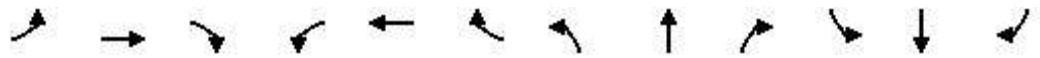


Traffic Technical Information and Data Appendix G

Exhibit D – Level of Service Worksheets

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	215	89	214	182	77	101	138	177	84	102	76
Future Volume (veh/h)	52	215	89	214	182	77	101	138	177	84	102	76
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	55	229	95	228	194	82	107	147	188	89	109	81
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	71	1308	660	314	784	615	137	756	471	115	713	308
Arrive On Green	0.04	0.37	0.37	0.09	0.42	0.42	0.08	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1461	3456	1870	1468	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	55	229	95	228	194	82	107	147	188	89	109	81
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1728	1870	1468	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	2.7	3.9	3.4	5.7	6.0	3.1	5.2	3.0	8.6	4.4	2.2	4.0
Cycle Q Clear(g_c), s	2.7	3.9	3.4	5.7	6.0	3.1	5.2	3.0	8.6	4.4	2.2	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	1308	660	314	784	615	137	756	471	115	713	308
V/C Ratio(X)	0.77	0.18	0.14	0.73	0.25	0.13	0.78	0.19	0.40	0.77	0.15	0.26
Avail Cap(c_a), veh/h	602	1600	780	1167	842	661	602	1600	836	602	1600	691
HCM Platoon Ratio	1.00	1.00	1.00	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	42.2	19.0	14.6	39.3	16.7	15.9	40.3	28.7	24.5	40.9	29.3	30.0
Incr Delay (d2), s/veh	6.5	0.1	0.1	1.2	0.1	0.1	3.6	0.1	0.5	4.1	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	1.3	1.6	1.1	2.4	2.5	1.0	2.4	1.3	3.1	2.0	1.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	19.0	14.7	40.5	16.8	15.9	43.9	28.8	25.1	45.0	29.3	30.1
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		379			504			442			279	
Approach Delay, s/veh		22.3			27.4			30.9			34.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	38.6	12.2	24.5	8.9	43.1	11.1	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	7.7	5.9	7.2	6.0	4.7	8.0	6.4	10.6				
Green Ext Time (p_c), s	0.4	2.3	0.1	0.6	0.1	1.0	0.1	1.6				
Intersection Summary												
HCM 6th Ctrl Delay				28.4								
HCM 6th LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	18	0	9	21	0	38	82	313	24	71	288	36
Future Volume (veh/h)	18	0	9	21	0	38	82	313	24	71	288	36
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		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	0	10	23	0	41	89	340	26	77	313	39
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	320	34	87	467	0	375	120	1550	117	109	1446	175
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.07	0.32	0.32	0.06	0.31	0.31
Sat Flow, veh/h	784	186	485	1403	0	1548	1781	4831	363	1781	4596	557
Grp Volume(v), veh/h	30	0	0	23	0	41	89	238	128	77	230	122
Grp Sat Flow(s),veh/h/ln	1456	0	0	1403	0	1548	1781	1702	1790	1781	1702	1749
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.7	1.6	1.7	1.8	1.4	1.7	1.7
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.4	0.0	0.7	1.6	1.7	1.8	1.4	1.7	1.7
Prop In Lane	0.67		0.33	1.00		1.00	1.00		0.20	1.00		0.32
Lane Grp Cap(c), veh/h	441	0	0	467	0	375	120	1092	574	109	1071	550
V/C Ratio(X)	0.07	0.00	0.00	0.05	0.00	0.11	0.74	0.22	0.22	0.71	0.21	0.22
Avail Cap(c_a), veh/h	1859	0	0	1858	0	1943	1593	6090	3202	1593	6090	3128
HCM Platoon Ratio	1.00	1.00	1.00	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	11.5	0.0	0.0	11.4	0.0	9.9	15.4	8.3	8.3	15.5	8.4	8.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.4	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	0.7	0.5	0.5	0.6	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.4	0.0	10.0	18.8	8.4	8.6	18.6	8.6	8.7
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		30			64			455			429	
Approach Delay, s/veh		11.5			10.5			10.5			10.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	16.2		10.9	6.7	16.0		10.9				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+1), s	13.4	3.8		2.5	3.6	3.7		2.7				
Green Ext Time (p_c), s	0.1	3.5		0.1	0.1	2.9		0.1				

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.

SAN ADP EA
3: Pacific Hwy & Enterprise St/SPAWAR Dwy

No Action: Year 2026
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	11	37	41	51	13	362	634	114	41	425	195
Future Volume (veh/h)	19	11	37	41	51	13	362	634	114	41	425	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.46	1.00		0.80	1.00		0.93	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	16	18	40	44	55	14	389	682	123	44	457	210
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	58	60	339	565	593	450	354	1513	629	57	611	277
Arrive On Green	0.03	0.03	0.03	0.32	0.32	0.32	0.20	0.43	0.43	0.03	0.27	0.27
Sat Flow, veh/h	1781	1870	729	1781	1870	1261	1781	3554	1478	1781	2292	1040
Grp Volume(v), veh/h	16	18	40	44	55	14	389	682	123	44	353	314
Grp Sat Flow(s),veh/h/ln	1781	1870	729	1781	1870	1261	1781	1777	1478	1781	1777	1556
Q Serve(g_s), s	1.1	1.2	4.0	2.1	2.6	0.9	24.6	16.9	6.4	3.0	22.5	23.0
Cycle Q Clear(g_c), s	1.1	1.2	4.0	2.1	2.6	0.9	24.6	16.9	6.4	3.0	22.5	23.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	58	60	339	565	593	450	354	1513	629	57	474	415
V/C Ratio(X)	0.28	0.30	0.12	0.08	0.09	0.03	1.10	0.45	0.20	0.78	0.74	0.76
Avail Cap(c_a), veh/h	58	60	339	576	605	458	354	1513	629	125	496	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	58.4	58.5	38.6	29.6	29.7	26.5	49.5	25.2	22.2	59.4	41.5	41.7
Incr Delay (d2), s/veh	1.0	1.0	0.1	0.0	0.0	0.0	76.8	0.3	0.2	8.2	8.0	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.6	1.0	0.9	1.2	0.3	18.4	7.2	2.3	1.5	10.9	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	59.5	38.6	29.6	29.8	26.5	126.3	25.5	22.4	67.7	49.5	51.3
LnGrp LOS	E	E	D	C	C	C	F	C	C	E	D	D
Approach Vol, veh/h		74			113			1194			711	
Approach Delay, s/veh		48.2			29.3			58.0			51.4	
Approach LOS		D			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	61.3		8.9	29.0	41.7		44.1				
Change Period (Y+Rc), s	5.4	8.7		4.9	4.4	* 8.7		4.9				
Max Green Setting (Gmax), s	3.7	48.4		4.0	24.6	* 35		40.0				
Max Q Clear Time (g_c+1/3), s	1.5	18.9		6.0	26.6	25.0		4.6				
Green Ext Time (p_c), s	0.0	7.2		0.0	0.0	5.0		0.3				

Intersection Summary

HCM 6th Ctrl Delay	53.9
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.

