.20	0.00				0.00	0.29	0.29			
Sat Flow, veh/h	152	5283	0				0	1870	1507			
Grp Volume(v), veh/h	969	1607	0				0	222	268			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1507			
Q Serve(g_s), s	55.0	49.0	0.0				0.0	11.1	16.9			
Cycle Q Clear(g_c), s	55.0	49.0	0.0				0.0	11.1	16.9			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1153	2107	0				0	519	440			
V/C Ratio(X)	0.84	0.76	0.00				0.00	0.43	0.61			
Avail Cap(c_a), veh/h	1153	2107	0				0	519	440			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	38.5	36.1	0.0				0.0	31.5	33.6			
Incr Delay (d2), s/veh	7.4	2.7	0.0				0.0	2.6	6.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	29.7	23.0	0.0				0.0	5.2	6.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	38.8	0.0				0.0	34.1	39.7			
LnGrp LOS	D	D	A				A	C	D			
Approach Vol, veh/h		2576						490				
Approach Delay, s/veh		41.5						37.2				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		73.0						37.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		68.1						32.1				
Max Q Clear Time (g_c+I1), s		57.0						18.9				
Green Ext Time (p_c), s		10.2						2.7				
Intersection Summary												
HCM 6th Ctrl Delay			40.8									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2749	70	0	0	0	0	0	0	347	404	0
Future Volume (veh/h)	0	2749	70	0	0	0	0	0	0	347	404	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2988	76							377	439	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3356	85							455	908	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5288	129							1781	3647	0
Grp Volume(v), veh/h	0	1977	1087							377	439	0
Grp Sat Flow(s),veh/h/ln	0	1702	1845							1781	1777	0
Q Serve(g_s), s	0.0	62.0	63.0							22.9	13.0	0.0
Cycle Q Clear(g_c), s	0.0	62.0	63.0							22.9	13.0	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2231	1209							455	908	0
V/C Ratio(X)	0.00	0.89	0.90							0.83	0.48	0.00
Avail Cap(c_a), veh/h	0	2231	1209							455	908	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	39.1	39.5							48.0	43.4	0.0
Incr Delay (d2), s/veh	0.0	5.7	10.7							15.9	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	29.9	34.6							13.0	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.8	50.2							63.8	45.3	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		3064									816	
Approach Delay, s/veh		46.7									53.9	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	77.0	33.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	72.1	28.1
Max Q Clear Time (g_c+I1), s	65.0	24.9
Green Ext Time (p_c), s	6.9	1.4

Intersection Summary	
HCM 6th Ctrl Delay	48.2
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	2716	0	0	0	0	0	99	77	0	0	0
Future Volume (veh/h)	46	2716	0	0	0	0	0	99	77	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	54	3195	0				0	116	91			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	60	3778	0				0	359	260			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	82	5356	0				0	2060	1424			
Grp Volume(v), veh/h	1223	2026	0				0	104	103			
Grp Sat Flow(s),veh/h/ln	1866	1702	0				0	1777	1614			
Q Serve(g_s), s	69.9	61.9	0.0				0.0	5.6	6.1			
Cycle Q Clear(g_c), s	69.9	61.9	0.0				0.0	5.6	6.1			
Prop In Lane	0.04		0.00				0.00		0.88			
Lane Grp Cap(c), veh/h	1359	2479	0				0	325	295			
V/C Ratio(X)	0.90	0.82	0.00				0.00	0.32	0.35			
Avail Cap(c_a), veh/h	1359	2479	0				0	325	295			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	37.9	34.9	0.0				0.0	39.0	39.2			
Incr Delay (d2), s/veh	9.8	3.1	0.0				0.0	2.6	3.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	38.6	29.2	0.0				0.0	2.7	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	38.0	0.0				0.0	41.6	42.5			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		3249						207				
Approach Delay, s/veh		41.6						42.0				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.0						25.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.1						20.1				
Max Q Clear Time (g_c+I1), s		71.9						8.1				
Green Ext Time (p_c), s		8.1						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			41.7									
HCM 6th LOS			D									

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	1065	857	56	149	176
Future Volume (veh/h)	22	1065	857	56	149	176
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	24	1158	932	61	162	191
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	33	3834	3410	223	485	222
Arrive On Green	0.02	0.77	1.00	1.00	0.14	0.14
Sat Flow, veh/h	1781	5149	4945	312	3456	1585
Grp Volume(v), veh/h	24	1158	647	346	162	191
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1770	1728	1585
Q Serve(g_s), s	1.6	8.2	0.0	0.0	5.0	13.9
Cycle Q Clear(g_c), s	1.6	8.2	0.0	0.0	5.0	13.9
Prop In Lane	1.00			0.18	1.00	1.00
Lane Grp Cap(c), veh/h	33	3834	2371	1262	485	222
V/C Ratio(X)	0.73	0.30	0.27	0.27	0.33	0.86
Avail Cap(c_a), veh/h	160	3834	2371	1262	1233	566
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	57.6	4.1	0.0	0.0	45.8	49.6
Incr Delay (d2), s/veh	10.2	0.2	0.3	0.5	0.1	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.1	0.1	0.2	2.2	11.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.8	4.3	0.3	0.5	45.9	53.3
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1182	993		353	
Approach Delay, s/veh		5.6	0.3		49.9	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.6		21.4	6.6	90.0
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 65		42.1	10.6	50.2
Max Q Clear Time (g_c+I1), s		10.2		15.9	3.6	2.0
Green Ext Time (p_c), s		27.2		0.6	0.0	18.9

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

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	1091	18	17	859	11	0	13	27	89	0	16
Future Volume (veh/h)	125	1091	18	17	859	11	0	13	27	89	0	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	144	1254	21	20	987	0	0	15	31	102	0	18
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	729	3538	59	60	1563		62	19	39	214	0	98
Arrive On Green	0.82	1.00	1.00	0.03	0.31	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5049	85	1781	4985	1585	1781	541	1117	3456	0	1577
Grp Volume(v), veh/h	144	825	450	20	987	0	0	0	46	102	0	18
Grp Sat Flow(s),veh/h/ln	1781	1662	1811	1781	1662	1585	1781	0	1658	1728	0	1577
Q Serve(g_s), s	2.1	0.0	0.0	1.3	20.0	0.0	0.0	0.0	3.3	3.4	0.0	1.3
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.3	20.0	0.0	0.0	0.0	3.3	3.4	0.0	1.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	729	2329	1269	60	1563		62	0	58	214	0	98
V/C Ratio(X)	0.20	0.35	0.35	0.33	0.63		0.00	0.00	0.80	0.48	0.00	0.18
Avail Cap(c_a), veh/h	729	2329	1269	100	1563		110	0	103	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	55.7	34.7	0.0	0.0	0.0	56.5	53.5	0.0	52.5
Incr Delay (d2), s/veh	0.0	0.4	0.7	1.2	2.0	0.0	0.0	0.0	9.0	0.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.3	0.6	8.1	0.0	0.0	0.0	1.5	1.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	0.4	0.7	56.9	36.6	0.0	0.0	0.0	65.6	54.1	0.0	52.8
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1419			1007	A		46			120	
Approach Delay, s/veh		1.1			37.0			65.6			53.9	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.4		12.2	54.0	42.8		9.0
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	6.6	50.1		34.1	19.6	* 37		7.3
Max Q Clear Time (g_c+I1), s	3.3	2.0		5.4	4.1	22.0		5.3
Green Ext Time (p_c), s	0.0	21.4		0.2	0.1	8.5		0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	1379	130	284	1023	0	144	30	332	0	22	103
Future Volume (veh/h)	148	1379	130	284	1023	0	144	30	332	0	22	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	1483	140	305	1100	0	155	32	0	0	24	111
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	707	3010	1058	361	1900	0	221	119		0	111	150
Arrive On Green	0.40	0.60	0.60	0.10	0.30	0.00	0.06	0.06	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1584	3456	6537	0	3456	1870	1585	0	1870	2536
Grp Volume(v), veh/h	159	1483	140	305	1100	0	155	32	0	0	24	111
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	0	1728	1870	1585	0	1870	1268
Q Serve(g_s), s	7.0	19.8	3.8	10.2	17.5	0.0	5.2	1.9	0.0	0.0	1.4	5.1
Cycle Q Clear(g_c), s	7.0	19.8	3.8	10.2	17.5	0.0	5.2	1.9	0.0	0.0	1.4	5.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	707	3010	1058	361	1900	0	221	119		0	111	150
V/C Ratio(X)	0.22	0.49	0.13	0.85	0.58	0.00	0.70	0.27		0.00	0.22	0.74
Avail Cap(c_a), veh/h	707	3010	1058	398	1900	0	1084	586		0	111	150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.99	0.99	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	13.2	7.1	51.9	34.8	0.0	54.1	52.6	0.0	0.0	52.9	54.6
Incr Delay (d2), s/veh	0.1	0.6	0.3	1.4	0.1	0.0	1.5	0.4	0.0	0.0	1.0	17.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.8	1.5	4.4	6.4	0.0	2.3	0.9	0.0	0.0	0.7	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	13.8	7.4	53.3	34.9	0.0	55.6	53.0	0.0	0.0	53.9	71.9
LnGrp LOS	C	B	A	D	C	A	E	D		A	D	E
Approach Vol, veh/h		1782			1405			187	A		135	
Approach Delay, s/veh		14.1			38.9			55.2			68.7	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.7	76.9		11.9	52.6	41.1		12.4
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	13.6	40.5		7.0	18.7	* 36		37.0
Max Q Clear Time (g_c+I1), s	12.2	21.8		7.1	9.0	19.5		7.2
Green Ext Time (p_c), s	0.1	14.8		0.0	0.1	11.4		0.4

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	0	41	5	0	20	22	377	14	14	398	65
Future Volume (veh/h)	83	0	41	5	0	20	22	377	14	14	398	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	31	44	5	12	13	23	401	15	15	423	69
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	59	83	16	38	44	201	1096	41	203	960	155
Arrive On Green	0.09	0.09	0.09	0.03	0.03	0.03	0.11	0.31	0.31	0.11	0.31	0.31
Sat Flow, veh/h	1781	685	973	542	1301	1539	1781	3490	130	1781	3052	494
Grp Volume(v), veh/h	66	0	75	17	0	13	23	204	212	15	245	247
Grp Sat Flow(s),veh/h/ln	1781	0	1658	1843	0	1539	1781	1777	1844	1781	1777	1769
Q Serve(g_s), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.1	3.1	0.3	3.8	3.9
Cycle Q Clear(g_c), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.1	3.1	0.3	3.8	3.9
Prop In Lane	1.00		0.59	0.29		1.00	1.00		0.07	1.00		0.28
Lane Grp Cap(c), veh/h	152	0	142	53	0	44	201	558	579	203	559	557
V/C Ratio(X)	0.43	0.00	0.53	0.32	0.00	0.29	0.11	0.37	0.37	0.07	0.44	0.44
Avail Cap(c_a), veh/h	255	0	237	1530	0	1277	204	1577	1636	204	1577	1570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	15.3	16.6	0.0	16.6	13.9	9.3	9.3	13.8	9.5	9.5
Incr Delay (d2), s/veh	1.4	0.0	2.3	1.3	0.0	1.3	0.1	0.3	0.3	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	0.1	0.0	0.1	0.1	0.9	0.9	0.1	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	0.0	17.6	17.9	0.0	17.9	14.0	9.6	9.6	13.9	9.9	10.0
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		141			30			439			507	
Approach Delay, s/veh		17.1			17.9			9.8			10.1	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	15.0		7.0	8.0	15.0		5.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	31.0		5.0	4.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	2.3	5.1		3.5	2.4	5.9		2.3
Green Ext Time (p_c), s	0.0	1.9		0.1	0.0	2.4		0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	255	17	9	151	171	275
Future Volume (veh/h)	255	17	9	151	171	275
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	0	10	0	188	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	867	455	664		338	
Arrive On Green	0.24	0.00	0.35	0.00	0.10	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	294	0	10	0	188	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.7	0.0	0.1	0.0	2.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.1	0.0	2.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	867	455	664		338	
V/C Ratio(X)	0.34	0.00	0.02		0.56	
Avail Cap(c_a), veh/h	993	521	664		1138	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.3	0.0	8.3	0.0	17.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.5	0.0	8.3	0.0	18.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		294	10	A	188	A
Approach Delay, s/veh		12.5	8.3		18.4	
Approach LOS		B	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.6		7.9		18.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s	4.7		4.0		2.1
Green Ext Time (p_c), s	0.5		0.4		0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	190	156	10	1	2
Future Vol, veh/h	9	190	156	10	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	221	181	12	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	193	0	-	0	318	97
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	131	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1378	-	-	-	650	940
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1378	-	-	-	645	940
Mov Cap-2 Maneuver	-	-	-	-	645	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1378	-	-	-	816
HCM Lane V/C Ratio	0.008	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2013	2412	0	0	0
Future Volume (veh/h)	0	2013	2412	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	2188	2622	0	1491	1063	0	0	4416
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2657	4728	2896	1523	5891	2
Grp Volume(v), veh/h	0	2188	2622	0	1491	1063	0	0	4416
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1585
Q Serve(g_s), s	0.0	13.9	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	13.9	18.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1062	2989	2789	4609	5672
V/C Ratio(X)	0.00	0.85	1.02	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1062	2989	2789	4609	2390	4
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.3	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	3.8	22.6	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.9	8.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	16.0	36.1	0.0	8.1	8.1
LnGrp LOS	A	B	F	A	A	A
Approach Vol, veh/h		2188	2622	1077	914	496		
Approach Delay, s/veh		16.0	36.1		8.1	
Approach LOS		B	D		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	15.9	2.0	20.0
Green Ext Time (p_c), s	1.9	0.0	0.0

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3225	14	28	873	13	37
Future Volume (veh/h)	3225	14	28	873	13	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	3468	15	30	939	14	40
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	5132	1294	73	5500	68	54
Arrive On Green	0.82	0.82	0.01	0.29	0.04	0.04
Sat Flow, veh/h	6537	1583	3456	6537	1781	1427
Grp Volume(v), veh/h	3468	15	30	939	14	40
Grp Sat Flow(s),veh/h/ln	1570	1583	1728	1570	1781	1427
Q Serve(g_s), s	26.6	0.2	1.0	13.2	0.9	3.3
Cycle Q Clear(g_c), s	26.6	0.2	1.0	13.2	0.9	3.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	5132	1294	73	5500	68	54
V/C Ratio(X)	0.68	0.01	0.41	0.17	0.21	0.74
Avail Cap(c_a), veh/h	5132	1294	117	5500	483	387
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	0.40	0.40	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.4	2.0	57.9	9.9	55.0	56.2
Incr Delay (d2), s/veh	0.3	0.0	1.4	0.1	1.5	17.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.5	4.9	0.4	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.7	2.0	59.2	10.0	56.5	73.8
LnGrp LOS	A	A	E	A	E	E
Approach Vol, veh/h	3483			969	54	
Approach Delay, s/veh	4.7			11.5	69.3	
Approach LOS	A			B	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	101.7			108.6	9.4
Change Period (Y+Rc), s	4.4	5.3			5.3	4.9
Max Green Setting (Gmax), s	4.6	67.4			75.8	32.0
Max Q Clear Time (g_c+I1), s	3.0	28.6			15.2	5.3
Green Ext Time (p_c), s	0.0	38.7			19.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	3155	0	11	564	60	0	0	0	5	0	5
Future Volume (veh/h)	9	3155	0	11	564	60	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	3356	0	12	600	64	0	0	0	5	0	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	17	4067	0	60	4891	511	0	49	0	107	0	41
Arrive On Green	0.02	1.00	0.00	0.03	0.84	0.84	0.00	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5149	0	1781	5820	608	0	1870	0	1741	0	1557
Grp Volume(v), veh/h	10	3356	0	12	483	181	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1717	0	1870	0	1741	0	1557
Q Serve(g_s), s	0.7	0.0	0.0	0.8	2.2	2.2	0.0	0.0	0.0	0.3	0.0	0.4
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.8	2.2	2.2	0.0	0.0	0.0	0.3	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.35	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	4067	0	60	3959	1443	0	49	0	107	0	41
V/C Ratio(X)	0.59	0.83	0.00	0.20	0.12	0.13	0.00	0.00	0.00	0.05	0.00	0.12
Avail Cap(c_a), veh/h	60	4067	0	60	3959	1443	0	507	0	533	0	422
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.00	0.99	0.99	0.99	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	55.4	1.7	1.7	0.0	0.0	0.0	56.1	0.0	56.1
Incr Delay (d2), s/veh	7.9	1.4	0.0	0.6	0.1	0.2	0.0	0.0	0.0	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.0	0.3	0.3	0.4	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	1.4	0.0	56.0	1.7	1.9	0.0	0.0	0.0	56.2	0.0	56.6
LnGrp LOS	E	A	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		3366			676			0			10	
Approach Delay, s/veh		1.5			2.7			0.0			56.4	
Approach LOS		A			A						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	101.6		8.0	5.5	104.5		8.0				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.0	67.4		32.0	4.0	67.4		32.0				
Max Q Clear Time (g_c+I1), s	2.8	2.0		2.4	2.7	4.2		0.0				
Green Ext Time (p_c), s	0.0	65.0		0.0	0.0	10.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	1.9
HCM 6th LOS	A

Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3133	2	14	705	0	18
Future Volume (veh/h)	3133	2	14	705	0	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	0.85
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	3264	2	15	734	0	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	3514	2	25	3753	0	162
Arrive On Green	0.68	0.68	0.01	0.75	0.00	0.13
Sat Flow, veh/h	5310	3	1781	5149	0	1293
Grp Volume(v), veh/h	2108	1158	15	734	0	20
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1362
Q Serve(g_s), s	43.4	43.4	0.7	3.4	0.0	1.0
Cycle Q Clear(g_c), s	43.4	43.4	0.7	3.4	0.0	1.0
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2270	1247	25	3753	0	171
V/C Ratio(X)	0.93	0.93	0.59	0.20	0.00	0.12
Avail Cap(c_a), veh/h	2270	1247	90	3936	0	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.8	10.8	38.7	2.8	0.0	30.6
Incr Delay (d2), s/veh	7.9	12.9	8.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	15.2	0.3	0.6	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.8	23.7	46.6	2.9	0.0	30.9
LnGrp LOS	B	C	D	A	A	C
Approach Vol, veh/h	3266			749	20	
Approach Delay, s/veh	20.5			3.8	30.9	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.5	59.1			64.6	14.3
Change Period (Y+Rc), s	4.4	5.2			5.2	4.4
Max Green Setting (Gmax), s	4.6	53.9			62.3	18.1
Max Q Clear Time (g_c+I1), s	2.7	45.4			5.4	3.0
Green Ext Time (p_c), s	0.0	8.5			14.9	0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	214.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	436	0	0	2229	407
Future Vol, veh/h	0	436	0	0	2229	407
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	464	0	0	2371	433