4: Pacific Hwy/Pacific Hwy SB Off Ramp & Washington St

Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗		↙↙↙					↘	↙	↗
Traffic Volume (veh/h)	0	181	17	148	118	0	0	0	0	195	49	31
Future Volume (veh/h)	0	181	17	148	118	0	0	0	0	195	49	31
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	199	19	163	130	0				134	166	34
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	237	473	208	340	649	0				493	518	642
Arrive On Green	0.00	0.13	0.13	0.19	0.19	0.00				0.28	0.28	0.28
Sat Flow, veh/h	1781	3554	1561	1781	3572	0				1781	1870	1557
Grp Volume(v), veh/h	0	199	19	163	130	0				134	166	34
Grp Sat Flow(s),veh/h/ln	1781	1777	1561	1781	1702	0				1781	1870	1557
Q Serve(g_s), s	0.0	1.9	0.4	3.0	1.2	0.0				2.1	2.6	0.5
Cycle Q Clear(g_c), s	0.0	1.9	0.4	3.0	1.2	0.0				2.1	2.6	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	237	473	208	340	649	0				493	518	642
V/C Ratio(X)	0.00	0.42	0.09	0.48	0.20	0.00				0.27	0.32	0.05
Avail Cap(c_a), veh/h	2944	5873	2580	2944	5626	0				1717	1803	1712
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	14.4	13.8	13.1	12.4	0.0				10.3	10.4	6.5
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.2	0.2	0.0				0.1	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/lr	0.0	0.6	0.1	0.9	0.3	0.0				0.7	0.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.7	13.9	14.3	12.5	0.0				10.4	10.6	6.5
LnGrp LOS	A	B	B	B	B	A				B	B	A
Approach Vol, veh/h		218			293						334	
Approach Delay, s/veh		14.6			13.5						10.1	
Approach LOS		B			B						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				8.8		16.2		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				3.9		4.6		5.0				
Green Ext Time (p_c), s				0.8		0.8		2.0				

Intersection Summary

HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

SAN ADP EA
5: Frontage Rd & Washington St

No Action: Year 2026
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	321	0	0	254	331	29	6	60	22	0	289
Future Volume (veh/h)	91	321	0	0	254	331	29	6	60	22	0	289
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	101	357	0	0	282	368	32	7	67	24	0	321
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	135	1634	0	0	573	506	148	12	117	28	0	377
Arrive On Green	0.08	0.46	0.00	0.00	0.32	0.32	0.08	0.08	0.08	0.26	0.00	0.26
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	148	1413	111	0	1478
Grp Volume(v), veh/h	101	357	0	0	282	368	32	0	74	345	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1560	1588	0	0
Q Serve(g_s), s	4.1	4.4	0.0	0.0	9.4	15.2	1.2	0.0	3.3	15.1	0.0	0.0
Cycle Q Clear(g_c), s	4.1	4.4	0.0	0.0	9.4	15.2	1.2	0.0	3.3	15.1	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.91	0.07		0.93
Lane Grp Cap(c), veh/h	135	1634	0	0	573	506	148	0	129	405	0	0
V/C Ratio(X)	0.75	0.22	0.00	0.00	0.49	0.73	0.22	0.00	0.57	0.85	0.00	0.00
Avail Cap(c_a), veh/h	730	2913	0	0	1456	1287	973	0	853	868	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	33.1	11.9	0.0	0.0	20.0	21.9	31.3	0.0	32.3	25.9	0.0	0.0
Incr Delay (d2), s/veh	9.5	0.0	0.0	0.0	0.8	2.4	0.3	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	1.5	0.0	0.0	3.5	5.2	0.5	0.0	1.3	5.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	11.9	0.0	0.0	20.8	24.4	31.6	0.0	33.8	27.9	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h	458		650				106		345			
Approach Delay, s/veh	18.7		22.8				33.1		27.9			
Approach LOS	B		C				C		C			
Timer - Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	38.1		22.7		10.0		28.0		12.5			
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	6.4		17.1		6.1		17.2		5.3			
Green Ext Time (p_c), s	1.4		1.6		0.3		5.3		0.3			

Intersection Summary

HCM 6th Ctrl Delay	23.4
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	347	61	304	400	0	0	0	0	387	244	195
Future Volume (veh/h)	0	347	61	304	400	0	0	0	0	387	244	195
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	354	62	310	408	0				395	249	199
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	1898	843	390	2484	0				656	345	285
Arrive On Green	0.00	0.53	0.53	0.23	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	354	62	310	408	0				395	249	199
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	4.3	1.6	7.1	0.0	0.0				8.5	10.5	10.1
Cycle Q Clear(g_c), s	0.0	4.3	1.6	7.1	0.0	0.0				8.5	10.5	10.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1898	843	390	2484	0				656	345	285
V/C Ratio(X)	0.00	0.19	0.07	0.80	0.16	0.00				0.60	0.72	0.70
Avail Cap(c_a), veh/h	0	1898	843	703	2484	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	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.1	9.5	31.6	0.0	0.0				31.4	32.2	32.1
Incr Delay (d2), s/veh	0.0	0.2	0.2	1.4	0.1	0.0				0.3	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.5	2.6	0.0	0.0				3.6	4.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.3	9.7	33.0	0.1	0.0				31.8	33.3	33.2
LnGrp LOS	A	B	A	C	A	A				C	C	C
Approach Vol, veh/h		416			718						843	
Approach Delay, s/veh		10.2			14.3						32.6	
Approach LOS		B			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	3.9	49.8		20.4		63.6						
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9						
Max Green Setting (Gmax), s	7.5	20.6		32.1		42.1						
Max Q Clear Time (g_c+1), s	19.5	6.3		12.5		2.0						
Green Ext Time (p_c), s	0.4	2.3		2.0		3.0						

Intersection Summary

HCM 6th Ctrl Delay	21.2
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.