Major/Minor	Minor2			Major2	
Conflicting Flow All	2588	1405		-	0
Stage 1	2588	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	45	~ 111		-	-
Stage 1	23	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	45	~ 111		-	-
Mov Cap-2 Maneuver	45	-		-	-
Stage 1	23	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, $	1509.3	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	111	-	-
HCM Lane V/C Ratio	-	4.179	-	-
HCM Control Delay (s)	$	1509.3	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	47.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	696	28	19	683	330	34	58	40	221	28	150
Future Volume (veh/h)	104	696	28	19	683	330	34	58	40	221	28	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	782	31	21	767	371	38	65	45	248	31	169
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1253	385	593	2595	802	195	333	248	369	502	441
Arrive On Green	0.03	0.08	0.08	0.33	0.51	0.51	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	5106	1570	1781	5106	1578	528	1180	878	1267	1777	1560
Grp Volume(v), veh/h	117	782	31	21	767	371	70	0	78	248	31	169
Grp Sat Flow(s),veh/h/ln	1781	1702	1570	1781	1702	1578	1072	0	1514	1267	1777	1560
Q Serve(g_s), s	7.8	17.8	2.2	1.0	10.4	18.1	2.7	0.0	4.7	22.1	1.5	10.5
Cycle Q Clear(g_c), s	7.8	17.8	2.2	1.0	10.4	18.1	13.1	0.0	4.7	26.7	1.5	10.5
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	144	1253	385	593	2595	802	349	0	428	369	502	441
V/C Ratio(X)	0.81	0.62	0.08	0.04	0.30	0.46	0.20	0.00	0.18	0.67	0.06	0.38
Avail Cap(c_a), veh/h	276	2183	671	593	2595	802	493	0	582	498	683	599
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	49.8	42.6	27.0	17.1	19.0	35.8	0.0	32.6	42.7	31.4	34.6
Incr Delay (d2), s/veh	4.0	2.3	0.4	0.0	0.3	1.8	0.1	0.0	0.1	6.1	0.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	8.4	0.9	0.4	3.9	6.6	1.7	0.0	1.7	7.5	0.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	52.1	43.0	27.0	17.4	20.8	35.9	0.0	32.6	48.7	31.6	36.2
LnGrp LOS	E	D	D	C	B	C	D	A	C	D	C	D
Approach Vol, veh/h		930			1159			148			448	
Approach Delay, s/veh		53.0			18.6			34.2			42.8	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	46.1	35.1		38.8	14.1	67.1		38.8				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.6	* 51		46.1	18.6	39.9		46.1				
Max Q Clear Time (g_c+I1), s	3.0	19.8		28.7	9.8	20.1		15.1				
Green Ext Time (p_c), s	0.0	9.7		4.4	0.1	12.6		0.6				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	512	1	0	475	396	1	0	0	305	0	33
Future Volume (veh/h)	50	512	1	0	475	396	1	0	0	305	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	563	1	0	522	0	1	0	0	369	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	895	2	849	2178		52	0	46	507	266	0
Arrive On Green	0.04	0.17	0.17	0.00	0.20	0.00	0.03	0.00	0.00	0.14	0.00	0.00
Sat Flow, veh/h	1781	5263	9	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	55	364	200	0	522	0	1	0	0	369	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.7	11.9	11.9	0.0	14.8	0.0	0.1	0.0	0.0	11.9	0.0	0.0
Cycle Q Clear(g_c), s	3.7	11.9	11.9	0.0	14.8	0.0	0.1	0.0	0.0	11.9	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	71	579	318	849	2178		52	0	46	507	266	0
V/C Ratio(X)	0.78	0.63	0.63	0.00	0.24		0.02	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	113	814	447	849	2178		445	0	396	1098	577	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.96	0.00	1.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d), s/veh	57.1	46.3	46.3	0.0	24.4	0.0	56.6	0.0	0.0	49.2	0.0	0.0
Incr Delay (d2), s/veh	6.7	5.1	9.1	0.0	0.2	0.0	0.1	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.3	6.2	0.0	7.1	0.0	0.0	0.0	0.0	5.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	51.4	55.4	0.0	24.7	0.0	56.7	0.0	0.0	49.9	0.0	0.0
LnGrp LOS	E	D	E	A	C		E	A	A	D	A	A
Approach Vol, veh/h		619			522	A		1			369	
Approach Delay, s/veh		53.8			24.7			56.7			49.9	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.1	25.5		23.0	9.2	79.5		8.4				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.6	* 29		37.0	7.6	24.3		30.0				
Max Q Clear Time (g_c+I1), s	10.0	13.9		13.9	5.7	16.8		2.1				
Green Ext Time (p_c), s	0.0	6.4		0.7	0.0	3.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

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

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	249	127	73	366	179	198	869	74	117	804	183
Future Volume (veh/h)	282	249	127	73	366	179	198	869	74	117	804	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	300	265	135	78	389	190	211	924	79	124	855	195
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	632	312	97	523	303	257	1630	139	168	1658	735
Arrive On Green	0.18	0.28	0.28	0.05	0.15	0.15	0.07	0.49	0.49	0.05	0.47	0.47
Sat Flow, veh/h	1781	2292	1130	1781	3554	1537	3456	3311	283	3456	3554	1576
Grp Volume(v), veh/h	300	203	197	78	389	190	211	496	507	124	855	195
Grp Sat Flow(s),veh/h/ln	1781	1777	1645	1781	1777	1537	1728	1777	1818	1728	1777	1576
Q Serve(g_s), s	24.9	14.0	14.7	6.5	15.7	11.2	9.0	29.5	29.5	5.3	25.3	6.0
Cycle Q Clear(g_c), s	24.9	14.0	14.7	6.5	15.7	11.2	9.0	29.5	29.5	5.3	25.3	6.0
Prop In Lane	1.00		0.69	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	321	490	454	97	523	303	257	875	895	168	1658	735
V/C Ratio(X)	0.94	0.42	0.43	0.80	0.74	0.63	0.82	0.57	0.57	0.74	0.52	0.27
Avail Cap(c_a), veh/h	387	595	550	156	734	395	544	875	895	251	1658	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	44.4	44.7	70.1	61.3	27.8	68.4	26.8	26.8	70.4	28.1	6.9
Incr Delay (d2), s/veh	25.5	0.2	0.2	5.6	1.3	0.8	2.5	2.7	2.6	2.4	1.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	6.3	6.1	3.1	7.2	4.2	4.1	13.2	13.5	2.4	11.2	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.1	44.6	44.9	75.8	62.6	28.5	70.9	29.5	29.4	72.8	29.2	7.8
LnGrp LOS	F	D	D	E	E	C	E	C	C	E	C	A
Approach Vol, veh/h		700			657			1214			1174	
Approach Delay, s/veh		62.5			54.3			36.6			30.3	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	79.2	12.6	46.6	15.5	75.3	32.2	27.0
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	10.3	* 57	13.1	50.2	23.6	43.8	32.6	* 31
Max Q Clear Time (g_c+I1), s	7.3	31.5	8.5	16.7	11.0	27.3	26.9	17.7
Green Ext Time (p_c), s	0.0	2.4	0.0	0.9	0.1	2.4	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

Notes

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

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

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	201	95	211	175	75	98	126	172	81	107	72
Future Volume (veh/h)	35	201	95	211	175	75	98	126	172	81	107	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	214	101	224	186	80	104	134	183	86	114	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1313	659	310	808	636	134	759	470	112	715	308
Arrive On Green	0.03	0.37	0.37	0.09	0.43	0.43	0.08	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1461	3456	1870	1471	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	37	214	101	224	186	80	104	134	183	86	114	77
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1728	1870	1471	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	1.8	3.6	3.6	5.6	5.5	2.9	5.1	2.7	8.3	4.2	2.3	3.7
Cycle Q Clear(g_c), s	1.8	3.6	3.6	5.6	5.5	2.9	5.1	2.7	8.3	4.2	2.3	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	1313	659	310	808	636	134	759	470	112	715	308
V/C Ratio(X)	0.77	0.16	0.15	0.72	0.23	0.13	0.78	0.18	0.39	0.77	0.16	0.25
Avail Cap(c_a), veh/h	604	1608	780	1172	846	665	604	1608	837	604	1608	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	18.7	14.7	39.2	15.8	15.1	40.2	28.4	24.4	40.8	29.2	29.7
Incr Delay (d2), s/veh	9.2	0.1	0.1	1.2	0.1	0.0	3.7	0.1	0.5	4.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.4	1.2	2.4	2.3	0.9	2.3	1.2	3.0	1.9	1.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	18.8	14.8	40.4	15.9	15.1	43.8	28.5	24.9	45.0	29.2	29.9
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		352			490			421			277	
Approach Delay, s/veh		21.1			27.0			30.7			34.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	38.6	12.0	24.5	7.8	44.1	10.9	25.6
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.6	5.6	7.1	5.7	3.8	7.5	6.2	10.3
Green Ext Time (p_c), s	0.4	2.2	0.1	0.6	0.0	0.9	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	8	26	0	37	77	305	30	70	298	32
Future Volume (veh/h)	9	0	8	26	0	37	77	305	30	70	298	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	0	9	28	0	40	84	332	33	76	324	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	43	126	463	0	370	116	1513	147	108	1480	156
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.06	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	548	243	712	1393	0	1547	1781	4715	458	1781	4674	493
Grp Volume(v), veh/h	19	0	0	28	0	40	84	238	127	76	234	125
Grp Sat Flow(s),veh/h/ln	1504	0	0	1393	0	1547	1781	1702	1769	1781	1702	1763
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.7	1.5	1.7	1.8	1.4	1.7	1.7
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.5	0.0	0.7	1.5	1.7	1.8	1.4	1.7	1.7
Prop In Lane	0.53		0.47	1.00		1.00	1.00		0.26	1.00		0.28
Lane Grp Cap(c), veh/h	431	0	0	463	0	370	116	1093	568	108	1078	558
V/C Ratio(X)	0.04	0.00	0.00	0.06	0.00	0.11	0.73	0.22	0.22	0.70	0.22	0.22
Avail Cap(c_a), veh/h	1895	0	0	1869	0	1954	1604	6131	3186	1604	6131	3175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	11.5	0.0	9.9	15.3	8.3	8.3	15.4	8.3	8.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.1	0.3	3.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.6	0.5	0.5	0.6	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	11.5	0.0	10.0	18.5	8.4	8.5	18.5	8.5	8.6
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		19			68			449			435	
Approach Delay, s/veh		11.4			10.6			10.3			10.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	16.1		10.8	6.6	16.0		10.8
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.4	3.8		2.3	3.5	3.7		2.7
Green Ext Time (p_c), s	0.1	3.5		0.0	0.1	3.0		0.1

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	10	27	40	49	13	334	629	110	41	435	190
Future Volume (veh/h)	18	10	27	40	49	13	334	629	110	41	435	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.75	1.00		0.75	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	11	29	43	53	14	359	676	118	44	468	204
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	488	311	55	484	308	394	1685	704	57	687	296
Arrive On Green	0.03	0.26	0.26	0.03	0.26	0.26	0.22	0.47	0.47	0.03	0.29	0.29
Sat Flow, veh/h	1781	1870	1191	1781	1870	1188	1781	3554	1486	1781	2342	1009
Grp Volume(v), veh/h	19	11	29	43	53	14	359	676	118	44	354	318
Grp Sat Flow(s),veh/h/ln	1781	1870	1191	1781	1870	1188	1781	1777	1486	1781	1777	1575
Q Serve(g_s), s	1.2	0.5	2.1	2.8	2.5	1.0	22.8	14.3	5.3	2.8	20.3	20.7
Cycle Q Clear(g_c), s	1.2	0.5	2.1	2.8	2.5	1.0	22.8	14.3	5.3	2.8	20.3	20.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	59	488	311	55	484	308	394	1685	704	57	522	462
V/C Ratio(X)	0.32	0.02	0.09	0.77	0.11	0.05	0.91	0.40	0.17	0.77	0.68	0.69
Avail Cap(c_a), veh/h	461	488	311	461	484	308	461	1841	770	461	920	816
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	31.8	32.4	55.7	32.7	32.2	44.0	19.8	17.4	55.7	36.1	36.2
Incr Delay (d2), s/veh	1.1	0.0	0.0	8.3	0.0	0.0	21.3	0.2	0.1	8.1	4.2	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.6	1.4	1.1	0.3	12.3	5.9	1.8	1.4	9.4	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	31.8	32.5	64.0	32.8	32.2	65.3	20.0	17.5	63.7	40.3	41.2
LnGrp LOS	E	C	C	E	C	C	E	B	B	E	D	D
Approach Vol, veh/h		59			110			1153			716	
Approach Delay, s/veh		39.9			44.9			33.8			42.1	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	63.6	8.0	35.1	30.0	42.7	8.2	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.8	16.3	4.8	4.1	24.8	22.7	3.2	4.5
Green Ext Time (p_c), s	0.0	7.7	0.0	0.1	0.8	11.3	0.0	0.2

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

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	156	17	151	132	0	0	0	0	192	24	39
Future Volume (veh/h)	0	156	17	151	132	0	0	0	0	192	24	39
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	171	19	166	145	0				230	0	43
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	222	442	194	351	671	0				970	0	621
Arrive On Green	0.00	0.12	0.12	0.20	0.20	0.00				0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1560	1781	3572	0				3563	0	1557
Grp Volume(v), veh/h	0	171	19	166	145	0				230	0	43
Grp Sat Flow(s),veh/h/ln	1781	1777	1560	1781	1702	0				1781	0	1557
Q Serve(g_s), s	0.0	1.6	0.4	2.9	1.3	0.0				1.8	0.0	0.6
Cycle Q Clear(g_c), s	0.0	1.6	0.4	2.9	1.3	0.0				1.8	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	222	442	194	351	671	0				970	0	621
V/C Ratio(X)	0.00	0.39	0.10	0.47	0.22	0.00				0.24	0.00	0.07
Avail Cap(c_a), veh/h	2993	5971	2620	2993	5719	0				3492	0	1723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.4	13.9	12.7	12.0	0.0				10.1	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.1	0.2	0.0				0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.1	0.9	0.3	0.0				0.5	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.6	13.9	13.8	12.2	0.0				10.2	0.0	6.7
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		190			311						273	
Approach Delay, s/veh		14.5			13.1						9.6	
Approach LOS		B			B						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		8.4		15.9		11.3
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		3.6		3.8		4.9
Green Ext Time (p_c), s		0.7		0.5		2.1

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	212	0	0	265	324	34	6	129	21	0	283
Future Volume (veh/h)	84	212	0	0	265	324	34	6	129	21	0	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	236	0	0	294	360	38	7	143	23	0	314
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	124	1546	0	0	550	486	240	10	200	27	0	365
Arrive On Green	0.07	0.43	0.00	0.00	0.31	0.31	0.13	0.13	0.13	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	73	1486	108	0	1480
Grp Volume(v), veh/h	93	236	0	0	294	360	38	0	150	337	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1559	1588	0	0
Q Serve(g_s), s	4.1	3.2	0.0	0.0	11.0	16.5	1.5	0.0	7.4	16.3	0.0	0.0
Cycle Q Clear(g_c), s	4.1	3.2	0.0	0.0	11.0	16.5	1.5	0.0	7.4	16.3	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.95	0.07		0.93
Lane Grp Cap(c), veh/h	124	1546	0	0	550	486	240	0	210	391	0	0
V/C Ratio(X)	0.75	0.15	0.00	0.00	0.53	0.74	0.16	0.00	0.71	0.86	0.00	0.00
Avail Cap(c_a), veh/h	664	2651	0	0	1326	1171	886	0	775	790	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.7	13.8	0.0	0.0	23.0	24.9	30.8	0.0	33.3	29.0	0.0	0.0
Incr Delay (d2), s/veh	10.5	0.0	0.0	0.0	1.0	2.7	0.1	0.0	1.7	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.1	0.0	0.0	4.3	5.9	0.6	0.0	2.8	6.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	13.8	0.0	0.0	23.9	27.6	30.9	0.0	35.0	31.2	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	D	C	A	A
Approach Vol, veh/h		329			654			188			337	
Approach Delay, s/veh		23.2			25.9			34.2			31.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	39.4	23.8	10.1	29.3	17.2
Change Period (Y+Rc), s	* 4.4	4.0	4.5	4.4	6.4
Max Green Setting (Gmax), s	* 60	40.0	30.0	60.0	40.0
Max Q Clear Time (g_c+I1), s	5.2	18.3	6.1	18.5	9.4
Green Ext Time (p_c), s	0.9	1.5	0.3	5.3	0.7

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

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	331	108	302	410	0	0	0	0	384	242	190
Future Volume (veh/h)	0	331	108	302	410	0	0	0	0	384	242	190
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	338	110	308	418	0				392	247	194
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1904	846	388	2489	0				652	342	283
Arrive On Green	0.00	0.54	0.54	0.22	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	338	110	308	418	0				392	247	194
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	4.1	2.9	7.1	0.0	0.0				8.5	10.4	9.8
Cycle Q Clear(g_c), s	0.0	4.1	2.9	7.1	0.0	0.0				8.5	10.4	9.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1904	846	388	2489	0				652	342	283
V/C Ratio(X)	0.00	0.18	0.13	0.79	0.17	0.00				0.60	0.72	0.69
Avail Cap(c_a), veh/h	0	1904	846	703	2489	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.0	9.7	31.7	0.0	0.0				31.5	32.3	32.1
Incr Delay (d2), s/veh	0.0	0.2	0.3	1.4	0.1	0.0				0.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.9	2.6	0.0	0.0				3.6	4.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.2	10.0	33.0	0.1	0.0				31.8	33.4	33.2
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		448			726						833	
Approach Delay, s/veh		10.2			14.1						32.6	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.8	49.9		20.3		63.7
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.1	6.1		12.4		2.0
Green Ext Time (p_c), s	0.4	2.4		2.0		3.0

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	524	0	0	573	555	131	245	22	0	0	0
Future Volume (veh/h)	202	524	0	0	573	555	131	245	22	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	204	529	0	0	579	561	132	247	22			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1249	2680	0	0	1189	519	210	435	39			
Arrive On Green	0.72	1.00	0.00	0.00	0.33	0.33	0.13	0.13	0.13			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1626	3373	299			
Grp Volume(v), veh/h	204	529	0	0	579	561	145	123	133			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1789	1702	1806			
Q Serve(g_s), s	1.6	0.0	0.0	0.0	10.9	28.1	6.5	5.7	5.8			
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	10.9	28.1	6.5	5.7	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	0.91		0.17			
Lane Grp Cap(c), veh/h	1249	2680	0	0	1189	519	231	220	233			
V/C Ratio(X)	0.16	0.20	0.00	0.00	0.49	1.08	0.63	0.56	0.57			
Avail Cap(c_a), veh/h	1249	2680	0	0	1189	519	598	569	604			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.6	0.0	0.0	0.0	22.2	28.0	34.7	34.3	34.4			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.4	62.8	1.1	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	4.4	18.4	2.8	2.4	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.7	0.2	0.0	0.0	23.6	90.8	35.7	35.2	35.2			
LnGrp LOS	A	A	A	A	C	F	D	D	D			
Approach Vol, veh/h		733			1140			401				
Approach Delay, s/veh		2.3			56.7			35.4				
Approach LOS		A			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.3			35.3	33.0		15.7				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.6	30.1		8.5				
Green Ext Time (p_c), s		4.3			0.4	0.0		1.4				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	44	13	865	19	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	13	865	19	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	56	17	1109	24			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	78	123	3042	65			
Arrive On Green				0.00	0.07	0.07	0.61	0.61	0.61			
Sat Flow, veh/h				0	465	1185	23	4962	106			
Grp Volume(v), veh/h				0	0	78	422	349	379			
Grp Sat Flow(s),veh/h/ln				0	0	1650	1863	1549	1680			
Q Serve(g_s), s				0.0	0.0	1.6	0.0	3.9	3.9			
Cycle Q Clear(g_c), s				0.0	0.0	1.6	3.9	3.9	3.9			
Prop In Lane				0.00		0.72	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	108	1251	949	1030			
V/C Ratio(X)				0.00	0.00	0.72	0.34	0.37	0.37			
Avail Cap(c_a), veh/h				0	0	1911	3327	2691	2918			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	15.8	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.4	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.6	0.5	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	19.2	3.6	3.7	3.7			
LnGrp LOS				A	A	B	A	A	A			
Approach Vol, veh/h					78			1150				
Approach Delay, s/veh					19.2			3.6				
Approach LOS					B			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	26.8							7.8				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	5.9							3.6				
Green Ext Time (p_c), s	15.3							0.3				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	123	51	338	424	60	194	272	61	60	267	80
Future Volume (veh/h)	85	123	51	338	424	60	194	272	61	60	267	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	132	55	363	456	65	209	292	66	65	287	86
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	344	289	412	558	80	255	1138	245	84	692	195
Arrive On Green	0.07	0.18	0.18	0.23	0.35	0.35	0.14	0.27	0.27	0.05	0.18	0.18
Sat Flow, veh/h	1781	1870	1572	1781	1600	228	1781	4183	901	1781	3930	1105
Grp Volume(v), veh/h	91	132	55	363	0	521	209	235	123	65	246	127
Grp Sat Flow(s),veh/h/ln	1781	1870	1572	1781	0	1828	1781	1702	1679	1781	1702	1631
Q Serve(g_s), s	3.6	4.4	2.1	14.1	0.0	18.6	8.2	3.9	4.1	2.6	4.6	5.0
Cycle Q Clear(g_c), s	3.6	4.4	2.1	14.1	0.0	18.6	8.2	3.9	4.1	2.6	4.6	5.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.54	1.00		0.68
Lane Grp Cap(c), veh/h	119	344	289	412	0	638	255	926	457	84	599	287
V/C Ratio(X)	0.77	0.38	0.19	0.88	0.00	0.82	0.82	0.25	0.27	0.77	0.41	0.44
Avail Cap(c_a), veh/h	746	1045	878	746	0	1021	746	2852	1407	746	2852	1366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	25.6	24.7	26.6	0.0	21.2	29.8	20.4	20.5	33.7	26.2	26.4
Incr Delay (d2), s/veh	3.8	0.3	0.1	2.5	0.0	2.8	2.5	0.3	0.6	5.6	0.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.0	0.8	6.0	0.0	8.0	3.5	1.5	1.6	1.2	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	25.9	24.8	29.0	0.0	24.1	32.3	20.6	21.1	39.3	27.0	28.3
LnGrp LOS	D	C	C	C	A	C	C	C	C	D	C	C
Approach Vol, veh/h		278			884			567			438	
Approach Delay, s/veh		29.2			26.1			25.0			29.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	24.8	21.0	18.1	14.7	17.9	9.2	29.9
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.6	6.1	16.1	6.4	10.2	7.0	5.6	20.6
Green Ext Time (p_c), s	0.1	4.4	0.5	0.6	0.3	4.5	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	26.8
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	69	191	136	247	0	0	0	0	87	1438	562
Future Volume (veh/h)	0	69	191	136	247	0	0	0	0	87	1438	562
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	78	217	155	281	0				99	1634	639
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	446	378	251	452	0				1109	2266	849
Arrive On Green	0.00	0.24	0.24	0.24	0.24	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1585	772	1984	0				1781	3641	1364
Grp Volume(v), veh/h	0	78	217	211	225	0				99	1523	750
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1053	1617	0				1781	1702	1601
Q Serve(g_s), s	0.0	3.1	11.3	15.4	11.5	0.0				2.1	28.5	31.0
Cycle Q Clear(g_c), s	0.0	3.1	11.3	18.5	11.5	0.0				2.1	28.5	31.0
Prop In Lane	0.00		1.00	0.73		0.00				1.00		0.85
Lane Grp Cap(c), veh/h	0	446	378	318	385	0				1109	2118	997
V/C Ratio(X)	0.00	0.18	0.57	0.66	0.58	0.00				0.09	0.72	0.75
Avail Cap(c_a), veh/h	0	602	510	420	520	0				1146	2191	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.2	31.3	35.5	31.4	0.0				7.0	12.0	12.5
Incr Delay (d2), s/veh	0.0	0.1	0.5	1.8	1.0	0.0				0.1	1.3	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	4.3	4.7	4.6	0.0				0.7	9.9	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.3	31.9	37.4	32.5	0.0				7.1	13.4	16.0
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		295			436						2372	
Approach Delay, s/veh		30.9			34.8						14.0	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		28.9		64.3		28.9
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		13.3		33.0		20.5
Green Ext Time (p_c), s		0.6		25.0		1.7

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	17	82	0	33	22	345	955	21	0	0	0
Future Volume (veh/h)	58	17	82	0	33	22	345	955	21	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	61	18	86	0	35	23	363	1005	22			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	315	54	1033	0	137	90	929	1853	41			
Arrive On Green	0.13	0.13	0.13	0.00	0.13	0.13	0.52	0.52	0.52			
Sat Flow, veh/h	852	413	1567	0	1044	686	1781	3553	78			
Grp Volume(v), veh/h	79	0	86	0	0	58	363	503	524			
Grp Sat Flow(s),veh/h/ln	1264	0	1567	0	0	1730	1781	1777	1854			
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.9	3.8	5.9	5.9			
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.0	0.0	0.9	3.8	5.9	5.9			
Prop In Lane	0.77		1.00	0.00		0.40	1.00		0.04			
Lane Grp Cap(c), veh/h	369	0	1033	0	0	228	929	927	967			
V/C Ratio(X)	0.21	0.00	0.08	0.00	0.00	0.25	0.39	0.54	0.54			
Avail Cap(c_a), veh/h	1547	0	2323	0	0	1652	1673	1669	1741			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	12.8	0.0	2.0	0.0	0.0	12.3	4.5	5.0	5.0			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.2	0.3	0.5	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.0	0.0	0.3	0.7	1.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	2.0	0.0	0.0	12.5	4.8	5.5	5.5			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		165			58			1390				
Approach Delay, s/veh		7.3			12.5			5.3				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	20.9	10.5	10.5
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	7.9	4.1	2.9
Green Ext Time (p_c), s	8.5	0.7	0.2

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	41	37	133	7	7	43	479	124	101	588	18
Future Volume (veh/h)	24	41	37	133	7	7	43	479	124	101	588	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	45	41	146	8	8	47	526	136	111	646	20
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	478	223	203	415	212	212	68	2018	615	216	2132	66
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.04	0.40	0.40	0.06	0.42	0.42
Sat Flow, veh/h	1392	900	820	1308	856	856	1781	5106	1557	3456	5084	157
Grp Volume(v), veh/h	26	0	86	146	0	16	47	526	136	111	432	234
Grp Sat Flow(s),veh/h/ln	1392	0	1719	1308	0	1713	1781	1702	1557	1728	1702	1837
Q Serve(g_s), s	0.7	0.0	2.0	5.0	0.0	0.4	1.3	3.5	2.9	1.6	4.3	4.3
Cycle Q Clear(g_c), s	1.1	0.0	2.0	7.0	0.0	0.4	1.3	3.5	2.9	1.6	4.3	4.3
Prop In Lane	1.00		0.48	1.00		0.50	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	478	0	426	415	0	425	68	2018	615	216	1427	770
V/C Ratio(X)	0.05	0.00	0.20	0.35	0.00	0.04	0.69	0.26	0.22	0.51	0.30	0.30
Avail Cap(c_a), veh/h	1233	0	1359	1124	0	1353	1056	6053	1846	2048	4035	2177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	15.1	17.8	0.0	14.4	24.0	10.3	10.1	23.0	9.8	9.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.2	0.0	0.0	4.6	0.1	0.3	0.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	1.4	0.0	0.1	0.6	1.1	0.9	0.6	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	0.0	15.1	18.0	0.0	14.5	28.6	10.4	10.5	23.7	9.9	10.0
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	A	B
Approach Vol, veh/h		112			162			709			777	
Approach Delay, s/veh		15.1			17.7			11.7			11.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	25.7		17.4	6.3	26.9		17.4
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.3	5.5		4.0	3.3	6.3		9.0
Green Ext Time (p_c), s	0.2	8.2		0.4	0.0	4.7		0.3

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

Notes

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	897	1482	2147	56	28	150
Future Volume (veh/h)	897	1482	2147	56	28	150
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1019	1684	2440	0	32	170
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	779	3922	2612		221	197
Arrive On Green	0.23	0.79	0.52	0.00	0.12	0.12
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1019	1684	2440	0	32	170
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	26.6	12.8	53.9	0.0	1.9	12.4
Cycle Q Clear(g_c), s	26.6	12.8	53.9	0.0	1.9	12.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	779	3922	2612		221	197
V/C Ratio(X)	1.31	0.43	0.93		0.14	0.86
Avail Cap(c_a), veh/h	779	3922	2612		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.43	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	4.1	26.2	0.0	46.1	50.7
Incr Delay (d2), s/veh	147.8	0.3	3.7	0.0	0.1	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.0	3.0	20.1	0.0	0.8	10.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	193.5	4.4	29.9	0.0	46.2	55.0
LnGrp LOS	F	A	C		D	E
Approach Vol, veh/h		2703	2440	A	202	
Approach Delay, s/veh		75.7	29.9		53.6	
Approach LOS		E	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		98.1		19.9	31.0	67.1
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	26.6	* 47
Max Q Clear Time (g_c+I1), s		14.8		14.4	28.6	55.9
Green Ext Time (p_c), s		49.4		0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	702	63	48	1030	48	135	237	68	42	134	521
Future Volume (veh/h)	309	702	63	48	1030	48	135	237	68	42	134	521
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.94	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	332	755	68	52	1108	52	145	255	73	45	144	560
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	1543	139	193	1323	62	169	970	258	58	934	572
Arrive On Green	0.20	0.47	0.47	0.14	0.51	0.51	0.09	0.24	0.24	0.03	0.18	0.18
Sat Flow, veh/h	1781	3292	296	1781	3455	162	1781	3960	1051	1781	5106	1398
Grp Volume(v), veh/h	332	407	416	52	570	590	145	216	112	45	144	560
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1841	1781	1702	1607	1781	1702	1398
Q Serve(g_s), s	25.7	22.1	22.2	3.6	38.4	38.4	11.2	7.2	7.9	3.5	3.3	25.6
Cycle Q Clear(g_c), s	25.7	22.1	22.2	3.6	38.4	38.4	11.2	7.2	7.9	3.5	3.3	25.6
Prop In Lane	1.00		0.16	1.00		0.09	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	355	833	849	193	680	705	169	834	394	58	934	572
V/C Ratio(X)	0.93	0.49	0.49	0.27	0.84	0.84	0.86	0.26	0.28	0.77	0.15	0.98
Avail Cap(c_a), veh/h	382	833	849	193	680	705	244	834	394	244	934	572
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	0.98	0.98	0.98	0.95	0.95	0.95
Uniform Delay (d), s/veh	55.1	25.6	25.7	55.0	30.6	30.6	62.4	42.6	42.9	67.2	48.1	43.5
Incr Delay (d2), s/veh	29.0	2.1	2.0	2.9	10.2	9.9	13.3	0.2	0.4	7.5	0.1	31.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	9.6	9.8	1.8	16.4	17.0	5.7	3.1	3.2	1.7	1.4	23.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.1	27.7	27.7	57.9	40.8	40.5	75.7	42.8	43.3	74.7	48.2	75.0
LnGrp LOS	F	C	C	E	D	D	E	D	D	E	D	E
Approach Vol, veh/h		1155			1212			473			749	
Approach Delay, s/veh		43.9			41.4			53.0			69.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	39.3	20.9	70.8	17.7	30.6	32.3	59.4
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.3	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	15.5	9.9	5.6	24.2	13.2	27.6	27.7	40.4
Green Ext Time (p_c), s	0.0	1.9	0.0	8.2	0.1	0.0	0.3	2.8

Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	710	72	28	179	0	0	0	0	179	212	969
Future Volume (veh/h)	0	710	72	28	179	0	0	0	0	179	212	969
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	798	81	31	201	0				201	238	1089
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1644	167	56	2021	0				616	1293	537
Arrive On Green	0.00	1.00	1.00	0.03	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3345	330	1781	3647	0				1781	3741	1553
Grp Volume(v), veh/h	0	436	443	31	201	0				201	238	1089
Grp Sat Flow(s),veh/h/ln	0	1777	1805	1781	1777	0				1781	1870	1553
Q Serve(g_s), s	0.0	0.0	0.0	2.4	3.6	0.0				11.7	6.2	48.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.4	3.6	0.0				11.7	6.2	48.4
Prop In Lane	0.00		0.18	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	898	913	56	2021	0				616	1293	537
V/C Ratio(X)	0.00	0.49	0.49	0.55	0.10	0.00				0.33	0.18	2.03
Avail Cap(c_a), veh/h	0	898	913	313	2021	0				616	1293	537
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.92	0.92	0.83	0.83	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	66.8	13.8	0.0				33.8	32.0	45.8
Incr Delay (d2), s/veh	0.0	1.7	1.7	2.6	0.1	0.0				1.4	0.3	469.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.4	1.1	1.5	0.0				5.4	2.9	88.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.7	1.7	69.4	13.9	0.0				35.2	32.3	514.9
LnGrp LOS	A	A	A	E	B	A				D	C	F
Approach Vol, veh/h		879			232						1528	
Approach Delay, s/veh		1.7			21.3						376.7	
Approach LOS		A			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.8	77.4		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	14.4	2.0		50.4		5.6
Green Ext Time (p_c), s	0.0	1.7		0.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay	220.5	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	633	344	0	0	181	139	45	104	35	0	0	0
Future Volume (veh/h)	633	344	0	0	181	139	45	104	35	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	673	366	0	0	193	148	48	111	37			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1529	1487	0	0	570	412	85	212	127			
Arrive On Green	0.44	0.80	0.00	0.00	0.29	0.29	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	2049	1414	1029	2567	1537			
Grp Volume(v), veh/h	673	366	0	0	174	167	85	74	37			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1593	1819	1777	1537			
Q Serve(g_s), s	10.8	4.0	0.0	0.0	6.2	6.6	3.6	3.2	1.8			
Cycle Q Clear(g_c), s	10.8	4.0	0.0	0.0	6.2	6.6	3.6	3.2	1.8			
Prop In Lane	1.00		0.00	0.00		0.89	0.57		1.00			
Lane Grp Cap(c), veh/h	1529	1487	0	0	518	464	150	147	127			
V/C Ratio(X)	0.44	0.25	0.00	0.00	0.34	0.36	0.57	0.51	0.29			
Avail Cap(c_a), veh/h	1529	1487	0	0	580	520	389	380	329			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	15.4	2.1	0.0	0.0	22.3	22.4	35.3	35.1	34.5			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.1	0.2	1.2	1.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.8	0.7	0.0	0.0	2.4	2.3	1.6	1.4	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	2.4	0.0	0.0	22.4	22.6	36.5	36.1	35.0			
LnGrp LOS	B	A	A	A	C	C	D	D	C			
Approach Vol, veh/h		1039			341			196				
Approach Delay, s/veh		11.0			22.5			36.1				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.5			40.3	28.2		11.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		6.0			12.8	8.6		5.6				
Green Ext Time (p_c), s		1.3			1.8	1.1		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Notes

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

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	99	1718	526	0	0	1479
Future Volume (veh/h)	99	1718	526	0	0	1479
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	106	0	566	0	0	1590
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	156		2044	0	665	5173
Arrive On Green	0.09	0.00	0.41	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	106	0	566	0	0	1590
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.4	0.0	8.3	0.0	0.0	6.6
Cycle Q Clear(g_c), s	6.4	0.0	8.3	0.0	0.0	6.6
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		2044	0	665	5173
V/C Ratio(X)	0.68		0.28	0.00	0.00	0.31
Avail Cap(c_a), veh/h	487		2044	0	730	5173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.00	0.86	0.00	0.00	0.92
Uniform Delay (d), s/veh	48.7	0.0	21.6	0.0	0.0	2.3
Incr Delay (d2), s/veh	1.3	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	3.1	0.0	0.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.0	0.0	21.7	0.0	0.0	2.4
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	106	A	566			1590
Approach Delay, s/veh	50.0		21.7			2.4
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	45.5	50.0				95.5	14.5
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.3	10.3				8.6	8.4
Green Ext Time (p_c), s	0.0	3.4				18.7	0.1

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	241	1714	131	111	278	0	0	173	25
Future Volume (veh/h)	0	0	0	241	1714	131	111	278	0	0	173	25
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				256	1823	139	118	296	0	0	184	27
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				333	2535	198	146	1439	0	0	630	87
Arrive On Green				0.19	0.19	0.19	0.16	0.56	0.00	0.00	0.14	0.14
Sat Flow, veh/h				581	4419	344	1781	5274	0	0	4621	612
Grp Volume(v), veh/h				812	680	726	118	296	0	0	138	73
Grp Sat Flow(s),veh/h/ln				1841	1702	1800	1781	1702	0	0	1702	1661
Q Serve(g_s), s				46.0	41.0	41.5	7.0	3.1	0.0	0.0	4.0	4.4
Cycle Q Clear(g_c), s				46.0	41.0	41.5	7.0	3.1	0.0	0.0	4.0	4.4
Prop In Lane				0.32		0.19	1.00		0.00	0.00		0.37
Lane Grp Cap(c), veh/h				1056	976	1033	146	1439	0	0	482	235
V/C Ratio(X)				0.77	0.70	0.70	0.81	0.21	0.00	0.00	0.29	0.31
Avail Cap(c_a), veh/h				1056	976	1033	155	1629	0	0	591	288
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.65	0.65	0.65	0.68	0.68	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				37.7	35.6	35.8	45.1	17.9	0.0	0.0	42.2	42.4
Incr Delay (d2), s/veh				3.6	2.7	2.6	16.4	0.1	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				23.7	19.4	20.7	3.5	1.2	0.0	0.0	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.2	38.3	38.5	61.5	18.0	0.0	0.0	42.5	42.9
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2218			414			211	
Approach Delay, s/veh					39.4			30.4			42.6	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	14.9	22.0	69.0	36.9
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	9.0	6.4	48.0	5.1
Green Ext Time (p_c), s	0.0	0.7	10.8	2.2

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	273	2052	0	0	0	0	0	172	57
Future Volume (veh/h)	0	0	0	273	2052	0	0	0	0	0	172	57
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				287	2160	0				0	181	60
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				409	3315	0				0	761	229
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				577	4837	0				0	4008	1155
Grp Volume(v), veh/h				916	1531	0				0	158	83
Grp Sat Flow(s),veh/h/ln				1842	1702	0				0	1702	1591
Q Serve(g_s), s				50.1	44.5	0.0				0.0	4.3	4.8
Cycle Q Clear(g_c), s				50.1	44.5	0.0				0.0	4.3	4.8
Prop In Lane				0.31		0.00				0.00		0.73
Lane Grp Cap(c), veh/h				1307	2417	0				0	675	315
V/C Ratio(X)				0.70	0.63	0.00				0.00	0.23	0.26
Avail Cap(c_a), veh/h				1307	2417	0				0	675	315
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				31.4	29.2	0.0				0.0	37.1	37.3
Incr Delay (d2), s/veh				3.2	1.3	0.0				0.0	0.8	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				25.8	20.6	0.0				0.0	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.6	30.5	0.0				0.0	37.9	39.3
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2447						241	
Approach Delay, s/veh					32.0						38.4	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				6.8		52.1						
Green Ext Time (p_c), s				0.3		4.5						

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2200	122	71	95	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2200	122	71	95	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2340	130	76	101	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3467	191	296	435	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5115	272	1448	2220	0			
Grp Volume(v), veh/h				0	1603	867	94	83	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1815	1798	1777	0			
Q Serve(g_s), s				0.0	47.1	47.9	4.8	4.3	0.0			
Cycle Q Clear(g_c), s				0.0	47.1	47.9	4.8	4.3	0.0			
Prop In Lane				0.00		0.15	0.81		0.00			
Lane Grp Cap(c), veh/h				0	2386	1272	368	363	0			
V/C Ratio(X)				0.00	0.67	0.68	0.26	0.23	0.00			
Avail Cap(c_a), veh/h				0	2386	1272	368	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	30.8	31.1	36.7	36.5	0.0			
Incr Delay (d2), s/veh				0.0	1.5	3.0	1.7	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	21.9	24.2	2.3	2.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	32.3	34.0	38.4	38.0	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2470			177				
Approach Delay, s/veh					32.9			38.2				
Approach LOS					C			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						49.9		6.8				
Green Ext Time (p_c), s						21.9		0.8				

Intersection Summary		
HCM 6th Ctrl Delay	33.3	
HCM 6th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	334	2402	0	0	0	0	0	218	39
Future Volume (veh/h)	0	0	0	334	2402	0	0	0	0	0	218	39
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				341	2451	0				0	222	40
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				419	3257	0				0	733	312
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				598	4815	0				0	3647	1514
Grp Volume(v), veh/h				1049	1743	0				0	222	40
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1777	1514
Q Serve(g_s), s				59.4	52.1	0.0				0.0	5.8	2.4
Cycle Q Clear(g_c), s				59.4	52.1	0.0				0.0	5.8	2.4
Prop In Lane				0.32		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1290	2386	0				0	733	312
V/C Ratio(X)				0.81	0.73	0.00				0.00	0.30	0.13
Avail Cap(c_a), veh/h				1290	2386	0				0	733	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.5	32.7	0.0				0.0	37.0	35.6
Incr Delay (d2), s/veh				5.7	2.0	0.0				0.0	1.1	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				31.2	24.3	0.0				0.0	2.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.2	34.7	0.0				0.0	38.0	36.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2792						262	
Approach Delay, s/veh					37.1						37.8	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				7.8		61.4						
Green Ext Time (p_c), s				1.3		14.5						