SAN ADP EA
7: San Diego Ave & Washington St

No Action: Year 2026
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔		↔↔↔				
Traffic Volume (veh/h)	212	533	0	0	573	563	124	204	26	0	0	0
Future Volume (veh/h)	212	533	0	0	573	563	124	204	26	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	1900	1870	1900			
Adj Flow Rate, veh/h	214	538	0	0	579	569	125	206	26			
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	0	2	0			
Cap, veh/h	1281	2714	0	0	1189	519	206	378	47			
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	1553	1721	3157	394			
Grp Volume(v), veh/h	214	538	0	0	579	569	130	110	118			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1784	1702	1785			
Q Serve(g_s), s	1.5	0.0	0.0	0.0	10.9	28.1	5.8	5.1	5.2			
Cycle Q Clear(g_c), s	1.5	0.0	0.0	0.0	10.9	28.1	5.8	5.1	5.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		0.22			
Lane Grp Cap(c), veh/h	1281	2714	0	0	1189	519	213	204	214			
V/C Ratio(X)	0.17	0.20	0.00	0.00	0.49	1.10	0.61	0.54	0.55			
Avail Cap(c_a), veh/h	1281	2714	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)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.0	0.0	0.0	0.0	22.2	28.0	35.1	34.8	34.9			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.4	68.0	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	4.4	19.1	2.5	2.1	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.1	0.2	0.0	0.0	23.6	96.0	36.1	35.6	35.7			
LnGrp LOS	A	A	A	A	C	F	D	D	D			
Approach Vol, veh/h		752			1148			357				
Approach Delay, s/veh		2.1			59.5			35.8				
Approach LOS		A			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			36.0	33.0		15.0				
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			3.5	30.1		7.8				
Green Ext Time (p_c), s		4.4			0.4	0.0		1.3				

Intersection Summary

HCM 6th Ctrl Delay	36.6
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	12	910	19	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	12	910	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	15	1167	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	77	115	3120	64			
Arrive On Green				0.00	0.06	0.06	0.63	0.63	0.63			
Sat Flow, veh/h				0	465	1184	18	4974	101			
Grp Volume(v), veh/h				0	0	78	442	366	398			
Grp Sat Flow(s),veh/h/ln				0	0	1650	1865	1549	1681			
Q Serve(g_s), s				0.0	0.0	1.7	0.0	4.2	4.2			
Cycle Q Clear(g_c), s				0.0	0.0	1.7	4.2	4.2	4.2			
Prop In Lane				0.00		0.72	0.03		0.06			
Lane Grp Cap(c), veh/h				0	0	107	1273	971	1054			
V/C Ratio(X)				0.00	0.00	0.73	0.35	0.38	0.38			
Avail Cap(c_a), veh/h				0	0	1832	3195	2580	2800			
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	16.5	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.6	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	20.1	3.5	3.6	3.6			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					78			1206				
Approach Delay, s/veh					20.1			3.6				
Approach LOS					C			A				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		28.2						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		6.2						3.7				
Green Ext Time (p_c), s		16.4						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)	42	149	63	335	277	60	169	242	65	60	253	56
Future Volume (veh/h)	42	149	63	335	277	60	169	242	65	60	253	56
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		0.98	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	45	160	68	360	298	65	182	260	70	65	272	60
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	62	531	234	416	517	113	228	977	407	82	755	158
Arrive On Green	0.03	0.15	0.15	0.23	0.35	0.35	0.13	0.26	0.26	0.05	0.18	0.18
Sat Flow, veh/h	1781	3554	1569	1781	1486	324	1781	3741	1559	1781	4202	881
Grp Volume(v), veh/h	45	160	68	360	0	363	182	260	70	65	218	114
Grp Sat Flow(s),veh/h/ln	1781	1777	1569	1781	0	1810	1781	1870	1559	1781	1702	1679
Q Serve(g_s), s	1.5	2.5	2.4	11.9	0.0	10.0	6.1	3.4	2.1	2.2	3.4	3.7
Cycle Q Clear(g_c), s	1.5	2.5	2.4	11.9	0.0	10.0	6.1	3.4	2.1	2.2	3.4	3.7
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	62	531	234	416	0	630	228	977	407	82	611	302
V/C Ratio(X)	0.72	0.30	0.29	0.87	0.00	0.58	0.80	0.27	0.17	0.79	0.36	0.38
Avail Cap(c_a), veh/h	288	1912	844	686	0	1379	395	2105	877	288	1710	843
HCM Platoon Ratio	1.00	1.00	1.00	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	29.3	23.2	23.2	22.6	0.0	16.3	26.0	18.0	17.5	28.9	22.0	22.1
Incr Delay (d2), s/veh	5.8	0.1	0.3	3.4	0.0	0.8	2.5	0.3	0.4	6.1	0.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.0	0.9	5.1	0.0	4.0	2.5	1.4	0.8	1.0	1.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	23.3	23.4	25.9	0.0	17.1	28.5	18.3	17.9	35.1	22.7	23.5
LnGrp LOS	D	C	C	C	A	B	C	B	B	D	C	C
Approach Vol, veh/h		273			723			512			397	
Approach Delay, s/veh		25.3			21.5			21.8			25.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	21.3	18.7	14.1	12.2	16.3	6.5	26.2				
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	9.9	34.5	23.6	33.0	13.6	30.8	9.9	46.7				
Max Q Clear Time (g_c+14), s	14.2	5.4	13.9	4.5	8.1	5.7	3.5	12.0				
Green Ext Time (p_c), s	0.0	3.4	0.4	0.8	0.1	3.4	0.0	2.6				