Intersection Summary												
HCM 6th Ctrl Delay			37.2									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2691	83	49	47	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2691	83	49	47	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2774	86	51	48	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3704	114	305	326	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5255	156	1721	1933	0			
Grp Volume(v), veh/h				0	1847	1013	53	46	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1838	1784	1777	0			
Q Serve(g_s), s				0.0	35.5	36.7	2.8	2.4	0.0			
Cycle Q Clear(g_c), s				0.0	35.5	36.7	2.8	2.4	0.0			
Prop In Lane				0.00		0.08	0.96		0.00			
Lane Grp Cap(c), veh/h				0	2479	1339	316	315	0			
V/C Ratio(X)				0.00	0.75	0.76	0.17	0.15	0.00			
Avail Cap(c_a), veh/h				0	2479	1339	316	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	8.9	9.1	38.4	38.2	0.0			
Incr Delay (d2), s/veh				0.0	2.1	4.0	1.1	1.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	11.7	13.8	1.3	1.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	11.0	13.1	39.5	39.2	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2860			99				
Approach Delay, s/veh					11.7			39.4				
Approach LOS					B			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						38.7		4.8				
Green Ext Time (p_c), s						35.2		0.4				

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

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	25	133	501	54	99	0	0	0	17
Future Vol, veh/h	0	0	0	25	133	501	54	99	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	26	137	516	56	102	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	144	712	-	-	-	353
Stage 1	-	-	-	2	2	-	-	-	-
Stage 2	-	-	-	142	710	-	-	-	-
Critical Hdwy	4.14	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	2.22	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	1619	-	-	811	356	0	0	0	643
Stage 1	-	-	-	-	-	0	0	0	-
Stage 2	-	-	-	846	435	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	1616	-	-	770	344	-	-	-	640
Mov Cap-2 Maneuver	-	-	-	770	344	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	800	421	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0.3	19.8	10.8
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	344	1616	-	-	640
HCM Lane V/C Ratio	0.297	0.016	-	-	0.027
HCM Control Delay (s)	19.8	7.3	-	-	10.8
HCM Lane LOS	C	A	-	-	B
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	25	0	520	83	1034	638	0
Future Volume (veh/h)	0	0	0	0	0	25	0	520	83	1034	638	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	591	94	1175	725	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1139	353	3437	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.23	0.23	0.91	1.00	0.00
Sat Flow, veh/h		0					0	5149	1547	5023	1826	0
Grp Volume(v), veh/h		0.0					0	591	94	1175	725	0
Grp Sat Flow(s),veh/h/ln							0	1662	1547	1674	1826	0
Q Serve(g_s), s							0.0	11.4	5.5	3.4	0.0	0.0
Cycle Q Clear(g_c), s							0.0	11.4	5.5	3.4	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1139	353	3437	1740	0
V/C Ratio(X)							0.00	0.52	0.27	0.34	0.42	0.00
Avail Cap(c_a), veh/h							0	1205	374	3437	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.95	0.95	0.00
Uniform Delay (d), s/veh							0.0	37.1	34.9	1.7	0.0	0.0
Incr Delay (d2), s/veh							0.0	1.0	1.0	0.1	0.7	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.6	2.1	0.7	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	38.1	35.9	1.8	0.7	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								685			1900	
Approach Delay, s/veh								37.8			1.4	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	79.7	30.3				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	5.4	13.4				2.0						
Green Ext Time (p_c), s	5.1	5.9				7.2						

Intersection Summary		
HCM 6th Ctrl Delay		11.0
HCM 6th LOS		B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	990	63	0	0	0	0	328	194	114	310	0
Future Volume (veh/h)	54	990	63	0	0	0	0	328	194	114	310	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	59	1088	69				0	360	213	125	341	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	152	2995	926				0	618	276	154	1573	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.17	0.62	0.00
Sat Flow, veh/h	255	5007	1548				0	3572	1521	1781	5274	0
Grp Volume(v), veh/h	430	717	69				0	360	213	125	341	0
Grp Sat Flow(s),veh/h/ln	1858	1702	1548				0	1702	1521	1781	1702	0
Q Serve(g_s), s	22.1	20.0	4.0				0.0	10.6	14.7	7.4	3.3	0.0
Cycle Q Clear(g_c), s	22.1	20.0	4.0				0.0	10.6	14.7	7.4	3.3	0.0
Prop In Lane	0.14		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1111	2037	926				0	618	276	154	1573	0
V/C Ratio(X)	0.39	0.35	0.07				0.00	0.58	0.77	0.81	0.22	0.00
Avail Cap(c_a), veh/h	1111	2037	926				0	916	409	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.75	0.75	0.75				0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	26.6	25.8	19.3				0.0	41.2	42.9	44.6	15.2	0.0
Incr Delay (d2), s/veh	0.8	0.4	0.1				0.0	1.0	5.7	3.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	9.2	1.5				0.0	4.5	5.9	3.1	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	26.1	19.5				0.0	42.2	48.6	48.1	15.3	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1216						573			466	
Approach Delay, s/veh		26.2						44.6			24.1	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	70.7	39.3	13.9	25.4
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	24.1	5.3	9.4	16.7
Green Ext Time (p_c), s	11.7	1.9	0.1	3.3

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1246	32	0	0	0	0	0	0	144	312	0
Future Volume (veh/h)	25	1246	32	0	0	0	0	0	0	144	312	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	1870	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	27	1340	34							155	335	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2							2	2	0
Cap, veh/h	67	2856	72							502	1204	0
Arrive On Green	0.19	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	55	4901	123							1530	3837	0
Grp Volume(v), veh/h	512	427	463							182	308	0
Grp Sat Flow(s),veh/h/ln	1853	1549	1678							1794	1702	0
Q Serve(g_s), s	0.0	26.9	26.9							10.3	9.2	0.0
Cycle Q Clear(g_c), s	26.7	26.9	26.9							10.3	9.2	0.0
Prop In Lane	0.05		0.07							0.85		0.00
Lane Grp Cap(c), veh/h	1114	903	978							589	1117	0
V/C Ratio(X)	0.46	0.47	0.47							0.31	0.28	0.00
Avail Cap(c_a), veh/h	1114	903	978							589	1117	0
HCM Platoon Ratio	0.33	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	1.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	29.3	29.4	29.4							37.5	37.0	0.0
Incr Delay (d2), s/veh	1.4	1.8	1.6							1.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	11.6	12.5							5.2	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	31.2	31.1							38.9	37.6	0.0
LnGrp LOS	C	C	C							D	D	A
Approach Vol, veh/h		1401									490	
Approach Delay, s/veh		31.0									38.1	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	28.9	12.3
Green Ext Time (p_c), s	3.4	1.3

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

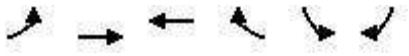
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	1553	0	0	0	25	0	97	200	0	0	25
Future Volume (veh/h)	75	1553	0	0	0	25	0	97	200	0	0	25
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	81	1670	0				0	104	215			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	132	2888	0				0	599	505			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	229	5202	0				0	1870	1496			
Grp Volume(v), veh/h	657	1094	0				0	104	215			
Grp Sat Flow(s),veh/h/ln	1859	1702	0				0	1777	1496			
Q Serve(g_s), s	35.7	32.1	0.0				0.0	4.5	12.2			
Cycle Q Clear(g_c), s	35.7	32.1	0.0				0.0	4.5	12.2			
Prop In Lane	0.12		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1066	1953	0				0	599	505			
V/C Ratio(X)	0.62	0.56	0.00				0.00	0.17	0.43			
Avail Cap(c_a), veh/h	1066	1953	0				0	599	505			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	33.5	32.0	0.0				0.0	25.7	28.2			
Incr Delay (d2), s/veh	2.7	1.2	0.0				0.0	0.6	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.5	14.9	0.0				0.0	2.0	4.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	33.2	0.0				0.0	26.3	30.8			
LnGrp LOS	D	C	A				A	C	C			
Approach Vol, veh/h		1751						319				
Approach Delay, s/veh		34.3						29.4				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		37.7						14.2				
Green Ext Time (p_c), s		14.7						2.1				
Intersection Summary												
HCM 6th Ctrl Delay			33.5									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1844	67	0	0	0	0	0	0	205	347	0
Future Volume (veh/h)	0	1844	67	0	0	0	0	0	0	205	347	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1882	68							209	354	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3269	118							471	940	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5226	183							1781	3647	0
Grp Volume(v), veh/h	0	1266	684							209	354	0
Grp Sat Flow(s),veh/h/ln	0	1702	1836							1781	1777	0
Q Serve(g_s), s	0.0	36.7	36.8							12.3	10.3	0.0
Cycle Q Clear(g_c), s	0.0	36.7	36.8							12.3	10.3	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2200	1187							471	940	0
V/C Ratio(X)	0.00	0.58	0.58							0.44	0.38	0.00
Avail Cap(c_a), veh/h	0	2200	1187							471	940	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	29.7	29.8							42.5	41.6	0.0
Incr Delay (d2), s/veh	0.0	1.1	2.0							3.0	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.0	18.7							6.3	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.8	31.8							45.5	42.8	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1950									563	
Approach Delay, s/veh		31.2									43.8	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	76.0	34.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	71.1	29.1
Max Q Clear Time (g_c+I1), s	38.8	14.3
Green Ext Time (p_c), s	19.4	2.7

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1748	2	0	0	0	0	59	63	0	0	0
Future Volume (veh/h)	61	1748	2	0	0	0	0	59	63	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870			
Adj Flow Rate, veh/h	66	1900	2				0	64	68			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2				0	2	2			
Cap, veh/h	122	3732	4				0	357	318			
Arrive On Green	0.23	0.23	0.23				0.00	0.20	0.20			
Sat Flow, veh/h	171	5256	6				0	1870	1585			
Grp Volume(v), veh/h	717	596	655				0	64	68			
Grp Sat Flow(s),veh/h/ln	1862	1702	1869				0	1777	1585			
Q Serve(g_s), s	37.2	33.4	33.4				0.0	3.3	3.9			
Cycle Q Clear(g_c), s	37.2	33.4	33.4				0.0	3.3	3.9			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1322	1208	1327				0	357	318			
V/C Ratio(X)	0.54	0.49	0.49				0.00	0.18	0.21			
Avail Cap(c_a), veh/h	1322	1208	1327				0	357	318			
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	26.4	25.0	25.0				0.0	36.4	36.7			
Incr Delay (d2), s/veh	1.6	1.4	1.3				0.0	1.1	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.1	15.7	17.2				0.0	1.6	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	26.4	26.3				0.0	37.5	38.2			
LnGrp LOS	C	C	C				A	D	D			
Approach Vol, veh/h		1968						132				
Approach Delay, s/veh		27.0						37.9				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		39.2						5.9				
Green Ext Time (p_c), s		20.6						0.6				
Intersection Summary												
HCM 6th Ctrl Delay			27.7									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	755	904	76	78	178
Future Volume (veh/h)	51	755	904	76	78	178
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	53	786	942	79	81	185
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	69	3861	3268	273	466	214
Arrive On Green	0.01	0.26	1.00	1.00	0.13	0.13
Sat Flow, veh/h	1781	5149	4842	391	3456	1585
Grp Volume(v), veh/h	53	786	668	353	81	185
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1746	1728	1585
Q Serve(g_s), s	3.5	14.6	0.0	0.0	2.5	13.5
Cycle Q Clear(g_c), s	3.5	14.6	0.0	0.0	2.5	13.5
Prop In Lane	1.00			0.22	1.00	1.00
Lane Grp Cap(c), veh/h	69	3861	2321	1220	466	214
V/C Ratio(X)	0.77	0.20	0.29	0.29	0.17	0.87
Avail Cap(c_a), veh/h	319	3861	2321	1220	884	406
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	57.7	15.3	0.0	0.0	45.2	50.0
Incr Delay (d2), s/veh	6.3	0.1	0.3	0.6	0.1	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.5	0.1	0.2	1.1	11.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.0	15.5	0.3	0.6	45.3	54.1
LnGrp LOS	E	B	A	A	D	D
Approach Vol, veh/h		839	1021		266	
Approach Delay, s/veh		18.5	0.4		51.4	
Approach LOS		B	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.2		20.8	9.0	88.2
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		16.6		15.5	5.5	2.0
Green Ext Time (p_c), s		16.6		0.4	0.0	19.9

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

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	736	12	13	969	5	0	13	14	44	0	13
Future Volume (veh/h)	133	736	12	13	969	5	0	13	14	44	0	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	759	12	13	999	0	0	13	14	45	0	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	747	3596	57	60	1567		35	16	17	227	0	102
Arrive On Green	0.84	1.00	1.00	0.03	0.31	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5053	80	1781	4985	1585	1781	807	869	3456	0	1556
Grp Volume(v), veh/h	137	499	272	13	999	0	0	0	27	45	0	13
Grp Sat Flow(s),veh/h/ln	1781	1662	1809	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	1.7	0.0	0.0	0.8	20.3	0.0	0.0	0.0	1.9	1.5	0.0	0.9
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.8	20.3	0.0	0.0	0.0	1.9	1.5	0.0	0.9
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	747	2365	1288	60	1567		35	0	33	227	0	102
V/C Ratio(X)	0.18	0.21	0.21	0.22	0.64		0.00	0.00	0.81	0.20	0.00	0.13
Avail Cap(c_a), veh/h	747	2365	1288	168	1567		251	0	236	999	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.7	0.0	0.0	55.5	34.7	0.0	0.0	0.0	57.6	52.2	0.0	51.9
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.7	2.0	0.0	0.0	0.0	15.5	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.1	0.4	8.2	0.0	0.0	0.0	1.0	0.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	0.2	0.4	56.1	36.7	0.0	0.0	0.0	73.1	52.3	0.0	52.1
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		908			1012	A		27			58	
Approach Delay, s/veh		1.1			36.9			73.1			52.3	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.7		12.7	55.2	42.9		7.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.1	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.5	3.7	22.3		3.9
Green Ext Time (p_c), s	0.0	7.7		0.1	0.1	8.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	817	109	358	1369	0	96	31	156	0	22	103
Future Volume (veh/h)	152	817	109	358	1369	0	96	31	156	0	22	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	842	112	369	1411	0	99	32	0	0	23	106
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	616	2651	999	435	1906	0	398	215		0	109	151
Arrive On Green	0.35	0.53	0.53	0.13	0.30	0.00	0.12	0.12	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1536	3456	6537	0	3456	1870	1585	0	1870	2578
Grp Volume(v), veh/h	157	842	112	369	1411	0	99	32	0	0	23	106
Grp Sat Flow(s),veh/h/ln	1781	1662	1536	1728	1570	0	1728	1870	1585	0	1870	1289
Q Serve(g_s), s	7.5	11.2	3.3	12.3	23.8	0.0	3.1	1.8	0.0	0.0	1.4	4.8
Cycle Q Clear(g_c), s	7.5	11.2	3.3	12.3	23.8	0.0	3.1	1.8	0.0	0.0	1.4	4.8
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	616	2651	999	435	1906	0	398	215		0	109	151
V/C Ratio(X)	0.25	0.32	0.11	0.85	0.74	0.00	0.25	0.15		0.00	0.21	0.70
Avail Cap(c_a), veh/h	616	2651	999	764	1906	0	1084	586		0	111	153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	15.6	7.9	50.5	36.9	0.0	47.6	47.0	0.0	0.0	53.0	54.5
Incr Delay (d2), s/veh	0.1	0.3	0.2	1.8	2.6	0.0	0.1	0.1	0.0	0.0	0.9	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	4.1	1.5	5.3	9.1	0.0	1.3	0.9	0.0	0.0	0.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	15.9	8.2	52.2	39.6	0.0	47.7	47.1	0.0	0.0	53.9	67.9
LnGrp LOS	C	B	A	D	D	A	D	D		A	D	E
Approach Vol, veh/h		1111			1780			131	A		129	
Approach Delay, s/veh		16.8			42.2			47.5			65.4	
Approach LOS		B			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.3	68.5		11.8	46.5	41.2		18.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	26.1	28.0		7.0	18.6	* 36		37.0
Max Q Clear Time (g_c+I1), s	14.3	13.2		6.8	9.5	25.8		5.1
Green Ext Time (p_c), s	0.5	8.1		0.0	0.1	8.7		0.3

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Notes

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	5	16	4	6	12	13	186	9	87	340	62
Future Volume (veh/h)	36	5	16	4	6	12	13	186	9	87	340	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	16	17	4	8	12	14	198	10	93	362	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	43	46	32	63	80	201	1038	52	210	918	165
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.30	0.30	0.12	0.31	0.31
Sat Flow, veh/h	1781	822	873	613	1226	1557	1781	3434	172	1781	2984	537
Grp Volume(v), veh/h	30	0	33	12	0	12	14	102	106	93	214	214
Grp Sat Flow(s),veh/h/ln	1781	0	1695	1840	0	1557	1781	1777	1829	1781	1777	1744
Q Serve(g_s), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.4	1.4	1.6	3.2	3.3
Cycle Q Clear(g_c), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.4	1.4	1.6	3.2	3.3
Prop In Lane	1.00		0.52	0.33		1.00	1.00		0.09	1.00		0.31
Lane Grp Cap(c), veh/h	94	0	90	95	0	80	201	537	553	210	547	537
V/C Ratio(X)	0.32	0.00	0.37	0.13	0.00	0.15	0.07	0.19	0.19	0.44	0.39	0.40
Avail Cap(c_a), veh/h	2117	0	2014	2187	0	1851	1323	2640	2718	2117	2640	2591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	15.4	15.2	0.0	15.3	13.4	8.7	8.7	13.8	9.2	9.2
Incr Delay (d2), s/veh	1.4	0.0	1.9	0.2	0.0	0.3	0.1	0.1	0.1	0.5	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.1	0.0	0.1	0.1	0.4	0.4	0.5	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	0.0	17.3	15.5	0.0	15.6	13.4	8.8	8.8	14.4	9.5	9.6
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		63			24			222			521	
Approach Delay, s/veh		17.0			15.5			9.1			10.4	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	14.2		5.8	7.8	14.4		5.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	3.6	3.4		2.6	2.2	5.3		2.2
Green Ext Time (p_c), s	0.1	1.0		0.2	0.0	2.1		0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	144	2	4	60	162	191
Future Volume (veh/h)	144	2	4	60	162	191
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	0	4	0	167	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	575	302	1006		295	
Arrive On Green	0.16	0.00	0.54	0.00	0.09	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	149	0	4	0	167	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.0	0.0	0.1	0.0	2.6	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.1	0.0	2.6	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	575	302	1006		295	
V/C Ratio(X)	0.26	0.00	0.00		0.57	
Avail Cap(c_a), veh/h	3194	1677	1006		2479	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.5	0.0	6.0	0.0	24.5	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.0	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	0.0	6.0	0.0	26.2	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		149	4	A	167	A
Approach Delay, s/veh		20.7	6.0		26.2	
Approach LOS		C	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.0		8.8		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		4.0		4.6		2.1
Green Ext Time (p_c), s		0.5		0.6		0.0

Intersection Summary		
HCM 6th Ctrl Delay		23.4
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	56	110	52	0	0	2
Future Vol, veh/h	56	110	52	0	0	2
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	128	60	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	262	39
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1533	-	-	-	705	1024
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	819	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	663	1015
Mov Cap-2 Maneuver	-	-	-	-	663	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	813	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	1015
HCM Lane V/C Ratio	0.043	-	-	-	0.002
HCM Control Delay (s)	7.5	0.1	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2039	2905	38	0	0
Future Volume (veh/h)	0	2039	2905	38	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	0	2146	3058	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	2	4761	7063		3	1
Arrive On Green	0.00	0.96	0.96	0.00	0.00	0.00
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	0	2146	3058	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	0.0	4.0	3.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.0	3.7	0.0	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	2	4761	7063		3	1
V/C Ratio(X)	0.00	0.45	0.43		0.00	0.00
Avail Cap(c_a), veh/h	319	4761	7063		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.2	0.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.5	0.4	0.0	0.0	0.0
LnGrp LOS	A	A	A		A	A
Approach Vol, veh/h		2146	3058	A	0	
Approach Delay, s/veh		0.5	0.4		0.0	
Approach LOS		A	A			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.0		0.0	0.0	118.0
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		6.0		0.0	0.0	5.7
Green Ext Time (p_c), s		66.2		0.0	0.0	51.4

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2322	18	62	1275	6	6	0	85	5	0	0
Future Volume (veh/h)	0	2322	18	62	1275	6	6	0	85	5	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	2470	19	66	1356	6	6	0	90	5	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	2	4791	1177	110	5410	24	176	0	116	162	152	0
Arrive On Green	0.00	0.76	0.76	0.06	1.00	1.00	0.08	0.00	0.08	0.08	0.00	0.00
Sat Flow, veh/h	1781	6281	1543	3456	6502	29	1412	0	1421	1303	1870	0
Grp Volume(v), veh/h	0	2470	19	66	982	380	6	0	90	5	0	0
Grp Sat Flow(s),veh/h/ln	1781	1570	1543	1728	1570	1820	1412	0	1421	1303	1870	0
Q Serve(g_s), s	0.0	18.1	0.3	2.2	0.0	0.0	0.5	0.0	7.3	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.1	0.3	2.2	0.0	0.0	0.5	0.0	7.3	0.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	4791	1177	110	3920	1514	176	0	116	162	152	0
V/C Ratio(X)	0.00	0.52	0.02	0.60	0.25	0.25	0.03	0.00	0.78	0.03	0.00	0.00
Avail Cap(c_a), veh/h	168	4791	1177	618	3920	1514	357	0	298	329	392	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	5.5	3.4	54.5	0.0	0.0	50.0	0.0	53.1	50.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	1.9	0.2	0.4	0.0	0.0	4.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	0.1	0.9	0.1	0.2	0.2	0.0	2.8	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.9	3.4	56.4	0.2	0.4	50.0	0.0	57.3	50.4	0.0	0.0
LnGrp LOS	A	A	A	E	A	A	D	A	E	D	A	A
Approach Vol, veh/h		2489			1428			96			5	
Approach Delay, s/veh		5.9			2.8			56.9			50.4	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	95.3		14.5	0.0	103.5		14.5
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	4.2	20.1		2.9	0.0	2.0		9.3
Green Ext Time (p_c), s	0.1	36.0		0.0	0.0	31.9		0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	2248	0	6	1168	72	0	0	0	5	0	5
Future Volume (veh/h)	11	2248	0	6	1168	72	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	0.98		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	2366	0	6	1229	76	0	0	0	5	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	20	4112	0	60	5162	318	0	33	0	181	0	27
Arrive On Green	0.01	1.00	0.00	0.03	0.85	0.85	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	5149	0	1781	6088	375	0	1870	0	3396	0	1571
Grp Volume(v), veh/h	12	2366	0	6	950	355	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1753	0	1870	0	1698	0	1571
Q Serve(g_s), s	0.8	0.0	0.0	0.4	4.5	4.6	0.0	0.0	0.0	0.2	0.0	0.4
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.4	4.5	4.6	0.0	0.0	0.0	0.2	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.21	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	20	4112	0	60	3994	1486	0	33	0	181	0	27
V/C Ratio(X)	0.61	0.58	0.00	0.10	0.24	0.24	0.00	0.00	0.00	0.03	0.00	0.18
Avail Cap(c_a), veh/h	168	4112	0	168	3994	1486	0	471	0	977	0	395
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.00	0.97	0.97	0.97	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.9	0.0	0.0	55.3	1.7	1.7	0.0	0.0	0.0	57.0	0.0	57.1
Incr Delay (d2), s/veh	9.2	0.5	0.0	0.3	0.1	0.4	0.0	0.0	0.0	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	0.0	0.2	0.6	0.8	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.1	0.5	0.0	55.5	1.8	2.1	0.0	0.0	0.0	57.1	0.0	58.3
LnGrp LOS	E	A	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		2378			1311			0			10	
Approach Delay, s/veh		0.8			2.2			0.0			57.7	
Approach LOS		A			A						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	102.6		7.0	5.7	105.3		7.0				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.4	2.0		2.4	2.8	6.6		0.0				
Green Ext Time (p_c), s	0.0	54.6		0.0	0.0	26.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	1.5
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2214	2	31	1355	0	0	0	19	0	0	0
Future Volume (veh/h)	0	2214	2	31	1355	0	0	0	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	0						
Adj Flow Rate, veh/h	0	2381	2	33	1457	0						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93						
Percent Heavy Veh, %	2	5	2	2	5	0						
Cap, veh/h	3	4284	4	48	4607	0						
Arrive On Green	0.00	0.83	0.83	0.03	0.92	0.00						
Sat Flow, veh/h	1781	5144	4	1781	5149	0						
Grp Volume(v), veh/h	0	1538	845	33	1457	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	0.0	9.9	9.9	1.3	2.1	0.0						
Cycle Q Clear(g_c), s	0.0	9.9	9.9	1.3	2.1	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	3	2768	1520	48	4607	0						
V/C Ratio(X)	0.00	0.56	0.56	0.68	0.32	0.00						
Avail Cap(c_a), veh/h	778	2904	1595	778	4607	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	1.8	1.8	33.1	0.3	0.0						
Incr Delay (d2), s/veh	0.0	0.6	1.1	6.1	0.1	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.4	0.6	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.4	2.8	39.2	0.4	0.0						
LnGrp LOS	A	A	A	D	A	A						
Approach Vol, veh/h		2383			1490							
Approach Delay, s/veh		2.5			1.3							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.3	62.4			0.0	68.7						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.0	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.3	11.9			0.0	4.1						
Green Ext Time (p_c), s	0.0	45.3			0.0	36.5						

Intersection Summary	
HCM 6th Ctrl Delay	2.1
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	22.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	193	0	0	1444	688
Future Vol, veh/h	0	193	0	0	1444	688
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	214	0	0	1604	764

Major/Minor	Minor2			Major2	
Conflicting Flow All	1996	1194		-	0
Stage 1	1996	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	94	~ 154		-	-
Stage 1	57	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	92	~ 153		-	-
Mov Cap-2 Maneuver	92	-		-	-
Stage 1	56	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	270.6	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	153	-	-
HCM Lane V/C Ratio	-	1.402	-	-
HCM Control Delay (s)	0	270.6	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	13.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	583	136	71	693	307	51	35	27	178	90	127
Future Volume (veh/h)	127	583	136	71	693	307	51	35	27	178	90	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	655	153	80	779	345	57	39	30	200	101	143
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	2904	879	101	2711	822	244	219	171	338	433	377
Arrive On Green	0.19	1.00	1.00	0.11	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	754	896	702	1318	1777	1546
Grp Volume(v), veh/h	143	655	153	80	779	345	59	0	67	200	101	143
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	787	0	1565	1318	1777	1546
Q Serve(g_s), s	9.2	0.0	0.0	5.2	0.0	0.0	5.2	0.0	4.0	16.7	5.4	9.1
Cycle Q Clear(g_c), s	9.2	0.0	0.0	5.2	0.0	0.0	14.3	0.0	4.0	20.7	5.4	9.1
Prop In Lane	1.00		1.00	1.00		1.00	0.96		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	168	2904	879	101	2711	822	252	0	382	338	433	377
V/C Ratio(X)	0.85	0.23	0.17	0.79	0.29	0.42	0.23	0.00	0.18	0.59	0.23	0.38
Avail Cap(c_a), veh/h	319	2904	879	319	2711	822	315	0	468	411	532	462
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	0.0	0.0	51.6	0.0	0.0	42.9	0.0	35.2	43.4	35.8	37.2
Incr Delay (d2), s/veh	4.2	0.2	0.4	4.9	0.3	1.5	0.2	0.0	0.1	4.7	0.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.1	2.3	0.1	0.3	1.5	0.0	1.5	5.9	2.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	0.2	0.4	56.5	0.3	1.5	43.1	0.0	35.3	48.1	36.6	39.0
LnGrp LOS	D	A	A	E	A	A	D	A	D	D	D	D
Approach Vol, veh/h		951			1204			126			444	
Approach Delay, s/veh		7.9			4.3			39.0			42.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	73.2		33.7	15.6	68.8		33.7				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	21.1	* 47		35.3	21.1	46.2		35.3				
Max Q Clear Time (g_c+I1), s	7.2	2.0		22.7	11.2	2.0		16.3				
Green Ext Time (p_c), s	0.1	9.8		3.7	0.1	20.1		0.4				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	426	0	0	560	268	0	0	0	392	0	25
Future Volume (veh/h)	15	426	0	0	560	268	0	0	0	392	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	501	0	0	659	0	0	0	0	488	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	2627	0	2	2441		0	2	1	572	301	0
Arrive On Green	0.02	0.74	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3556	1870	0
Grp Volume(v), veh/h	18	501	0	0	659	0	0	0	0	488	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1778	1870	0
Q Serve(g_s), s	1.2	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.8	0.0	0.0
Cycle Q Clear(g_c), s	1.2	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.8	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	27	2627	0	2	2441		0	2	1	572	301	0
V/C Ratio(X)	0.67	0.19	0.00	0.00	0.27		0.00	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	152	2627	0	152	2441		0	157	133	1118	588	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.80	0.00	0.00
Uniform Delay (d), s/veh	57.8	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.2	0.0	0.0
Incr Delay (d2), s/veh	10.1	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0	7.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	4.8	0.0	0.0	0.3	0.0	0.0	0.0	0.0	49.3	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		519			659	A		0			488	
Approach Delay, s/veh		7.0			0.3			0.0			49.3	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	93.1		24.9	6.2	86.9		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	0.1	* 41		37.1	10.1	39.8		9.9				
Max Q Clear Time (g_c+I1), s	0.0	7.1		17.8	3.2	2.0		0.0				
Green Ext Time (p_c), s	0.0	9.2		0.9	0.0	9.4		0.0				

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

Notes

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

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	359	176	74	197	101	114	641	83	130	853	103
Future Volume (veh/h)	327	359	176	74	197	101	114	641	83	130	853	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	344	378	185	78	207	106	120	675	87	137	898	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	625	301	99	411	266	175	1426	184	192	1620	708
Arrive On Green	0.21	0.27	0.27	0.06	0.12	0.12	0.05	0.45	0.45	0.06	0.46	0.46
Sat Flow, veh/h	1781	2303	1108	1781	3554	1536	3456	3163	407	3456	3554	1552
Grp Volume(v), veh/h	344	290	273	78	207	106	120	379	383	137	898	108
Grp Sat Flow(s),veh/h/ln	1781	1777	1634	1781	1777	1536	1728	1777	1793	1728	1777	1552
Q Serve(g_s), s	22.0	16.5	16.9	5.0	6.3	4.3	4.0	17.3	17.3	4.5	21.3	2.1
Cycle Q Clear(g_c), s	22.0	16.5	16.9	5.0	6.3	4.3	4.0	17.3	17.3	4.5	21.3	2.1
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	369	482	444	99	411	266	175	801	808	192	1620	708
V/C Ratio(X)	0.93	0.60	0.62	0.79	0.50	0.40	0.69	0.47	0.47	0.71	0.55	0.15
Avail Cap(c_a), veh/h	393	685	630	147	888	472	286	801	808	209	1620	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	36.8	37.0	54.1	48.2	19.3	54.2	22.2	22.2	53.9	23.0	3.8
Incr Delay (d2), s/veh	27.1	0.4	0.5	8.2	0.4	0.4	1.8	2.0	2.0	8.1	1.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	7.2	6.8	2.5	2.8	1.8	1.8	7.6	7.7	2.2	9.1	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	37.2	37.5	62.3	48.5	19.7	56.0	24.2	24.2	62.0	24.3	4.2
LnGrp LOS	E	D	D	E	D	B	E	C	C	E	C	A
Approach Vol, veh/h		907			391			882			1143	
Approach Delay, s/veh		50.6			43.4			28.5			27.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	57.6	10.9	36.7	10.3	58.2	29.2	18.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.6	* 36	9.6	44.7	9.6	32.8	25.6	* 29
Max Q Clear Time (g_c+I1), s	6.3	19.3	7.0	18.9	6.0	23.3	24.0	8.3
Green Ext Time (p_c), s	0.0	1.6	0.0	1.3	0.0	2.1	0.0	0.5

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	525	149	228	222	72	170	174	561	118	228	83
Future Volume (veh/h)	74	525	149	228	222	72	170	174	561	118	228	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	565	160	245	239	77	183	187	603	127	245	89
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	942	593	313	557	455	213	1254	658	155	1138	421
Arrive On Green	0.06	0.27	0.27	0.09	0.30	0.30	0.12	0.35	0.35	0.09	0.32	0.32
Sat Flow, veh/h	1781	3554	1520	3456	1870	1526	1781	3554	1458	1781	3554	1314
Grp Volume(v), veh/h	80	565	160	245	239	77	183	187	603	127	245	89
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1458	1781	1777	1314
Q Serve(g_s), s	5.1	15.9	8.3	7.9	11.8	4.3	11.5	4.1	40.4	8.0	5.8	5.7
Cycle Q Clear(g_c), s	5.1	15.9	8.3	7.9	11.8	4.3	11.5	4.1	40.4	8.0	5.8	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	942	593	313	557	455	213	1254	658	155	1138	421
V/C Ratio(X)	0.78	0.60	0.27	0.78	0.43	0.17	0.86	0.15	0.92	0.82	0.22	0.21
Avail Cap(c_a), veh/h	467	1241	721	905	653	533	467	1254	658	467	1241	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	36.8	24.2	51.0	32.4	29.7	49.4	25.3	30.2	51.4	28.4	28.4
Incr Delay (d2), s/veh	4.7	0.7	0.3	1.6	0.3	0.1	3.8	0.1	17.7	4.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.0	3.0	3.5	5.4	1.6	5.3	1.8	18.5	3.7	2.5	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.0	37.5	24.5	52.6	32.6	29.8	53.3	25.4	48.0	55.3	28.4	28.5
LnGrp LOS	E	D	C	D	C	C	D	C	D	E	C	C
Approach Vol, veh/h		805			561			973			461	
Approach Delay, s/veh		37.0			41.0			44.6			35.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	36.3	19.1	43.4	12.0	40.0	15.4	47.1
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	9.9	17.9	13.5	7.8	7.1	13.8	10.0	42.4
Green Ext Time (p_c), s	0.4	5.4	0.2	1.3	0.1	1.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	0	123	69	0	73	26	644	30	68	530	16
Future Volume (veh/h)	75	0	123	69	0	73	26	644	30	68	530	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	0	140	78	0	83	30	732	34	77	602	18
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	42	267	522	0	531	49	1704	79	98	1877	56
Arrive On Green	0.29	0.00	0.29	0.29	0.00	0.29	0.03	0.34	0.34	0.06	0.37	0.37
Sat Flow, veh/h	414	145	921	1271	0	1531	1781	4999	231	1781	5094	152
Grp Volume(v), veh/h	225	0	0	78	0	83	30	498	268	77	402	218
Grp Sat Flow(s),veh/h/ln	1480	0	0	1271	0	1531	1781	1702	1826	1781	1702	1841
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	1.8	0.8	5.3	5.3	2.0	4.0	4.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	2.1	0.0	1.8	0.8	5.3	5.3	2.0	4.0	4.0
Prop In Lane	0.38		0.62	1.00		1.00	1.00		0.13	1.00		0.08
Lane Grp Cap(c), veh/h	535	0	0	522	0	531	49	1161	623	98	1255	679
V/C Ratio(X)	0.42	0.00	0.00	0.15	0.00	0.16	0.61	0.43	0.43	0.78	0.32	0.32
Avail Cap(c_a), veh/h	1343	0	0	1218	0	1396	1142	4364	2341	1142	4364	2361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	12.5	0.0	10.6	22.5	11.9	11.9	21.8	10.6	10.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.1	4.5	0.3	0.6	5.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.5	0.0	0.5	0.4	1.7	1.9	0.9	1.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	0.0	0.0	12.6	0.0	10.7	27.0	12.2	12.5	26.9	10.7	10.9
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		225			161			796			697	
Approach Delay, s/veh		13.9			11.6			12.9			12.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	21.4		18.5	5.7	22.6		18.5
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.0	7.3		7.6	2.8	6.0		4.1
Green Ext Time (p_c), s	0.1	8.2		1.0	0.0	5.4		0.5

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	20	188	242	59	200	200	588	23	35	1260	71
Future Volume (veh/h)	154	20	188	242	59	200	200	588	23	35	1260	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.83	1.00		0.86	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	21	198	255	62	211	211	619	24	37	1326	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	306	215	277	403	293	239	1771	771	48	1360	77
Arrive On Green	0.10	0.16	0.16	0.16	0.22	0.22	0.13	0.50	0.50	0.03	0.40	0.40
Sat Flow, veh/h	1781	1870	1312	1781	1870	1361	1781	3554	1548	1781	3419	193
Grp Volume(v), veh/h	162	21	198	255	62	211	211	619	24	37	688	713
Grp Sat Flow(s),veh/h/ln	1781	1870	1312	1781	1870	1361	1781	1777	1548	1781	1777	1835
Q Serve(g_s), s	13.5	1.4	22.4	21.3	4.1	21.7	17.5	15.9	1.2	3.1	57.3	57.7
Cycle Q Clear(g_c), s	13.5	1.4	22.4	21.3	4.1	21.7	17.5	15.9	1.2	3.1	57.3	57.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	185	306	215	277	403	293	239	1771	771	48	707	730
V/C Ratio(X)	0.87	0.07	0.92	0.92	0.15	0.72	0.88	0.35	0.03	0.77	0.97	0.98
Avail Cap(c_a), veh/h	355	372	261	355	403	293	355	1771	771	355	707	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.5	53.3	62.1	62.7	48.0	54.9	64.1	23.0	19.3	72.9	44.6	44.7
Incr Delay (d2), s/veh	5.0	0.0	29.8	22.1	0.1	7.2	18.6	0.1	0.0	9.4	27.5	27.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.7	9.3	11.4	1.9	8.1	9.2	6.8	0.4	1.6	30.5	31.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.5	53.3	91.9	84.8	48.1	62.1	82.7	23.1	19.3	82.3	72.1	72.4
LnGrp LOS	E	D	F	F	D	E	F	C	B	F	E	E
Approach Vol, veh/h		381			528			854			1438	
Approach Delay, s/veh		81.1			71.4			37.7			72.5	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	83.8	27.9	29.6	24.6	68.7	20.1	37.4
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	15.5	17.9	23.3	24.4	19.5	59.7	15.5	23.7
Green Ext Time (p_c), s	0.0	6.3	0.2	0.3	0.7	0.3	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	64.1
HCM 6th LOS	E

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	240	34	212	82	0	0	0	0	533	89	39
Future Volume (veh/h)	0	240	34	212	82	0	0	0	0	533	89	39
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	258	37	228	88	0				642	0	42
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	259	516	227	393	751	0				927	0	642
Arrive On Green	0.00	0.15	0.15	0.22	0.22	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1563	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	258	37	228	88	0				642	0	42
Grp Sat Flow(s),veh/h/ln	1781	1777	1563	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	2.6	0.8	4.4	0.8	0.0				6.3	0.0	0.6
Cycle Q Clear(g_c), s	0.0	2.6	0.8	4.4	0.8	0.0				6.3	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	259	516	227	393	751	0				927	0	642
V/C Ratio(X)	0.00	0.50	0.16	0.58	0.12	0.00				0.69	0.00	0.07
Avail Cap(c_a), veh/h	2755	5497	2418	2755	5265	0				3214	0	1659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.3	14.5	13.5	12.1	0.0				12.9	0.0	7.0
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.5	0.1	0.0				0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.2	1.4	0.2	0.0				2.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.6	14.6	15.0	12.2	0.0				13.3	0.0	7.1
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		295			316						684	
Approach Delay, s/veh		15.4			14.2						12.9	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		9.6		16.3		12.9
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.6		8.3		6.4
Green Ext Time (p_c), s		1.0		1.4		2.1

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

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	732	0	0	264	267	27	15	151	37	0	248
Future Volume (veh/h)	95	732	0	0	264	267	27	15	151	37	0	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	804	0	0	290	293	30	16	166	41	0	273
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	139	1424	0	0	462	412	279	22	227	49	0	325
Arrive On Green	0.08	0.40	0.00	0.00	0.26	0.26	0.16	0.16	0.16	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	140	1452	206	0	1375
Grp Volume(v), veh/h	104	804	0	0	290	293	30	0	182	314	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1592	1581	0	0
Q Serve(g_s), s	4.1	12.6	0.0	0.0	10.4	12.0	1.0	0.0	7.8	13.6	0.0	0.0
Cycle Q Clear(g_c), s	4.1	12.6	0.0	0.0	10.4	12.0	1.0	0.0	7.8	13.6	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.91	0.13		0.87
Lane Grp Cap(c), veh/h	139	1424	0	0	462	412	279	0	249	374	0	0
V/C Ratio(X)	0.75	0.56	0.00	0.00	0.63	0.71	0.11	0.00	0.73	0.84	0.00	0.00
Avail Cap(c_a), veh/h	745	2973	0	0	1486	1326	993	0	888	882	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.4	16.7	0.0	0.0	23.5	24.1	25.9	0.0	28.8	26.1	0.0	0.0
Incr Delay (d2), s/veh	9.3	0.1	0.0	0.0	1.7	2.8	0.1	0.0	1.5	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.4	0.0	0.0	4.1	4.3	0.4	0.0	3.0	5.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	16.8	0.0	0.0	25.2	26.9	26.0	0.0	30.4	28.1	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		908			583			212			314	
Approach Delay, s/veh		19.6			26.0			29.7			28.1	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.1		21.0	10.1	23.0		17.6				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		14.6		15.6	6.1	14.0		9.8				
Green Ext Time (p_c), s		3.5		1.4	0.3	4.6		0.8				