Intersection Summary

HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

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)	0	104	187	137	176	0	0	0	0	87	1411	482
Future Volume (veh/h)	0	104	187	137	176	0	0	0	0	87	1411	482
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	118	212	156	200	0				99	1603	548
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	262	403	0				1104	2338	778
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	783	1779	0				1781	3772	1255
Grp Volume(v), veh/h	0	118	212	171	185	0				99	1442	709
Grp Sat Flow(s),veh/h/ln	0	1870	1585	860	1617	0				1781	1702	1623
Q Serve(g_s), s	0.0	4.7	10.8	13.7	9.0	0.0				2.0	25.6	27.0
Cycle Q Clear(g_c), s	0.0	4.7	10.8	18.4	9.0	0.0				2.0	25.6	27.0
Prop In Lane	0.00		1.00	0.91		0.00				1.00		0.77
Lane Grp Cap(c), veh/h	0	446	378	280	385	0				1104	2110	1006
V/C Ratio(X)	0.00	0.26	0.56	0.61	0.48	0.00				0.09	0.68	0.70
Avail Cap(c_a), veh/h	0	613	519	378	530	0				1168	2231	1064
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	28.4	30.7	35.8	30.0	0.0				7.0	11.5	11.7
Incr Delay (d2), s/veh	0.0	0.1	0.5	1.6	0.7	0.0				0.1	1.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	4.1	3.8	3.6	0.0				0.7	8.8	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.5	31.2	37.4	30.7	0.0				7.1	12.5	14.2
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		330			356						2250	
Approach Delay, s/veh		30.2			33.9						12.8	
Approach LOS		C			C						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				28.5		63.0		28.5				
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				12.8		29.0		20.4				
Green Ext Time (p_c), s				0.8		27.8		1.4				
Intersection Summary												
HCM 6th Ctrl Delay				17.3								
HCM 6th LOS				B								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖		↖	↑↑				
Traffic Volume (veh/h)	92	17	82	0	33	22	275	994	21	0	0	0
Future Volume (veh/h)	92	17	82	0	33	22	275	994	21	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	97	18	86	0	35	23	289	1046	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	356	50	1067	0	170	112	912	1822	38			
Arrive On Green	0.16	0.16	0.16	0.00	0.16	0.16	0.51	0.51	0.51			
Sat Flow, veh/h	971	307	1570	0	1045	687	1781	3556	75			
Grp Volume(v), veh/h	115	0	86	0	0	58	289	523	545			
Grp Sat Flow(s),veh/h/ln	1278	0	1570	0	0	1731	1781	1777	1854			
Q Serve(g_s), s	2.1	0.0	0.0	0.0	0.0	1.0	3.2	6.8	6.8			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	0.0	1.0	3.2	6.8	6.8			
Prop In Lane	0.84		1.00	0.00		0.40	1.00		0.04			
Lane Grp Cap(c), veh/h	406	0	1067	0	0	281	912	910	950			
V/C Ratio(X)	0.28	0.00	0.08	0.00	0.00	0.21	0.32	0.57	0.57			
Avail Cap(c_a), veh/h	1433	0	2218	0	0	1550	1568	1565	1633			
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	13.1	0.0	1.9	0.0	0.0	12.2	4.8	5.6	5.6			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.1	0.2	0.6	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.3	0.6	1.4	1.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	0.0	1.9	0.0	0.0	12.3	5.0	6.2	6.2			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		201			58			1357				
Approach Delay, s/veh		8.6			12.3			5.9				
Approach LOS		A			B			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		21.7		11.8				11.8				
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		8.8		5.0				3.0				
Green Ext Time (p_c), s		8.4		0.9				0.2				
Intersection Summary												
HCM 6th Ctrl Delay			6.5									
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)	3	23	28	10	7	7	31	446	126	103	632	8
Future Volume (veh/h)	3	23	28	10	7	7	31	446	126	103	632	8
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		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	3	25	31	11	8	8	34	490	138	113	695	9
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	144	178	368	163	163	54	1485	651	145	2433	31
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.42	0.42	0.08	0.47	0.47
Sat Flow, veh/h	1391	757	939	1342	856	856	1781	3554	1557	1781	5193	67
Grp Volume(v), veh/h	3	0	56	11	0	16	34	490	138	113	455	249
Grp Sat Flow(s),veh/h/ln	1391	0	1697	1342	0	1713	1781	1777	1557	1781	1702	1856
Q Serve(g_s), s	0.1	0.0	1.3	0.3	0.0	0.4	0.9	4.5	2.7	3.0	3.9	3.9
Cycle Q Clear(g_c), s	0.5	0.0	1.3	1.7	0.0	0.4	0.9	4.5	2.7	3.0	3.9	3.9
Prop In Lane	1.00		0.55	1.00		0.50	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	404	0	322	368	0	325	54	1485	651	145	1595	870
V/C Ratio(X)	0.01	0.00	0.17	0.03	0.00	0.05	0.63	0.33	0.21	0.78	0.29	0.29
Avail Cap(c_a), veh/h	1064	0	1127	982	0	1109	231	1722	755	246	1628	888
HCM Platoon Ratio	1.00	1.00	1.00	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	16.0	0.0	16.2	16.9	0.0	15.9	22.9	9.4	8.9	21.6	7.8	7.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	4.4	0.2	0.3	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.1	0.0	0.1	0.4	1.4	0.8	1.2	1.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	0.0	16.3	17.0	0.0	15.9	27.3	9.6	9.2	25.0	7.9	8.0
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		59			27			662			817	
Approach Delay, s/veh		16.3			16.3			10.5			10.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	25.7		13.9	5.9	28.1		13.9				
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8				
Max Green Setting (Gmax), s	6.6	* 23		* 32	6.2	22.9		* 31				
Max Q Clear Time (g_c+1/3), s	15.0	6.5		3.3	2.9	5.9		3.7				
Green Ext Time (p_c), s	0.0	5.4		0.2	0.0	4.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	10.7
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)	775	1496	2104	56	28	50
Future Volume (veh/h)	775	1496	2104	56	28	50
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	881	1700	2391	0	32	57
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	988	3082	3291		75	379
Arrive On Green	0.20	0.89	0.66	0.00	0.04	0.04
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	881	1700	2391	0	32	57
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	23.9	15.0	43.8	0.0	2.5	4.0
Cycle Q Clear(g_c), s	23.9	15.0	43.8	0.0	2.5	4.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	988	3082	3291		75	379
V/C Ratio(X)	0.89	0.55	0.73		0.42	0.15
Avail Cap(c_a), veh/h	1385	3082	3291		216	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.45	0.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	1.7	15.5	0.0	65.4	42.0
Incr Delay (d2), s/veh	4.5	0.7	0.7	0.0	3.8	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	10.3	1.6	15.0	0.0	1.2	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	59.3	2.4	16.2	0.0	69.1	42.2
LnGrp LOS	E	A	B		E	D
Approach Vol, veh/h		2581	2391	A	89	
Approach Delay, s/veh		21.8	16.2		51.9	
Approach LOS		C	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		129.7		10.3	31.9	97.7
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		113.3		17.0	38.6	* 71
Max Q Clear Time (g_c+I1), s		17.0		6.0	25.9	45.8
Green Ext Time (p_c), s		73.6		0.1	1.6	24.4