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

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	802	126	257	379	0	0	0	0	889	413	174
Future Volume (veh/h)	0	802	126	257	379	0	0	0	0	889	413	174
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	844	133	271	399	0				936	435	183
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1488	650	356	2040	0				1102	579	487
Arrive On Green	0.00	0.42	0.42	0.14	0.76	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3647	1553	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	844	133	271	399	0				936	435	183
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	15.2	4.6	6.3	2.6	0.0				20.7	17.6	7.6
Cycle Q Clear(g_c), s	0.0	15.2	4.6	6.3	2.6	0.0				20.7	17.6	7.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1488	650	356	2040	0				1102	579	487
V/C Ratio(X)	0.00	0.57	0.20	0.76	0.20	0.00				0.85	0.75	0.38
Avail Cap(c_a), veh/h	0	1488	650	703	2040	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.88	0.88	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.6	15.5	35.2	4.5	0.0				27.2	26.1	22.7
Incr Delay (d2), s/veh	0.0	1.4	0.6	1.2	0.2	0.0				3.7	2.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	1.6	2.5	0.8	0.0				9.0	7.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.0	16.2	36.5	4.8	0.0				30.9	28.7	22.8
LnGrp LOS	A	C	B	D	A	A				C	C	C
Approach Vol, veh/h		977			670						1554	
Approach Delay, s/veh		19.5			17.6						29.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.1	40.1		30.9		53.1
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	17.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.3	17.2		22.7		4.6
Green Ext Time (p_c), s	0.3	2.0		3.3		2.9

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	1366	0	0	506	471	122	208	40	0	0	0
Future Volume (veh/h)	312	1366	0	0	506	471	122	208	40	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	328	1438	0	0	533	496	128	219	42			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1229	2660	0	0	1189	530	218	411	78			
Arrive On Green	0.71	1.00	0.00	0.00	0.33	0.33	0.13	0.13	0.13			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1616	3045	575			
Grp Volume(v), veh/h	328	1438	0	0	533	496	142	120	127			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1790	1702	1744			
Q Serve(g_s), s	2.8	0.0	0.0	0.0	9.9	25.5	6.3	5.5	5.7			
Cycle Q Clear(g_c), s	2.8	0.0	0.0	0.0	9.9	25.5	6.3	5.5	5.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.90		0.33			
Lane Grp Cap(c), veh/h	1229	2660	0	0	1189	530	241	230	235			
V/C Ratio(X)	0.27	0.54	0.00	0.00	0.45	0.94	0.59	0.52	0.54			
Avail Cap(c_a), veh/h	1229	2660	0	0	1189	530	599	569	583			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.59	0.59	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.2	0.0	0.0	0.0	21.9	27.1	34.1	33.8	33.9			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.2	26.0	0.8	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.0	0.0	4.0	12.4	2.7	2.3	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.5	0.0	0.0	23.1	53.0	35.0	34.5	34.6			
LnGrp LOS	A	A	A	A	C	D	C	C	C			
Approach Vol, veh/h		1766			1029			389				
Approach Delay, s/veh		1.9			37.5			34.7				
Approach LOS		A			D			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.8			34.8	33.0		16.2				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.8	27.5		8.3				
Green Ext Time (p_c), s		17.3			0.7	0.4		1.4				

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	24	44	21	1239	25	0	0	0
Future Volume (veh/h)	0	0	0	0	24	44	21	1239	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	25	46	22	1304	26			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	32	59	114	3306	65			
Arrive On Green				0.00	0.05	0.05	0.67	0.67	0.67			
Sat Flow, veh/h				0	590	1085	29	4966	98			
Grp Volume(v), veh/h				0	0	71	495	411	446			
Grp Sat Flow(s),veh/h/ln				0	0	1675	1861	1549	1683			
Q Serve(g_s), s				0.0	0.0	1.7	0.0	4.8	4.8			
Cycle Q Clear(g_c), s				0.0	0.0	1.7	4.8	4.8	4.8			
Prop In Lane				0.00		0.65	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	92	1334	1031	1120			
V/C Ratio(X)				0.00	0.00	0.77	0.37	0.40	0.40			
Avail Cap(c_a), veh/h				0	0	1688	2894	2341	2544			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	18.5	3.0	3.0	3.0			
Incr Delay (d2), s/veh				0.0	0.0	5.2	0.3	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.7	0.6	0.6	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	23.7	3.3	3.4	3.4			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					71			1352				
Approach Delay, s/veh					23.7			3.3				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	32.0							7.7				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.8							3.7				
Green Ext Time (p_c), s	19.6							0.3				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	208	85	269	315	84	168	422	71	157	1019	53
Future Volume (veh/h)	107	208	85	269	315	84	168	422	71	157	1019	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	221	90	286	335	89	179	449	76	167	1084	56
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	318	269	319	383	102	211	1589	263	199	1757	91
Arrive On Green	0.08	0.17	0.17	0.18	0.27	0.27	0.12	0.36	0.36	0.11	0.35	0.35
Sat Flow, veh/h	1781	1870	1579	1781	1423	378	1781	4409	729	1781	4970	257
Grp Volume(v), veh/h	114	221	90	286	0	424	179	344	181	167	742	398
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1801	1781	1702	1734	1781	1702	1822
Q Serve(g_s), s	6.7	11.8	5.3	16.7	0.0	23.9	10.5	7.7	7.9	9.8	19.2	19.2
Cycle Q Clear(g_c), s	6.7	11.8	5.3	16.7	0.0	23.9	10.5	7.7	7.9	9.8	19.2	19.2
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.42	1.00		0.14
Lane Grp Cap(c), veh/h	143	318	269	319	0	485	211	1227	625	199	1203	644
V/C Ratio(X)	0.80	0.69	0.34	0.90	0.00	0.88	0.85	0.28	0.29	0.84	0.62	0.62
Avail Cap(c_a), veh/h	503	704	594	503	0	678	503	1921	979	503	1921	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	41.5	38.8	42.7	0.0	37.2	45.9	24.2	24.3	46.3	28.4	28.4
Incr Delay (d2), s/veh	3.8	1.0	0.3	8.6	0.0	9.2	3.6	0.2	0.5	3.6	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	5.6	2.1	8.1	0.0	11.7	4.8	3.1	3.3	4.5	7.7	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	42.5	39.1	51.3	0.0	46.4	49.5	24.4	24.7	49.9	29.3	30.1
LnGrp LOS	D	D	D	D	A	D	D	C	C	D	C	C
Approach Vol, veh/h		425			710			704			1307	
Approach Delay, s/veh		44.3			48.4			30.9			32.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	43.6	23.4	23.0	17.0	42.9	12.9	33.5
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	11.8	9.9	18.7	13.8	12.5	21.2	8.7	25.9
Green Ext Time (p_c), s	0.2	6.8	0.3	1.0	0.2	16.4	0.1	2.4

Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	214	311	82	170	0	0	0	0	223	2075	334
Future Volume (veh/h)	0	214	311	82	170	0	0	0	0	223	2075	334
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	230	334	88	183	0				240	2231	359
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	449	380	164	435	0				1111	2778	433
Arrive On Green	0.00	0.24	0.24	0.24	0.24	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1581	408	1896	0				1781	4454	695
Grp Volume(v), veh/h	0	230	334	118	153	0				240	1688	902
Grp Sat Flow(s),veh/h/ln	0	1870	1581	602	1617	0				1781	1702	1745
Q Serve(g_s), s	0.0	10.2	19.4	9.8	7.6	0.0				5.6	35.3	38.4
Cycle Q Clear(g_c), s	0.0	10.2	19.4	20.0	7.6	0.0				5.6	35.3	38.4
Prop In Lane	0.00		1.00	0.75		0.00				1.00		0.40
Lane Grp Cap(c), veh/h	0	449	380	210	388	0				1111	2123	1088
V/C Ratio(X)	0.00	0.51	0.88	0.56	0.39	0.00				0.22	0.80	0.83
Avail Cap(c_a), veh/h	0	588	497	283	508	0				1120	2141	1097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.4	34.9	38.4	30.4	0.0				7.8	13.4	14.0
Incr Delay (d2), s/veh	0.0	0.3	11.4	1.7	0.5	0.0				0.2	2.4	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	8.6	2.8	3.0	0.0				2.0	12.6	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.7	46.3	40.1	30.9	0.0				8.0	15.8	19.8
LnGrp LOS	A	C	D	D	C	A				A	B	B
Approach Vol, veh/h		564			271						2830	
Approach Delay, s/veh		40.4			34.9						16.4	
Approach LOS		D			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		29.6		65.8		29.6
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		21.4		40.4		22.0
Green Ext Time (p_c), s		1.1		19.1		0.9

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	47	248	0	22	13	232	1334	47	0	0	0
Future Volume (veh/h)	154	47	248	0	22	13	232	1334	47	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	162	49	261	0	23	14	244	1404	49			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	374	87	1210	0	248	151	958	1882	66			
Arrive On Green	0.23	0.23	0.23	0.00	0.23	0.23	0.54	0.54	0.54			
Sat Flow, veh/h	1040	380	1568	0	1089	663	1781	3501	122			
Grp Volume(v), veh/h	211	0	261	0	0	37	244	711	742			
Grp Sat Flow(s),veh/h/ln	1421	0	1568	0	0	1751	1781	1777	1847			
Q Serve(g_s), s	5.6	0.0	0.0	0.0	0.0	0.8	3.4	14.4	14.4			
Cycle Q Clear(g_c), s	6.4	0.0	0.0	0.0	0.0	0.8	3.4	14.4	14.4			
Prop In Lane	0.77		1.00	0.00		0.38	1.00		0.07			
Lane Grp Cap(c), veh/h	461	0	1210	0	0	399	958	955	993			
V/C Ratio(X)	0.46	0.00	0.22	0.00	0.00	0.09	0.25	0.74	0.75			
Avail Cap(c_a), veh/h	1070	0	1863	0	0	1129	1130	1127	1171			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	16.4	0.0	1.5	0.0	0.0	14.2	5.8	8.3	8.3			
Incr Delay (d2), s/veh	0.7	0.0	0.1	0.0	0.0	0.0	0.1	2.3	2.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	0.0	0.0	0.3	0.9	4.3	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	1.6	0.0	0.0	14.2	5.9	10.6	10.5			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		472			37			1697				
Approach Delay, s/veh		8.6			14.2			9.9				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	29.5	17.0	17.0
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	16.4	8.4	2.8
Green Ext Time (p_c), s	8.6	2.2	0.1

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

Notes

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

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	45	48	120	3	10	20	566	198	212	1271	22
Future Volume (veh/h)	30	45	48	120	3	10	20	566	198	212	1271	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	52	56	140	3	12	23	658	230	247	1478	26
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	446	198	213	364	78	313	38	2038	628	372	2509	44
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.02	0.40	0.40	0.11	0.49	0.49
Sat Flow, veh/h	1385	819	882	1276	324	1297	1781	5106	1574	3456	5166	91
Grp Volume(v), veh/h	35	0	108	140	0	15	23	658	230	247	974	530
Grp Sat Flow(s),veh/h/ln	1385	0	1701	1276	0	1622	1781	1702	1574	1728	1702	1853
Q Serve(g_s), s	1.2	0.0	3.0	5.9	0.0	0.4	0.8	5.3	6.1	4.1	12.2	12.2
Cycle Q Clear(g_c), s	1.6	0.0	3.0	9.0	0.0	0.4	0.8	5.3	6.1	4.1	12.2	12.2
Prop In Lane	1.00		0.52	1.00		0.80	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	446	0	411	364	0	392	38	2038	628	372	1653	900
V/C Ratio(X)	0.08	0.00	0.26	0.38	0.00	0.04	0.61	0.32	0.37	0.66	0.59	0.59
Avail Cap(c_a), veh/h	1047	0	1149	917	0	1095	902	5172	1595	1750	3448	1877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	18.2	21.8	0.0	17.2	28.7	12.3	12.5	25.4	11.0	11.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.2	0.0	0.0	5.7	0.2	0.6	0.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.1	1.7	0.0	0.2	0.4	1.7	1.9	1.6	3.7	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	0.0	18.3	22.1	0.0	17.2	34.4	12.4	13.2	26.2	11.3	11.6
LnGrp LOS	B	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		143			155			911			1751	
Approach Delay, s/veh		18.2			21.6			13.2			13.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.8	29.3		19.1	5.7	34.5		19.1
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	6.1	8.1		5.0	2.8	14.2		11.0
Green Ext Time (p_c), s	0.4	11.6		0.5	0.0	14.6		0.3

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

Notes

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1250	2098	1627	136	86	42
Future Volume (veh/h)	1250	2098	1627	136	86	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1302	2185	1695	0	90	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1130	4207	2390		120	106
Arrive On Green	0.33	0.84	0.48	0.00	0.07	0.07
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1302	2185	1695	0	90	44
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	38.6	14.4	31.6	0.0	5.9	3.1
Cycle Q Clear(g_c), s	38.6	14.4	31.6	0.0	5.9	3.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1130	4207	2390		120	106
V/C Ratio(X)	1.15	0.52	0.71		0.75	0.41
Avail Cap(c_a), veh/h	1130	4207	2390		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.77	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	2.6	24.2	0.0	54.1	52.8
Incr Delay (d2), s/veh	78.8	0.5	1.4	0.0	3.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.9	2.2	11.9	0.0	2.7	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	118.5	3.0	25.6	0.0	57.6	53.8
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3487	1695	A	134	
Approach Delay, s/veh		46.1	25.6		56.4	
Approach LOS		D	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.9		13.1	43.0	61.9
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	38.6	* 35
Max Q Clear Time (g_c+I1), s		16.4		7.9	40.6	33.6
Green Ext Time (p_c), s		57.0		0.2	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	1326	97	102	717	109	94	295	144	203	753	550
Future Volume (veh/h)	302	1326	97	102	717	109	94	295	144	203	753	550
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	351	1542	113	119	834	127	109	343	167	236	876	640
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	1651	120	140	1129	172	131	475	216	258	1072	664
Arrive On Green	0.21	0.49	0.49	0.03	0.12	0.12	0.07	0.14	0.14	0.14	0.21	0.21
Sat Flow, veh/h	1781	3355	244	1781	3091	471	1781	3421	1553	1781	5106	1566
Grp Volume(v), veh/h	351	812	843	119	479	482	109	341	169	236	876	640
Grp Sat Flow(s),veh/h/ln	1781	1777	1822	1781	1777	1785	1781	1702	1571	1781	1702	1566
Q Serve(g_s), s	27.1	59.8	61.2	9.3	36.5	36.5	8.5	13.4	14.5	18.3	22.9	29.4
Cycle Q Clear(g_c), s	27.1	59.8	61.2	9.3	36.5	36.5	8.5	13.4	14.5	18.3	22.9	29.4
Prop In Lane	1.00		0.13	1.00		0.26	1.00		0.99	1.00		1.00
Lane Grp Cap(c), veh/h	376	874	897	140	649	652	131	472	218	258	1072	664
V/C Ratio(X)	0.93	0.93	0.94	0.85	0.74	0.74	0.83	0.72	0.77	0.91	0.82	0.96
Avail Cap(c_a), veh/h	428	874	897	140	649	652	154	511	236	262	1072	664
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.97	0.97	0.97	0.83	0.83	0.83
Uniform Delay (d), s/veh	54.2	33.2	33.6	67.4	55.1	55.1	64.0	57.7	58.2	59.0	52.7	39.6
Incr Delay (d2), s/veh	25.8	17.3	18.6	41.5	6.8	6.7	23.1	4.6	13.8	28.8	4.4	23.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.7	28.7	30.4	6.0	18.6	18.7	4.7	6.1	6.6	10.3	10.2	25.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.1	50.6	52.2	108.9	61.9	61.9	87.1	62.3	72.0	87.8	57.2	63.1
LnGrp LOS	F	D	D	F	E	E	F	E	E	F	E	E
Approach Vol, veh/h		2006			1080			619			1752	
Approach Delay, s/veh		56.4			67.1			69.3			63.5	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.7	24.4	16.8	74.1	14.7	34.4	34.0	56.9
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	20.6	* 21	10.6	* 69	12.1	29.4	33.6	45.3
Max Q Clear Time (g_c+I1), s	20.3	16.5	11.3	63.2	10.5	31.4	29.1	38.5
Green Ext Time (p_c), s	0.0	1.4	0.0	4.9	0.0	0.0	0.5	2.9

Intersection Summary	
HCM 6th Ctrl Delay	62.3
HCM 6th LOS	E

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1440	153	37	184	0	0	0	0	293	655	772
Future Volume (veh/h)	0	1440	153	37	184	0	0	0	0	293	655	772
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1532	163	39	196	0				312	697	821
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1625	171	64	2021	0				554	1358	543
Arrive On Green	0.00	0.17	0.17	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3336	342	1781	3647	0				1603	3928	1570
Grp Volume(v), veh/h	0	832	863	39	196	0				348	661	821
Grp Sat Flow(s),veh/h/ln	0	1777	1808	1781	1777	0				1790	1870	1570
Q Serve(g_s), s	0.0	64.7	66.2	3.0	3.5	0.0				22.1	19.6	48.4
Cycle Q Clear(g_c), s	0.0	64.7	66.2	3.0	3.5	0.0				22.1	19.6	48.4
Prop In Lane	0.00		0.19	1.00		0.00				0.90		1.00
Lane Grp Cap(c), veh/h	0	890	906	64	2021	0				619	1293	543
V/C Ratio(X)	0.00	0.93	0.95	0.61	0.10	0.00				0.56	0.51	1.51
Avail Cap(c_a), veh/h	0	890	906	313	2021	0				619	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.22	0.22	0.76	0.76	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	56.2	56.8	66.5	13.8	0.0				37.2	36.4	45.8
Incr Delay (d2), s/veh	0.0	5.4	6.7	2.6	0.1	0.0				3.7	1.4	240.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	32.2	33.8	1.4	1.4	0.0				10.5	9.4	55.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	61.6	63.4	69.1	13.9	0.0				40.9	37.8	285.9
LnGrp LOS	A	E	E	E	B	A				D	D	F
Approach Vol, veh/h		1695			235						1830	
Approach Delay, s/veh		62.5			23.0						149.7	
Approach LOS		E			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.4	76.8		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.0	68.2		50.4		5.5
Green Ext Time (p_c), s	0.0	0.0		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	102.5
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	796	906	0	0	188	159	42	244	122	0	0	0
Future Volume (veh/h)	796	906	0	0	188	159	42	244	122	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	856	974	0	0	202	171	45	262	131			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1596	1383	0	0	405	325	70	430	201			
Arrive On Green	0.46	0.74	0.00	0.00	0.22	0.22	0.14	0.14	0.14			
Sat Flow, veh/h	3456	1870	0	0	1967	1503	506	3115	1455			
Grp Volume(v), veh/h	856	974	0	0	191	182	164	143	131			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1600	1845	1777	1455			
Q Serve(g_s), s	14.2	22.6	0.0	0.0	7.6	8.0	6.7	6.0	6.8			
Cycle Q Clear(g_c), s	14.2	22.6	0.0	0.0	7.6	8.0	6.7	6.0	6.8			
Prop In Lane	1.00		0.00	0.00		0.94	0.27		1.00			
Lane Grp Cap(c), veh/h	1596	1383	0	0	384	346	255	245	201			
V/C Ratio(X)	0.54	0.70	0.00	0.00	0.50	0.53	0.64	0.58	0.65			
Avail Cap(c_a), veh/h	1596	1383	0	0	580	522	394	380	311			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.19	0.19	0.00	0.00	1.00	1.00	0.93	0.93	0.93			
Uniform Delay (d), s/veh	15.4	5.7	0.0	0.0	27.5	27.7	32.6	32.3	32.7			
Incr Delay (d2), s/veh	0.1	0.6	0.0	0.0	0.4	0.5	0.9	0.8	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.9	5.2	0.0	0.0	3.0	2.9	3.0	2.6	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	6.2	0.0	0.0	27.9	28.2	33.6	33.1	33.9			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1830			373			438				
Approach Delay, s/veh		10.6			28.0			33.5				
Approach LOS		B			C			C				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.1			41.9	22.2		15.9				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		24.6			16.2	10.0		8.8				
Green Ext Time (p_c), s		5.0			1.8	1.2		1.0				

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

Notes

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

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	185	1093	641	0	0	2283
Future Volume (veh/h)	185	1093	641	0	0	2283
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	193	0	668	0	0	2378
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	225		2044	0	596	4929
Arrive On Green	0.13	0.00	0.41	0.00	0.00	0.78
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	193	0	668	0	0	2378
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.7	0.0	10.0	0.0	0.0	14.4
Cycle Q Clear(g_c), s	11.7	0.0	10.0	0.0	0.0	14.4
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	225		2044	0	596	4929
V/C Ratio(X)	0.86		0.33	0.00	0.00	0.48
Avail Cap(c_a), veh/h	487		2044	0	730	4929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.00	0.83	0.00	0.00	0.82
Uniform Delay (d), s/veh	47.1	0.0	22.1	0.0	0.0	4.1
Incr Delay (d2), s/veh	3.1	0.0	0.1	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	3.7	0.0	0.0	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.2	0.0	22.2	0.0	0.0	4.4
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	193	A	668			2378
Approach Delay, s/veh	50.2		22.2			4.4
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	41.2	50.0				91.2	18.8
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	12.0				16.4	13.7
Green Ext Time (p_c), s	0.0	3.5				24.1	0.2

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	176	1131	102	132	414	0	0	876	55
Future Volume (veh/h)	0	0	0	176	1131	102	132	414	0	0	876	55
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				185	1191	107	139	436	0	0	922	58
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				359	2472	228	155	1629	0	0	850	53
Arrive On Green				0.19	0.19	0.19	0.17	0.64	0.00	0.00	0.17	0.17
Sat Flow, veh/h				626	4310	398	1781	5274	0	0	5066	307
Grp Volume(v), veh/h				543	458	482	139	436	0	0	640	340
Grp Sat Flow(s),veh/h/ln				1839	1702	1793	1781	1702	0	0	1702	1801
Q Serve(g_s), s				29.2	26.3	26.3	8.4	4.1	0.0	0.0	19.1	19.1
Cycle Q Clear(g_c), s				29.2	26.3	26.3	8.4	4.1	0.0	0.0	19.1	19.1
Prop In Lane				0.34		0.22	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				1055	976	1028	155	1629	0	0	591	313
V/C Ratio(X)				0.52	0.47	0.47	0.89	0.27	0.00	0.00	1.08	1.09
Avail Cap(c_a), veh/h				1055	976	1028	155	1629	0	0	591	313
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.87	0.87	0.87	0.65	0.65	0.00	0.00	0.44	0.44
Uniform Delay (d), s/veh				30.8	29.7	29.7	44.9	14.3	0.0	0.0	45.5	45.5
Incr Delay (d2), s/veh				1.6	1.4	1.3	31.0	0.1	0.0	0.0	50.3	59.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.8	12.3	13.0	4.7	1.4	0.0	0.0	12.0	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.4	31.1	31.0	75.9	14.4	0.0	0.0	95.7	105.4
LnGrp LOS				C	C	C	E	B	A	A	F	F
Approach Vol, veh/h					1483			575			980	
Approach Delay, s/veh					31.5			29.2			99.1	
Approach LOS					C			C			F	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	25.5	69.0	41.0
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	10.4	21.1	31.2	6.1
Green Ext Time (p_c), s	0.0	0.0	9.6	3.4

Intersection Summary	
HCM 6th Ctrl Delay	52.9
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	259	1362	0	0	0	0	0	498	72
Future Volume (veh/h)	0	0	0	259	1362	0	0	0	0	0	498	72
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				270	1419	0				0	519	75
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				559	3158	0				0	891	126
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				788	4616	0				0	4664	637
Grp Volume(v), veh/h				628	1061	0				0	390	204
Grp Sat Flow(s),veh/h/ln				1831	1702	0				0	1702	1729
Q Serve(g_s), s				32.6	29.3	0.0				0.0	11.4	11.8
Cycle Q Clear(g_c), s				32.6	29.3	0.0				0.0	11.4	11.8
Prop In Lane				0.43		0.00				0.00		0.37
Lane Grp Cap(c), veh/h				1300	2417	0				0	675	343
V/C Ratio(X)				0.48	0.44	0.00				0.00	0.58	0.59
Avail Cap(c_a), veh/h				1300	2417	0				0	675	343
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				24.7	23.4	0.0				0.0	39.9	40.1
Incr Delay (d2), s/veh				1.3	0.6	0.0				0.0	3.6	7.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				16.3	13.5	0.0				0.0	5.1	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.0	24.0	0.0				0.0	43.5	47.5
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1689						594	
Approach Delay, s/veh					24.7						44.9	
Approach LOS					C						D	

Timer - Assigned Phs	4	6
Phs Duration (G+Y+Rc), s	26.7	83.3
Change Period (Y+Rc), s	4.9	5.2
Max Green Setting (Gmax), s	21.8	78.1
Max Q Clear Time (g_c+I1), s	13.8	34.6
Green Ext Time (p_c), s	0.7	2.6

Intersection Summary	
HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1539	100	91	191	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1539	100	91	191	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1587	103	94	197	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3434	223	225	510	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5068	318	1101	2585	0			
Grp Volume(v), veh/h				0	1102	588	155	136	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1813	1815	1777	0			
Q Serve(g_s), s				0.0	30.7	30.7	9.0	8.1	0.0			
Cycle Q Clear(g_c), s				0.0	30.7	30.7	9.0	8.1	0.0			
Prop In Lane				0.00		0.18	0.61		0.00			
Lane Grp Cap(c), veh/h				0	2386	1271	371	363	0			
V/C Ratio(X)				0.00	0.46	0.46	0.42	0.37	0.00			
Avail Cap(c_a), veh/h				0	2386	1271	371	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	24.4	24.4	45.0	44.6	0.0			
Incr Delay (d2), s/veh				0.0	0.6	1.2	3.4	2.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	14.1	15.3	4.7	4.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	25.1	25.7	48.4	47.5	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1690			291				
Approach Delay, s/veh					25.3			48.0				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						32.7		11.0				
Green Ext Time (p_c), s						18.5		1.3				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	238	1628	0	0	0	0	0	520	53
Future Volume (veh/h)	0	0	0	238	1628	0	0	0	0	0	520	53
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				253	1732	0				0	553	56
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				440	3234	0				0	733	320
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				628	4783	0				0	3647	1553
Grp Volume(v), veh/h				740	1245	0				0	553	56
Grp Sat Flow(s),veh/h/ln				1839	1702	0				0	1777	1553
Q Serve(g_s), s				39.3	35.2	0.0				0.0	16.1	3.3
Cycle Q Clear(g_c), s				39.3	35.2	0.0				0.0	16.1	3.3
Prop In Lane				0.34		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1289	2386	0				0	733	320
V/C Ratio(X)				0.57	0.52	0.00				0.00	0.75	0.17
Avail Cap(c_a), veh/h				1289	2386	0				0	733	320
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				27.7	26.2	0.0				0.0	41.0	35.9
Incr Delay (d2), s/veh				1.9	0.8	0.0				0.0	7.1	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				19.9	16.2	0.0				0.0	7.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.6	27.0	0.0				0.0	48.1	37.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1985						609	
Approach Delay, s/veh					28.0						47.1	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				18.1		41.3						
Green Ext Time (p_c), s				1.7		21.1						

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1841	66	42	95	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1841	66	42	95	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1938	69	44	100	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3686	131	184	453	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5230	180	1040	2649	0			
Grp Volume(v), veh/h				0	1302	705	77	67	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1838	1818	1777	0			
Q Serve(g_s), s				0.0	18.5	18.6	4.0	3.5	0.0			
Cycle Q Clear(g_c), s				0.0	18.5	18.6	4.0	3.5	0.0			
Prop In Lane				0.00		0.10	0.57		0.00			
Lane Grp Cap(c), veh/h				0	2479	1338	322	315	0			
V/C Ratio(X)				0.00	0.53	0.53	0.24	0.21	0.00			
Avail Cap(c_a), veh/h				0	2479	1338	322	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	6.6	6.6	38.9	38.7	0.0			
Incr Delay (d2), s/veh				0.0	0.8	1.5	1.7	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	6.0	6.8	2.0	1.7	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	7.4	8.1	40.6	40.2	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					2007			144				
Approach Delay, s/veh					7.6			40.4				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						20.6		6.0				
Green Ext Time (p_c), s						27.6		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	184	650	5	103	0	0	0	25
Future Vol, veh/h	0	0	0	0	184	650	5	103	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	192	677	5	107	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	96	869	-	-	-	435
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	96	869	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	876	289	0	0	0	569
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	900	367	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	836	289	-	-	-	569
Mov Cap-2 Maneuver	-	-	-	836	289	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	859	367	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	24.6	11.6
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	289	-	-	569
HCM Lane V/C Ratio	0.371	-	-	0.046
HCM Control Delay (s)	24.6	-	-	11.6
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.7	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	631	141	1300	1202	0
Future Volume (veh/h)	0	0	0	0	0	0	0	631	141	1300	1202	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.84	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	644	144	1327	1227	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	963	256	3614	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.19	0.19	0.48	0.64	0.00
Sat Flow, veh/h		0					0	5149	1327	5023	1826	0
Grp Volume(v), veh/h		0.0					0	644	144	1327	1227	0
Grp Sat Flow(s),veh/h/ln							0	1662	1327	1674	1826	0
Q Serve(g_s), s							0.0	13.2	10.8	18.3	48.6	0.0
Cycle Q Clear(g_c), s							0.0	13.2	10.8	18.3	48.6	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	963	256	3614	1740	0
V/C Ratio(X)							0.00	0.67	0.56	0.37	0.71	0.00
Avail Cap(c_a), veh/h							0	1205	321	3614	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh							0.0	41.1	40.2	12.7	9.7	0.0
Incr Delay (d2), s/veh							0.0	2.2	5.0	0.1	2.0	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	5.4	3.8	7.2	15.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.3	45.1	12.8	11.8	0.0
LnGrp LOS							A	D	D	B	B	A
Approach Vol, veh/h								788			2554	
Approach Delay, s/veh								43.6			12.3	
Approach LOS								D			B	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	83.5	26.5				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	20.3	15.2				50.6						
Green Ext Time (p_c), s	5.4	6.1				0.0						

Intersection Summary		
HCM 6th Ctrl Delay		19.7
HCM 6th LOS		B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1393	62	0	0	0	0	443	239	214	876	0
Future Volume (veh/h)	59	1393	62	0	0	0	0	443	239	214	876	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	60	1421	63				0	452	244	218	894	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	105	2642	821				0	707	307	244	1964	0
Arrive On Green	0.17	0.17	0.17				0.00	0.21	0.21	0.27	0.77	0.00
Sat Flow, veh/h	201	5064	1573				0	3572	1477	1781	5274	0
Grp Volume(v), veh/h	556	925	63				0	452	244	218	894	0
Grp Sat Flow(s),veh/h/ln	1860	1702	1573				0	1702	1477	1781	1702	0
Q Serve(g_s), s	30.2	27.2	3.7				0.0	13.3	17.3	12.9	6.8	0.0
Cycle Q Clear(g_c), s	30.2	27.2	3.7				0.0	13.3	17.3	12.9	6.8	0.0
Prop In Lane	0.11		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	971	1776	821				0	707	307	244	1964	0
V/C Ratio(X)	0.57	0.52	0.08				0.00	0.64	0.80	0.89	0.46	0.00
Avail Cap(c_a), veh/h	971	1776	821				0	916	397	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.66	0.66	0.66				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	34.3	33.0	23.3				0.0	39.8	41.4	39.1	8.6	0.0
Incr Delay (d2), s/veh	1.6	0.7	0.1				0.0	1.1	8.7	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	12.6	1.4				0.0	5.6	6.9	4.9	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	33.8	23.4				0.0	40.9	50.1	41.2	8.6	0.0
LnGrp LOS	D	C	C				A	D	D	D	A	A
Approach Vol, veh/h		1544						696			1112	
Approach Delay, s/veh		34.1						44.1			15.0	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	62.3	47.7	19.5	28.2
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	32.2	8.8	14.9	19.3
Green Ext Time (p_c), s	10.2	5.6	0.1	3.6

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1857	46	0	0	0	0	0	0	276	499	0
Future Volume (veh/h)	0	1857	46	0	0	0	0	0	0	276	499	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2041	51							303	548	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2984	74							568	1135	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5288	128							1729	3627	0
Grp Volume(v), veh/h	0	1356	736							313	538	0
Grp Sat Flow(s),veh/h/ln	0	1702	1844							1784	1702	0
Q Serve(g_s), s	0.0	40.7	40.9							18.2	16.4	0.0
Cycle Q Clear(g_c), s	0.0	40.7	40.9							18.2	16.4	0.0
Prop In Lane	0.00		0.07							0.97		0.00
Lane Grp Cap(c), veh/h	0	1984	1074							585	1117	0
V/C Ratio(X)	0.00	0.68	0.69							0.53	0.48	0.00
Avail Cap(c_a), veh/h	0	1984	1074							585	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	35.0	35.0							41.1	40.2	0.0
Incr Delay (d2), s/veh	0.0	1.9	3.6							3.5	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.0	21.2							9.3	7.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.9	38.6							44.5	41.7	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2092									851	
Approach Delay, s/veh		37.5									42.8	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	42.9	20.2
Green Ext Time (p_c), s	7.0	2.2

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	2334	0	0	0	0	0	202	244	0	0	0
Future Volume (veh/h)	72	2334	0	0	0	0	0	202	244	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	79	2565	0				0	222	268			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	85	2936	0				0	599	512			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	148	5287	0				0	1870	1517			
Grp Volume(v), veh/h	995	1649	0				0	222	268			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1517			
Q Serve(g_s), s	57.8	51.4	0.0				0.0	10.4	15.6			
Cycle Q Clear(g_c), s	57.8	51.4	0.0				0.0	10.4	15.6			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1069	1953	0				0	599	512			
V/C Ratio(X)	0.93	0.84	0.00				0.00	0.37	0.52			
Avail Cap(c_a), veh/h	1069	1953	0				0	599	512			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	42.4	39.9	0.0				0.0	27.6	29.3			
Incr Delay (d2), s/veh	15.2	4.7	0.0				0.0	1.8	3.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	33.3	24.7	0.0				0.0	4.8	6.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	44.6	0.0				0.0	29.4	33.1			
LnGrp LOS	E	D	A				A	C	C			
Approach Vol, veh/h		2644						490				
Approach Delay, s/veh		49.5						31.4				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		59.8						17.6				
Green Ext Time (p_c), s		3.2						3.2				
Intersection Summary												
HCM 6th Ctrl Delay			46.7									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2810	70	0	0	0	0	0	0	347	404	0
Future Volume (veh/h)	0	2810	70	0	0	0	0	0	0	347	404	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3054	76							377	439	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3358	83							455	908	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5292	126							1781	3647	0
Grp Volume(v), veh/h	0	2020	1110							377	439	0
Grp Sat Flow(s),veh/h/ln	0	1702	1846							1781	1777	0
Q Serve(g_s), s	0.0	63.6	64.7							22.9	13.0	0.0
Cycle Q Clear(g_c), s	0.0	63.6	64.7							22.9	13.0	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2231	1210							455	908	0
V/C Ratio(X)	0.00	0.91	0.92							0.83	0.48	0.00
Avail Cap(c_a), veh/h	0	2231	1210							455	908	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	39.8	40.2							48.0	43.4	0.0
Incr Delay (d2), s/veh	0.0	6.7	12.4							15.9	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	30.9	36.0							13.0	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	46.5	52.6							63.8	45.3	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		3130									816	
Approach Delay, s/veh		48.6									53.9	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	77.0	33.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	72.1	28.1
Max Q Clear Time (g_c+I1), s	66.7	24.9
Green Ext Time (p_c), s	5.3	1.4

Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	2724	53	0	0	0	0	99	77	0	0	0
Future Volume (veh/h)	46	2724	53	0	0	0	0	99	77	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870			
Adj Flow Rate, veh/h	54	3205	62				0	116	91			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	2				0	2	2			
Cap, veh/h	59	3715	74				0	395	286			
Arrive On Green	0.23	0.23	0.23				0.00	0.20	0.20			
Sat Flow, veh/h	83	5233	104				0	2060	1424			
Grp Volume(v), veh/h	1213	1004	1104				0	104	103			
Grp Sat Flow(s),veh/h/ln	1866	1702	1852				0	1777	1614			
Q Serve(g_s), s	69.7	61.7	62.5				0.0	5.5	6.0			
Cycle Q Clear(g_c), s	69.7	61.7	62.5				0.0	5.5	6.0			
Prop In Lane	0.04		0.06				0.00		0.88			
Lane Grp Cap(c), veh/h	1325	1208	1315				0	357	324			
V/C Ratio(X)	0.92	0.83	0.84				0.00	0.29	0.32			
Avail Cap(c_a), veh/h	1325	1208	1315				0	357	324			
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	38.9	35.8	36.1				0.0	37.3	37.5			
Incr Delay (d2), s/veh	11.3	6.7	6.6				0.0	2.1	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	38.9	30.3	33.3				0.0	2.6	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	42.6	42.7				0.0	39.4	40.1			
LnGrp LOS	D	D	D				A	D	D			
Approach Vol, veh/h		3321						207				
Approach Delay, s/veh		45.4						39.7				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		71.7						8.0				
Green Ext Time (p_c), s		6.3						1.0				
Intersection Summary												
HCM 6th Ctrl Delay			45.1									
HCM 6th LOS			D									

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	1065	866	56	149	185
Future Volume (veh/h)	22	1065	866	56	149	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	24	1158	941	61	162	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	33	3805	3385	219	504	231
Arrive On Green	0.02	0.76	1.00	1.00	0.15	0.15
Sat Flow, veh/h	1781	5149	4948	309	3456	1585
Grp Volume(v), veh/h	24	1158	653	349	162	201
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1770	1728	1585
Q Serve(g_s), s	1.6	8.5	0.0	0.0	5.0	14.6
Cycle Q Clear(g_c), s	1.6	8.5	0.0	0.0	5.0	14.6
Prop In Lane	1.00			0.17	1.00	1.00
Lane Grp Cap(c), veh/h	33	3805	2351	1253	504	231
V/C Ratio(X)	0.73	0.30	0.28	0.28	0.32	0.87
Avail Cap(c_a), veh/h	319	3805	2351	1253	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	57.6	4.3	0.0	0.0	45.1	49.3
Incr Delay (d2), s/veh	10.2	0.2	0.3	0.5	0.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.2	0.1	0.2	2.2	12.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.8	4.5	0.3	0.5	45.3	53.2
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1182	1002		363	
Approach Delay, s/veh		5.8	0.4		49.6	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		95.9		22.1	6.6	89.3
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		10.5		16.6	3.6	2.0
Green Ext Time (p_c), s		29.6		0.6	0.0	19.4

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

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	1091	18	17	868	11	0	13	27	89	0	16
Future Volume (veh/h)	125	1091	18	17	868	11	0	13	27	89	0	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	144	1254	21	20	998	0	0	15	31	102	0	18
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	727	3536	59	60	1567		63	19	39	214	0	98
Arrive On Green	0.82	1.00	1.00	0.03	0.31	0.00	0.00	0.04	0.04	0.06	0.00	0.06
Sat Flow, veh/h	1781	5049	85	1781	4985	1585	1781	541	1117	3456	0	1577
Grp Volume(v), veh/h	144	825	450	20	998	0	0	0	46	102	0	18
Grp Sat Flow(s),veh/h/ln	1781	1662	1811	1781	1662	1585	1781	0	1658	1728	0	1577
Q Serve(g_s), s	2.1	0.0	0.0	1.3	20.3	0.0	0.0	0.0	3.2	3.4	0.0	1.3
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.3	20.3	0.0	0.0	0.0	3.2	3.4	0.0	1.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	727	2327	1268	60	1567		63	0	58	214	0	98
V/C Ratio(X)	0.20	0.35	0.35	0.33	0.64		0.00	0.00	0.79	0.48	0.00	0.18
Avail Cap(c_a), veh/h	727	2327	1268	168	1567		251	0	233	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.6	0.0	0.0	55.7	34.7	0.0	0.0	0.0	56.5	53.5	0.0	52.5
Incr Delay (d2), s/veh	0.0	0.4	0.7	1.2	2.0	0.0	0.0	0.0	8.6	0.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.3	0.6	8.2	0.0	0.0	0.0	1.5	1.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	0.4	0.7	56.9	36.7	0.0	0.0	0.0	65.1	54.1	0.0	52.8
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1419			1018	A		46			120	
Approach Delay, s/veh		1.2			37.1			65.1			53.9	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.3		12.2	53.8	42.9		9.0
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.3	2.0		5.4	4.1	22.3		5.2
Green Ext Time (p_c), s	0.0	12.7		0.2	0.1	8.5		0.1