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.
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)	293	665	25	48	991	41	126	215	69	44	177	508
Future Volume (veh/h)	293	665	25	48	991	41	126	215	69	44	177	508
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		0.89
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	315	715	27	52	1066	44	135	231	74	47	190	546
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	377	1779	67	140	1667	69	157	463	370	61	673	772
Arrive On Green	0.11	0.51	0.51	0.08	0.48	0.48	0.09	0.25	0.25	0.03	0.19	0.19
Sat Flow, veh/h	3456	3489	132	1781	3477	144	1781	1870	1497	1781	3554	2469
Grp Volume(v), veh/h	315	364	378	52	545	565	135	231	74	47	190	546
Grp Sat Flow(s),veh/h/ln	1728	1777	1844	1781	1777	1844	1781	1870	1497	1781	1777	1235
Q Serve(g_s), s	13.4	18.9	19.0	4.2	34.5	34.5	11.2	15.9	5.9	3.9	6.9	22.1
Cycle Q Clear(g_c), s	13.4	18.9	19.0	4.2	34.5	34.5	11.2	15.9	5.9	3.9	6.9	22.1
Prop In Lane	1.00		0.07	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	377	906	940	140	852	884	157	463	370	61	673	772
V/C Ratio(X)	0.84	0.40	0.40	0.37	0.64	0.64	0.86	0.50	0.20	0.78	0.28	0.71
Avail Cap(c_a), veh/h	751	906	940	140	852	884	172	463	370	90	687	782
HCM Platoon Ratio	1.00	1.00	1.00	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	0.82	0.82	0.82	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	65.5	22.7	22.7	65.6	29.3	29.3	67.5	48.5	44.7	71.9	52.1	27.2
Incr Delay (d2), s/veh	4.9	1.3	1.3	6.1	3.0	2.9	29.1	0.9	0.3	10.9	0.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	8.2	8.5	2.1	15.1	15.7	6.4	7.6	2.2	2.0	3.1	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	24.0	23.9	71.7	32.3	32.2	96.6	49.4	45.0	82.8	52.4	30.4
LnGrp LOS	E	C	C	E	C	C	F	D	D	F	D	C
Approach Vol, veh/h		1057			1162			440			783	
Approach Delay, s/veh		37.8			34.0			63.1			38.9	
Approach LOS		D			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	42.0	16.2	82.3	18.1	33.4	20.8	77.7				
Change Period (Y+Rc), s	4.4	4.9	4.4	* 5.8	4.9	* 5	4.4	5.8				
Max Green Setting (Gmax), s	7.6	36.0	11.8	* 76	14.5	* 29	32.6	54.3				
Max Q Clear Time (g_c+1/3), s	15.9	17.9	6.2	21.0	13.2	24.1	15.4	36.5				
Green Ext Time (p_c), s	0.0	1.6	0.0	7.3	0.0	2.3	1.0	5.9				

Intersection Summary

HCM 6th Ctrl Delay	40.0
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	683	73	29	169	0	0	0	0	183	217	935
Future Volume (veh/h)	0	683	73	29	169	0	0	0	0	183	217	935
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		0.97
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	767	82	33	190	0				206	244	1051
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	1465	157	58	1838	0				616	801	1073
Arrive On Green	0.00	0.45	0.45	0.03	0.52	0.00				0.40	0.40	0.40
Sat Flow, veh/h	0	3327	346	1781	3647	0				1552	2018	2701
Grp Volume(v), veh/h	0	421	428	33	190	0				238	212	1051
Grp Sat Flow(s),veh/h/ln	0	1777	1802	1781	1777	0				1793	1777	1351
Q Serve(g_s), s	0.0	23.8	23.8	2.6	3.8	0.0				12.9	11.4	53.8
Cycle Q Clear(g_c), s	0.0	23.8	23.8	2.6	3.8	0.0				12.9	11.4	53.8
Prop In Lane	0.00		0.19	1.00		0.00				0.87		1.00
Lane Grp Cap(c), veh/h	0	805	817	58	1838	0				712	706	1073
V/C Ratio(X)	0.00	0.52	0.52	0.57	0.10	0.00				0.33	0.30	0.98
Avail Cap(c_a), veh/h	0	805	817	109	1838	0				712	706	1073
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	0.92	0.92	0.60	0.60	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.4	27.4	66.7	17.2	0.0				29.3	28.9	41.6
Incr Delay (d2), s/veh	0.0	2.2	2.2	1.9	0.1	0.0				1.3	1.1	23.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.4	10.5	1.2	1.6	0.0				5.9	5.2	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.7	29.7	68.7	17.3	0.0				30.6	30.0	64.7
LnGrp LOS	A	C	C	E	B	A				C	C	E
Approach Vol, veh/h		849			223						1501	
Approach Delay, s/veh		29.7			24.9						54.4	
Approach LOS		C			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.0	70.0		61.0		79.0						
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6						
Max Green Setting (Gmax), s	6.6	* 61		55.6		72.4						
Max Q Clear Time (g_c+14), s	14.6	25.8		55.8		5.8						
Green Ext Time (p_c), s	0.0	1.6		0.0		0.4						

Intersection Summary

HCM 6th Ctrl Delay	43.7
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)	520	352	0	0	172	141	45	104	36	0	0	0
Future Volume (veh/h)	520	352	0	0	172	141	45	104	36	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	553	374	0	0	183	150	48	111	38			
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	1991	1605	0	0	469	360	74	185	110			
Arrive On Green	0.77	1.00	0.00	0.00	0.25	0.25	0.07	0.07	0.07			
Sat Flow, veh/h	3456	1870	0	0	1992	1458	1029	2567	1530			
Grp Volume(v), veh/h	553	374	0	0	170	163	85	74	38			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1580	1819	1777	1530			
Q Serve(g_s), s	6.7	0.0	0.0	0.0	11.2	12.1	6.4	5.7	3.3			
Cycle Q Clear(g_c), s	6.7	0.0	0.0	0.0	11.2	12.1	6.4	5.7	3.3			
Prop In Lane	1.00		0.00	0.00		0.92	0.57		1.00			
Lane Grp Cap(c), veh/h	1991	1605	0	0	439	390	131	128	110			
V/C Ratio(X)	0.28	0.23	0.00	0.00	0.39	0.42	0.65	0.58	0.34			
Avail Cap(c_a), veh/h	1991	1605	0	0	439	390	352	344	296			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.85	0.85	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	7.7	0.0	0.0	0.0	43.9	44.3	63.2	62.9	61.8			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.2	0.3	1.9	1.5	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	2.2	0.1	0.0	0.0	4.9	4.7	3.0	2.6	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.8	0.3	0.0	0.0	44.1	44.5	65.2	64.4	62.5			
LnGrp LOS	A	A	A	A	D	D	E	E	E			
Approach Vol, veh/h		927			333			197				
Approach Delay, s/veh		4.8			44.3			64.4				
Approach LOS		A			D			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		125.0			85.6	39.5		15.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		103.1			65.6	* 33		27.1				
Max Q Clear Time (g_c+I1), s		2.0			8.7	14.1		8.4				
Green Ext Time (p_c), s		1.4			2.1	1.1		0.6				

Intersection Summary

HCM 6th Ctrl Delay	21.9
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.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗↗	↕↕↕		↙	↕↕↕
Traffic Volume (veh/h)	103	1696	513	0	0	1499
Future Volume (veh/h)	103	1696	513	0	0	1499
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	111	0	552	0	0	1612
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	258	5170
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	111	0	552	0	0	1612
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.7	0.0	5.0	0.0	0.0	6.7
Cycle Q Clear(g_c), s	6.7	0.0	5.0	0.0	0.0	6.7
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		3181	0	258	5170
V/C Ratio(X)	0.71		0.17	0.00	0.00	0.31
Avail Cap(c_a), veh/h	486		3181	0	740	5170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.66	0.00	0.94	0.00	0.00	0.83
Uniform Delay (d), s/veh	48.8	0.0	8.1	0.0	0.0	2.3
Incr Delay (d2), s/veh	1.5	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	3.0	0.0	1.6	0.0	0.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.3	0.0	8.1	0.0	0.0	2.4
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	111	A	552			1612
Approach Delay, s/veh	50.3		8.1			2.4
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	20.3	75.1			95.4	14.6
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.7	20.1			70.2	30.0
Max Q Clear Time (g_c+10), s	10.6	7.0			8.7	8.7
Green Ext Time (p_c), s	0.0	3.8			23.6	0.1

Intersection Summary

HCM 6th Ctrl Delay		6.2	
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	243	1688	133	111	245	0	0	208	33
Future Volume (veh/h)	0	0	0	243	1688	133	111	245	0	0	208	33
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		No		No
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				259	1796	141	118	261	0	0	221	35
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	0	2	2	0	0	2	2
Cap, veh/h				337	2497	200	147	1440	0	0	623	92
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				593	4395	353	1781	5274	0	0	4567	653
Grp Volume(v), veh/h				804	674	719	118	261	0	0	168	88
Grp Sat Flow(s),veh/h/ln				1841	1702	1799	1781	1702	0	0	1702	1647
Q Serve(g_s), s				45.6	40.7	41.1	7.0	2.7	0.0	0.0	4.9	5.3
Cycle Q Clear(g_c), s				45.6	40.7	41.1	7.0	2.7	0.0	0.0	4.9	5.3
Prop In Lane				0.32		0.20	1.00		0.00	0.00		0.40
Lane Grp Cap(c), veh/h				1046	967	1022	147	1440	0	0	482	233
V/C Ratio(X)				0.77	0.70	0.70	0.80	0.18	0.00	0.00	0.35	0.38
Avail Cap(c_a), veh/h				1046	967	1022	204	1657	0	0	532	258
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	0.91	0.91
Uniform Delay (d), s/veh				37.8	35.8	36.0	45.1	17.8	0.0	0.0	42.6	42.8
Incr Delay (d2), s/veh				3.7	2.8	2.8	7.1	0.0	0.0	0.0	0.3	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				23.5	19.3	20.6	3.1	1.0	0.0	0.0	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.6	38.7	38.8	52.2	17.8	0.0	0.0	42.9	43.5
LnGrp LOS				D	D	D	D	B	A	A	D	D
Approach Vol, veh/h				2196				379			256	
Approach Delay, s/veh				39.8				28.5			43.1	
Approach LOS				D				C			D	
Timer - Assigned Phs				3	4	6	8					
Phs Duration (G+Y+Rc), s				15.0	22.0	68.4	36.9					
Change Period (Y+Rc), s				5.9	* 6.4	5.9	5.9					
Max Green Setting (Gmax), s				12.6	* 17	62.5	35.7					
Max Q Clear Time (g_c+I1), s				9.0	7.3	47.6	4.7					
Green Ext Time (p_c), s				0.0	0.8	10.6	1.9					
Intersection Summary												
HCM 6th Ctrl Delay				38.6								
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	276	2032	0	0	0	0	0	175	58
Future Volume (veh/h)	0	0	0	276	2032	0	0	0	0	0	175	58
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				291	2139	0				0	184	61
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				430	3403	0				0	680	204
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				589	4824	0				0	4005	1153
Grp Volume(v), veh/h				910	1520	0				0	161	84
Grp Sat Flow(s),veh/h/ln				1841	1702	0				0	1702	1585
Q Serve(g_s), s				49.3	43.7	0.0				0.0	4.5	5.1
Cycle Q Clear(g_c), s				49.3	43.7	0.0				0.0	4.5	5.1
Prop In Lane				0.32		0.00				0.00		0.73
Lane Grp Cap(c), veh/h				1346	2488	0				0	603	281
V/C Ratio(X)				0.68	0.61	0.00				0.00	0.27	0.30
Avail Cap(c_a), veh/h				1346	2488	0				0	603	281
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				29.9	27.8	0.0				0.0	39.1	39.3
Incr Delay (d2), s/veh				2.7	1.1	0.0				0.0	1.1	2.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				25.2	20.2	0.0				0.0	2.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.7	28.9	0.0				0.0	40.2	42.0
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2430						245	
Approach Delay, s/veh					30.3						40.8	
Approach LOS					C						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.4		85.6						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				19.5		80.4						
Max Q Clear Time (g_c+I1), s				7.1		51.3						
Green Ext Time (p_c), s				0.3		4.5						
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	2240	124	71	96	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2240	124	71	96	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	2383	132	76	102	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	3612	198	253	375	0			
Arrive On Green				0.00	0.24	0.24	0.18	0.18	0.00			
Sat Flow, veh/h				0	5117	271	1440	2228	0			
Grp Volume(v), veh/h				0	1631	884	95	83	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1815	1798	1777	0			
Q Serve(g_s), s				0.0	47.5	48.4	5.1	4.5	0.0			
Cycle Q Clear(g_c), s				0.0	47.5	48.4	5.1	4.5	0.0			
Prop In Lane				0.00		0.15	0.80		0.00			
Lane Grp Cap(c), veh/h				0	2485	1325	316	312	0			
V/C Ratio(X)				0.00	0.66	0.67	0.30	0.27	0.00			
Avail Cap(c_a), veh/h				0	2485	1325	316	312	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	29.3	29.6	39.5	39.2	0.0			
Incr Delay (d2), s/veh				0.0	1.4	2.7	2.4	2.1	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	22.0	24.4	2.5	2.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	30.7	32.3	41.9	41.3	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2515			178				
Approach Delay, s/veh					31.3			41.6				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						50.4		7.1				
Green Ext Time (p_c), s						24.1		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	342	2411	0	0	0	0	0	219	39
Future Volume (veh/h)	0	0	0	342	2411	0	0	0	0	0	219	39
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				349	2460	0				0	223	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				444	3384	0				0	630	267
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				608	4804	0				0	3647	1506
Grp Volume(v), veh/h				1056	1753	0				0	223	40
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1777	1506
Q Serve(g_s), s				59.1	51.8	0.0				0.0	6.1	2.5
Cycle Q Clear(g_c), s				59.1	51.8	0.0				0.0	6.1	2.5
Prop In Lane				0.33		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1343	2485	0				0	630	267
V/C Ratio(X)				0.79	0.71	0.00				0.00	0.35	0.15
Avail Cap(c_a), veh/h				1343	2485	0				0	630	267
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				33.7	30.9	0.0				0.0	39.7	38.2
Incr Delay (d2), s/veh				4.7	1.7	0.0				0.0	1.6	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				30.8	24.2	0.0				0.0	2.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.4	32.6	0.0				0.0	41.3	39.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2809						263	
Approach Delay, s/veh					34.8						41.0	
Approach LOS					C						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.4		85.6						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				19.5		80.3						
Max Q Clear Time (g_c+I1), s				8.1		61.1						
Green Ext Time (p_c), s				1.1		17.5						
Intersection Summary												
HCM 6th Ctrl Delay											35.3	
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	2694	78	69	55	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2694	78	69	55	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	2777	80	71	57	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	3722	106	313	312	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5267	145	1781	1870	0			
Grp Volume(v), veh/h				0	1845	1012	71	57	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1840	1781	1777	0			
Q Serve(g_s), s				0.0	35.1	36.3	3.8	3.0	0.0			
Cycle Q Clear(g_c), s				0.0	35.1	36.3	3.8	3.0	0.0			
Prop In Lane				0.00		0.08	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2485	1344	313	312	0			
V/C Ratio(X)				0.00	0.74	0.75	0.23	0.18	0.00			
Avail Cap(c_a), veh/h				0	2485	1344	313	312	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	8.8	8.9	38.9	38.6	0.0			
Incr Delay (d2), s/veh				0.0	2.1	4.0	1.7	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	11.5	13.5	1.8	1.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	10.8	12.9	40.6	39.9	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2857			128				
Approach Delay, s/veh					11.5			40.3				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						38.3		5.8				
Green Ext Time (p_c), s						35.6		0.5				
Intersection Summary												
HCM 6th Ctrl Delay											12.8	
HCM 6th LOS											B	