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

Notes

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	1379	130	309	1023	25	164	30	425	0	22	103
Future Volume (veh/h)	148	1379	130	309	1023	25	164	30	425	0	22	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	1483	140	332	1100	27	176	32	0	0	24	111
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	608	3039	1077	310	2223	54	243	131		0	115	157
Arrive On Green	0.34	0.61	0.61	0.09	0.35	0.35	0.07	0.07	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1584	3456	6351	156	3456	1870	1585	0	1870	2545
Grp Volume(v), veh/h	159	1483	140	332	815	312	176	32	0	0	24	111
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	1795	1728	1870	1585	0	1870	1273
Q Serve(g_s), s	7.6	19.5	3.7	10.6	16.1	16.1	5.9	1.9	0.0	0.0	1.4	5.0
Cycle Q Clear(g_c), s	7.6	19.5	3.7	10.6	16.1	16.1	5.9	1.9	0.0	0.0	1.4	5.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	608	3039	1077	310	1649	628	243	131		0	115	157
V/C Ratio(X)	0.26	0.49	0.13	1.07	0.49	0.50	0.73	0.24		0.00	0.21	0.71
Avail Cap(c_a), veh/h	608	3039	1077	310	1649	628	1084	586		0	255	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	12.8	6.6	53.7	30.1	30.2	53.7	51.9	0.0	0.0	52.6	54.3
Incr Delay (d2), s/veh	0.1	0.6	0.2	70.7	1.1	2.8	1.5	0.3	0.0	0.0	0.9	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.7	1.5	7.5	6.0	7.2	2.6	0.9	0.0	0.0	0.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	13.4	6.9	124.4	31.2	32.9	55.3	52.2	0.0	0.0	53.5	60.1
LnGrp LOS	C	B	A	F	C	C	E	D		A	D	E
Approach Vol, veh/h		1782			1459			208	A		135	
Approach Delay, s/veh		14.2			52.8			54.8			58.9	
Approach LOS		B			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	77.6		12.2	45.9	46.7		13.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	10.6	34.4		16.1	4.0	* 41		37.0
Max Q Clear Time (g_c+I1), s	12.6	21.5		7.0	9.6	18.1		7.9
Green Ext Time (p_c), s	0.0	10.8		0.3	0.0	14.9		0.4

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Notes

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

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

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

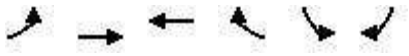
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	0	41	5	0	111	22	424	14	14	423	65
Future Volume (veh/h)	83	0	41	5	0	111	22	424	14	14	423	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	31	44	0	0	123	23	451	15	15	450	69
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	58	82	0	143	230	186	1103	37	186	970	148
Arrive On Green	0.08	0.08	0.08	0.00	0.00	0.08	0.10	0.31	0.31	0.10	0.31	0.31
Sat Flow, veh/h	1781	685	972	0	1870	3007	1781	3507	116	1781	3082	469
Grp Volume(v), veh/h	66	0	75	0	0	123	23	228	238	15	258	261
Grp Sat Flow(s),veh/h/ln	1781	0	1656	0	1870	1503	1781	1777	1847	1781	1777	1774
Q Serve(g_s), s	1.3	0.0	1.7	0.0	0.0	1.5	0.4	3.8	3.9	0.3	4.4	4.5
Cycle Q Clear(g_c), s	1.3	0.0	1.7	0.0	0.0	1.5	0.4	3.8	3.9	0.3	4.4	4.5
Prop In Lane	1.00		0.59	0.00		1.00	1.00		0.06	1.00		0.26
Lane Grp Cap(c), veh/h	151	0	140	0	143	230	186	559	581	186	559	559
V/C Ratio(X)	0.44	0.00	0.53	0.00	0.00	0.54	0.12	0.41	0.41	0.08	0.46	0.47
Avail Cap(c_a), veh/h	1869	0	1738	0	1962	3154	1168	2330	2421	1869	2330	2326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	16.7	0.0	0.0	17.0	15.5	10.3	10.3	15.4	10.5	10.5
Incr Delay (d2), s/veh	1.5	0.0	2.3	0.0	0.0	0.7	0.1	0.4	0.3	0.1	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	0.0	0.0	0.5	0.2	1.1	1.2	0.1	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	19.1	0.0	0.0	17.7	15.6	10.6	10.6	15.5	10.9	10.9
LnGrp LOS	B	A	B	A	A	B	B	B	B	B	B	B
Approach Vol, veh/h		141			123			489			534	
Approach Delay, s/veh		18.6			17.7			10.9			11.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	16.0		7.2	8.0	16.0		6.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	12.3	5.9		3.7	2.4	6.5		3.5
Green Ext Time (p_c), s	0.0	2.3		0.5	0.0	2.6		0.3

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	255	17	9	198	196	275
Future Volume (veh/h)	255	17	9	198	196	275
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	0	10	0	215	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	610	320	969		357	
Arrive On Green	0.17	0.00	0.52	0.00	0.10	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	294	0	10	0	215	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	4.3	0.0	0.1	0.0	3.4	0.0
Cycle Q Clear(g_c), s	4.3	0.0	0.1	0.0	3.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	610	320	969		357	
V/C Ratio(X)	0.48	0.00	0.01		0.60	
Avail Cap(c_a), veh/h	3077	1615	969		2387	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	21.7	0.0	6.8	0.0	24.8	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.1	0.0	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.3	0.0	6.8	0.0	26.4	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		294	10	A	215	A
Approach Delay, s/veh		22.3	6.8		26.4	
Approach LOS		C	A		C	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.9		10.0		34.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s	6.3		5.4		2.1
Green Ext Time (p_c), s	1.1		0.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	190	156	10	1	49
Future Vol, veh/h	34	190	156	10	1	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	221	181	12	1	57

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	193	0	-	0	378	97
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	191	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1378	-	-	-	597	940
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	822	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1378	-	-	-	577	940
Mov Cap-2 Maneuver	-	-	-	-	577	-
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1378	-	-	-	928
HCM Lane V/C Ratio	0.029	-	-	-	0.063
HCM Control Delay (s)	7.7	0.1	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	2106	2412	25	38	25
Future Volume (veh/h)	25	2106	2412	25	38	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	27	2240	2566	0	40	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	35	4399	6102		108	49
Arrive On Green	0.02	0.88	0.83	0.00	0.03	0.03
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	27	2240	2566	0	40	27
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	1.8	11.3	11.0	0.0	1.3	2.0
Cycle Q Clear(g_c), s	1.8	11.3	11.0	0.0	1.3	2.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	35	4399	6102		108	49
V/C Ratio(X)	0.76	0.51	0.42		0.37	0.55
Avail Cap(c_a), veh/h	319	4399	6102		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	1.5	2.8	0.0	56.0	56.3
Incr Delay (d2), s/veh	27.8	0.4	0.2	0.0	2.1	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.5	1.8	0.0	0.6	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	85.3	1.9	3.0	0.0	58.1	65.4
LnGrp LOS	F	A	A		E	E
Approach Vol, veh/h		2267	2566	A	67	
Approach Delay, s/veh		2.9	3.0		61.1	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		109.4		8.6	6.7	102.7
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		13.3		4.0	3.8	13.0
Green Ext Time (p_c), s		62.4		0.2	0.0	43.2

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3356	14	28	873	5	13	0	37	6	0	0
Future Volume (veh/h)	0	3356	14	28	873	5	13	0	37	6	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.92		0.92	0.92		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	3609	15	30	939	5	14	0	40	6	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	2	4266	1075	73	4791	25	290	0	230	272	329	0
Arrive On Green	0.00	0.68	0.68	0.04	1.00	1.00	0.18	0.00	0.18	0.18	0.00	0.00
Sat Flow, veh/h	1781	6281	1584	3456	6496	35	1299	0	1307	1262	1870	0
Grp Volume(v), veh/h	0	3609	15	30	681	263	14	0	40	6	0	0
Grp Sat Flow(s),veh/h/ln	1781	1570	1584	1728	1570	1820	1299	0	1307	1262	1870	0
Q Serve(g_s), s	0.0	51.1	0.4	1.0	0.0	0.0	1.1	0.0	3.1	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	51.1	0.4	1.0	0.0	0.0	1.1	0.0	3.1	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	4266	1075	73	3475	1342	290	0	230	272	329	0
V/C Ratio(X)	0.00	0.85	0.01	0.41	0.20	0.20	0.05	0.00	0.17	0.02	0.00	0.00
Avail Cap(c_a), veh/h	168	4266	1075	618	3475	1342	333	0	274	314	392	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	14.3	6.1	55.8	0.0	0.0	40.5	0.0	41.3	41.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.2	0.0	1.4	0.1	0.3	0.0	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.5	0.1	0.4	0.0	0.1	0.3	0.0	1.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.5	6.2	57.1	0.1	0.3	40.5	0.0	41.5	41.2	0.0	0.0
LnGrp LOS	A	B	A	E	A	A	D	A	D	D	A	A
Approach Vol, veh/h		3624			974			54			6	
Approach Delay, s/veh		16.5			1.9			41.2			41.2	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	85.4		25.7	0.0	92.3		25.7
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	2.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	3.0	53.1		3.5	0.0	2.0		5.1
Green Ext Time (p_c), s	0.0	4.5		0.0	0.0	18.6		0.1

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	3292	0	11	569	60	0	0	0	5	0	5
Future Volume (veh/h)	9	3292	0	11	569	60	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	3502	0	12	605	64	0	0	0	5	0	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	17	4074	0	60	4902	508	0	47	0	207	0	39
Arrive On Green	0.00	0.27	0.00	0.03	0.84	0.84	0.00	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5149	0	1781	5825	603	0	1870	0	3373	0	1557
Grp Volume(v), veh/h	10	3502	0	12	487	182	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1717	0	1870	0	1687	0	1557
Q Serve(g_s), s	0.7	78.8	0.0	0.8	2.2	2.2	0.0	0.0	0.0	0.2	0.0	0.4
Cycle Q Clear(g_c), s	0.7	78.8	0.0	0.8	2.2	2.2	0.0	0.0	0.0	0.2	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.35	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	4074	0	60	3965	1445	0	47	0	207	0	39
V/C Ratio(X)	0.59	0.86	0.00	0.20	0.12	0.13	0.00	0.00	0.00	0.02	0.00	0.13
Avail Cap(c_a), veh/h	168	4074	0	168	3965	1445	0	471	0	971	0	392
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.00	0.99	0.99	0.99	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.6	36.7	0.0	55.4	1.6	1.7	0.0	0.0	0.0	56.2	0.0	56.3
Incr Delay (d2), s/veh	7.5	1.7	0.0	0.6	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	35.3	0.0	0.3	0.3	0.4	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.1	38.3	0.0	56.0	1.7	1.8	0.0	0.0	0.0	56.2	0.0	56.8
LnGrp LOS	E	D	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		3512			681			0			10	
Approach Delay, s/veh		38.4			2.7			0.0			56.5	
Approach LOS		D			A						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	101.7		7.9	5.5	104.6		7.9				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.8	80.8		2.4	2.7	4.2		0.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	10.6		0.0				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3270	2	14	710	0	0	0	18	0	0	0
Future Volume (veh/h)	0	3270	2	14	710	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	0						
Adj Flow Rate, veh/h	0	3406	2	15	740	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	2	2	5	0						
Cap, veh/h	3	4371	3	26	4617	0						
Arrive On Green	0.00	0.85	0.85	0.01	0.93	0.00						
Sat Flow, veh/h	1781	5145	3	1781	5149	0						
Grp Volume(v), veh/h	0	2199	1209	15	740	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	0.0	20.8	20.8	0.6	0.9	0.0						
Cycle Q Clear(g_c), s	0.0	20.8	20.8	0.6	0.9	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	3	2823	1551	26	4617	0						
V/C Ratio(X)	0.00	0.78	0.78	0.58	0.16	0.00						
Avail Cap(c_a), veh/h	758	2827	1553	758	4617	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	2.4	2.4	34.5	0.2	0.0						
Incr Delay (d2), s/veh	0.0	1.9	3.4	7.5	0.1	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	0.8	1.5	0.3	0.0	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.3	5.8	42.1	0.3	0.0						
LnGrp LOS	A	A	A	D	A	A						
Approach Vol, veh/h		3408			755							
Approach Delay, s/veh		4.8			1.1							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.4	65.1			0.0	70.5						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	2.6	22.8			0.0	2.9						
Green Ext Time (p_c), s	0.0	37.1			0.0	15.1						
Intersection Summary												
HCM 6th Ctrl Delay			4.1									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	214.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	436	0	0	2231	407
Future Vol, veh/h	0	436	0	0	2231	407
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	464	0	0	2373	433

Major/Minor	Minor2			Major2	
Conflicting Flow All	2590	1403		-	0
Stage 1	2590	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	45	~ 111		-	-
Stage 1	23	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	45	~ 111		-	-
Mov Cap-2 Maneuver	45	-		-	-
Stage 1	23	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, $	1509.3	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	111	-	-
HCM Lane V/C Ratio	-	4.179	-	-
HCM Control Delay (s)	$	1509.3	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	47.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	696	28	19	689	333	34	58	40	221	28	150
Future Volume (veh/h)	104	696	28	19	689	333	34	58	40	221	28	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	782	31	21	774	374	38	65	45	248	31	169
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1228	378	597	2582	798	197	337	250	372	506	445
Arrive On Green	0.03	0.08	0.08	0.34	0.51	0.51	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	5106	1569	1781	5106	1578	530	1182	879	1267	1777	1560
Grp Volume(v), veh/h	117	782	31	21	774	374	70	0	78	248	31	169
Grp Sat Flow(s),veh/h/ln	1781	1702	1569	1781	1702	1578	1077	0	1514	1267	1777	1560
Q Serve(g_s), s	7.8	17.8	2.2	1.0	10.6	18.4	2.7	0.0	4.6	22.0	1.5	10.4
Cycle Q Clear(g_c), s	7.8	17.8	2.2	1.0	10.6	18.4	13.1	0.0	4.6	26.6	1.5	10.4
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	144	1228	378	597	2582	798	353	0	431	372	506	445
V/C Ratio(X)	0.81	0.64	0.08	0.04	0.30	0.47	0.20	0.00	0.18	0.67	0.06	0.38
Avail Cap(c_a), veh/h	313	1974	607	597	2582	798	555	0	647	553	760	667
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	50.2	43.0	26.8	17.3	19.2	35.5	0.0	32.3	42.4	31.2	34.4
Incr Delay (d2), s/veh	3.9	2.5	0.4	0.0	0.3	1.9	0.1	0.0	0.1	5.9	0.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	8.4	0.9	0.4	4.0	6.8	1.7	0.0	1.7	7.5	0.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	52.6	43.4	26.8	17.6	21.1	35.6	0.0	32.4	48.2	31.4	36.0
LnGrp LOS	E	D	D	C	B	C	D	A	C	D	C	D
Approach Vol, veh/h		930			1169			148			448	
Approach Delay, s/veh		53.4			18.9			33.9			42.4	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	46.3	34.6		39.1	14.1	66.8		39.1				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.3	* 46		51.3	21.1	32.2		51.3				
Max Q Clear Time (g_c+I1), s	3.0	19.8		28.6	9.8	20.4		15.1				
Green Ext Time (p_c), s	0.0	9.0		5.0	0.1	8.5		0.6				

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	512	1	0	475	402	1	0	0	305	0	33
Future Volume (veh/h)	50	512	1	0	475	402	1	0	0	305	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	563	1	0	522	0	1	0	0	369	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	1001	2	846	2242		19	0	17	507	266	0
Arrive On Green	0.04	0.19	0.19	0.00	0.21	0.00	0.01	0.00	0.00	0.14	0.00	0.00
Sat Flow, veh/h	1781	5263	9	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	55	364	200	0	522	0	1	0	0	369	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.7	11.6	11.6	0.0	14.7	0.0	0.1	0.0	0.0	11.9	0.0	0.0
Cycle Q Clear(g_c), s	3.7	11.6	11.6	0.0	14.7	0.0	0.1	0.0	0.0	11.9	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	71	647	355	846	2242		19	0	17	507	266	0
V/C Ratio(X)	0.77	0.56	0.56	0.00	0.23		0.05	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	224	1166	640	846	2242		157	0	140	1101	578	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.96	0.00	1.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d), s/veh	57.1	44.1	44.1	0.0	23.3	0.0	58.7	0.0	0.0	49.2	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.5	6.3	0.0	0.2	0.0	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.1	5.9	0.0	7.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	47.6	50.4	0.0	23.6	0.0	59.1	0.0	0.0	49.9	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		619			522	A		1			369	
Approach Delay, s/veh		49.9			23.6			59.1			49.9	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	27.9		23.0	9.2	81.6		6.2				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.3	* 41		37.1	15.1	36.1		10.6				
Max Q Clear Time (g_c+I1), s	10.6	13.6		13.9	5.7	16.7		2.1				
Green Ext Time (p_c), s	0.0	9.2		0.7	0.0	5.6		0.0				

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

Notes

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

User approved volume balancing among the lanes for turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	249	127	76	369	179	198	869	74	117	804	183
Future Volume (veh/h)	282	249	127	76	369	179	198	869	74	117	804	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	300	265	135	81	393	190	211	924	79	124	855	195
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	654	322	82	526	304	257	1628	139	168	1655	734
Arrive On Green	0.18	0.29	0.29	0.05	0.15	0.15	0.07	0.49	0.49	0.05	0.47	0.47
Sat Flow, veh/h	1781	2292	1130	1781	3554	1537	3456	3311	283	3456	3554	1576
Grp Volume(v), veh/h	300	203	197	81	393	190	211	496	507	124	855	195
Grp Sat Flow(s),veh/h/ln	1781	1777	1646	1781	1777	1537	1728	1777	1818	1728	1777	1576
Q Serve(g_s), s	24.9	13.9	14.5	6.8	15.9	11.1	9.0	29.5	29.5	5.3	25.4	6.0
Cycle Q Clear(g_c), s	24.9	13.9	14.5	6.8	15.9	11.1	9.0	29.5	29.5	5.3	25.4	6.0
Prop In Lane	1.00		0.69	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	321	507	469	82	526	304	257	873	893	168	1655	734
V/C Ratio(X)	0.94	0.40	0.42	0.99	0.75	0.62	0.82	0.57	0.57	0.74	0.52	0.27
Avail Cap(c_a), veh/h	387	668	619	82	734	395	544	873	893	258	1655	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	43.3	43.5	71.5	61.2	27.7	68.4	26.9	26.9	70.4	28.2	6.9
Incr Delay (d2), s/veh	25.5	0.2	0.2	93.3	1.4	0.8	2.5	2.7	2.6	2.4	1.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	6.2	6.0	5.3	7.3	4.2	4.1	13.2	13.5	2.4	11.2	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.1	43.5	43.7	164.8	62.6	28.4	70.9	29.6	29.5	72.8	29.3	7.8
LnGrp LOS	F	D	D	F	E	C	E	C	C	E	C	A
Approach Vol, veh/h		700			664			1214			1174	
Approach Delay, s/veh		61.8			65.3			36.7			30.3	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	79.0	11.3	48.0	15.5	75.2	32.2	27.1
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	11.3	* 57	6.9	56.4	23.6	43.8	32.6	* 31
Max Q Clear Time (g_c+I1), s	7.3	31.5	8.8	16.5	11.0	27.4	26.9	17.9
Green Ext Time (p_c), s	0.0	2.4	0.0	0.9	0.1	2.4	0.1	1.0

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

Notes

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