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑			↑				↑
Traffic Vol, veh/h	0	0	0	0	135	480	1	100	0	0	3	17
Future Vol, veh/h	0	0	0	0	135	480	1	100	0	0	3	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	139	495	1	103	0	0	3	18

Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	-	0	92 639
Stage 1	-	-	0 0
Stage 2	-	-	92 639
Critical Hdwy	-	-	7.54 6.54
Critical Hdwy Stg 1	-	-	- 5.54
Critical Hdwy Stg 2	-	-	6.54 5.54
Follow-up Hdwy	-	-	3.52 4.02
Pot Cap-1 Maneuver	0	-	882 392
Stage 1	0	-	0 605
Stage 2	0	-	905 469
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	855 390
Mov Cap-2 Maneuver	-	-	855 390
Stage 1	-	-	- 602
Stage 2	-	-	876 467

Approach	WB	NB	SB
HCM Control Delay, s	0	17.5	10.7
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	390	-	-	650
HCM Lane V/C Ratio	0.264	-	-	0.027
HCM Control Delay (s)	17.5	-	-	10.7
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1	-	-	0.1

SAN ADP EA
25: N Harbor Dr & W Grape St

No Action: Year 2026
Timing Plan: AM PEAK



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	507	85	1050	622	0
Future Volume (veh/h)	0	0	0	0	0	0	0	507	85	1050	622	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		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	576	97	1193	707	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	2203	692	2365	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.44	0.44	0.79	1.00	0.00
Sat Flow, veh/h		0					0	5149	1565	5023	1826	0
Grp Volume(v), veh/h		0.0					0	576	97	1193	707	0
Grp Sat Flow(s),veh/h/ln							0	1662	1565	1674	1826	0
Q Serve(g_s), s							0.0	8.0	4.1	9.3	0.0	0.0
Cycle Q Clear(g_c), s							0.0	8.0	4.1	9.3	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	2203	692	2365	1740	0
V/C Ratio(X)							0.00	0.26	0.14	0.50	0.41	0.00
Avail Cap(c_a), veh/h							0	2203	692	2365	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(l)							0.00	1.00	1.00	0.95	0.95	0.00
Uniform Delay (d), s/veh							0.0	19.4	18.3	7.2	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.2	0.2	0.2	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	3.0	1.4	2.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	19.5	18.5	7.4	0.7	0.0
LnGrp LOS							A	B	B	A	A	A
Approach Vol, veh/h								673			1900	
Approach Delay, s/veh								19.4			4.9	
Approach LOS								B			A	
Timer - Assigned Phs	1	2						6				
Phs Duration (G+Y+Rc), s	56.2	53.8						110.0				
Change Period (Y+Rc), s	4.4	* 5.2						5.2				
Max Green Setting (Gmax), s	28.2	* 37						68.8				
Max Q Clear Time (g_c+I1), s	11.3	10.0						2.0				
Green Ext Time (p_c), s	4.5	8.6						7.3				

Intersection Summary

HCM 6th Ctrl Delay			8.7									
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)	54	1008	40	0	0	0	0	297	196	90	347	0
Future Volume (veh/h)	54	1008	40	0	0	0	0	297	196	90	347	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	1108	44				0	326	215	99	381	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	154	3074	950				0	614	274	129	1496	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	251	5011	1549				0	3572	1520	1781	5274	0
Grp Volume(v), veh/h	438	729	44				0	326	215	99	381	0
Grp Sat Flow(s),veh/h/ln	1858	1702	1549				0	1702	1520	1781	1702	0
Q Serve(g_s), s	22.4	20.2	2.5				0.0	9.5	14.8	5.9	4.0	0.0
Cycle Q Clear(g_c), s	22.4	20.2	2.5				0.0	9.5	14.8	5.9	4.0	0.0
Prop In Lane	0.13		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1140	2088	950				0	614	274	129	1496	0
V/C Ratio(X)	0.38	0.35	0.05				0.00	0.53	0.78	0.77	0.25	0.00
Avail Cap(c_a), veh/h	1140	2088	950				0	901	402	317	2442	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)	0.36	0.36	0.36				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	25.9	25.0	18.0				0.0	40.8	43.0	46.1	16.9	0.0
Incr Delay (d2), s/veh	0.4	0.2	0.0				0.0	0.8	6.6	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	1.2	9.3	0.9				0.0	4.0	6.0	2.5	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	25.2	18.0				0.0	41.7	49.6	49.3	17.0	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1211						541			480	
Approach Delay, s/veh		25.3						44.8			23.7	
Approach LOS		C						D			C	
Timer - Assigned Phs		2	4				7	8				
Phs Duration (G+Y+Rc), s		72.4	37.6				12.4	25.3				
Change Period (Y+Rc), s		4.9	5.4				4.4	* 5.4				
Max Green Setting (Gmax), s		47.1	52.6				19.6	* 29				
Max Q Clear Time (g_c+I1), s		24.4	6.0				7.9	16.8				
Green Ext Time (p_c), s		12.2	2.1				0.1	3.0				
Intersection Summary												
HCM 6th Ctrl Delay			29.7									
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	1264	32	0	0	0	0	0	0	146	316	0
Future Volume (veh/h)	0	1264	32	0	0	0	0	0	0	146	316	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	1359	34							157	340	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	2984	75							501	1204	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5290	128							1528	3838	0
Grp Volume(v), veh/h	0	903	490							184	313	0
Grp Sat Flow(s),veh/h/ln	0	1702	1845							1794	1702	0
Q Serve(g_s), s	0.0	25.8	25.8							10.4	9.3	0.0
Cycle Q Clear(g_c), s	0.0	25.8	25.8							10.4	9.3	0.0
Prop In Lane	0.00		0.07							0.85		0.00
Lane Grp Cap(c), veh/h	0	1984	1075							589	1117	0
V/C Ratio(X)	0.00	0.46	0.46							0.31	0.28	0.00
Avail Cap(c_a), veh/h	0	1984	1075							589	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	29.0	29.0							37.6	37.1	0.0
Incr Delay (d2), s/veh	0.0	0.8	1.4							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	0.0	12.0	13.1							5.3	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.7	30.4							39.0	37.7	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1393									497	
Approach Delay, s/veh		30.0									38.2	
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		27.8	12.4									
Green Ext Time (p_c), s		4.1	1.3									
Intersection Summary												
HCM 6th Ctrl Delay			32.1									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	49	1603	0	0	0	0	0	97	208	0	0	0
Future Volume (veh/h)	49	1603	0	0	0	0	0	97	208	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	1724	0				0	104	224			
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	92	3169	0				0	519	433			
Arrive On Green	0.20	0.20	0.00				0.00	0.29	0.29			
Sat Flow, veh/h	148	5287	0				0	1870	1485			
Grp Volume(v), veh/h	667	1110	0				0	104	224			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1485			
Q Serve(g_s), s	35.6	32.0	0.0				0.0	4.8	13.8			
Cycle Q Clear(g_c), s	35.6	32.0	0.0				0.0	4.8	13.8			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1153	2107	0				0	519	433			
V/C Ratio(X)	0.58	0.53	0.00				0.00	0.20	0.52			
Avail Cap(c_a), veh/h	1153	2107	0				0	519	433			
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	30.8	29.4	0.0				0.0	29.3	32.5			
Incr Delay (d2), s/veh	2.1	0.9	0.0				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/ft	8.4	14.8	0.0				0.0	2.2	5.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	30.3	0.0				0.0	30.2	36.8			
LnGrp LOS	C	C	A				A	C	D			
Approach Vol, veh/h		1777						328				
Approach Delay, s/veh		31.3						34.7				
Approach LOS		C						C				
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		37.6						15.8				
Green Ext Time (p_c), s		16.6						2.0				
Intersection Summary												
HCM 6th Ctrl Delay			31.8									
HCM 6th LOS			C									

SAN ADP EA
29: Columbia St & W Grape St

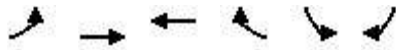
No Action: Year 2026
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑								↙	↑↑	
Traffic Volume (veh/h)	0	1930	70	0	0	0	0	0	0	207	351	0
Future Volume (veh/h)	0	1930	70	0	0	0	0	0	0	207	351	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	1969	71							211	358	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	3224	116							487	972	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5227	182							1781	3647	0
Grp Volume(v), veh/h	0	1324	716							211	358	0
Grp Sat Flow(s),veh/h/ln	0	1702	1836							1781	1777	0
Q Serve(g_s), s	0.0	38.8	38.9							12.3	10.4	0.0
Cycle Q Clear(g_c), s	0.0	38.8	38.9							12.3	10.4	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2169	1170							487	972	0
V/C Ratio(X)	0.00	0.61	0.61							0.43	0.37	0.00
Avail Cap(c_a), veh/h	0	2169	1170							487	972	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	31.1	31.1							42.0	41.1	0.0
Incr Delay (d2), s/veh	0.0	1.3	2.4							2.8	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/lr0.0	0.0	18.0	19.8							6.3	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.3	33.5							44.7	42.2	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		2040									569	
Approach Delay, s/veh		32.8									43.1	
Approach LOS		C									D	
Timer - Assigned Phs		2	4									
Phs Duration (G+Y+Rc), s		75.0	35.0									
Change Period (Y+Rc), s		4.9	4.9									
Max Green Setting (Gmax), s		70.1	30.1									
Max Q Clear Time (g_c+l1), s		40.9	14.3									
Green Ext Time (p_c), s		19.2	2.8									
Intersection Summary												
HCM 6th Ctrl Delay			35.0									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	86	1803	0	0	0	0	0	67	57	0	0	0
Future Volume (veh/h)	86	1803	0	0	0	0	0	67	57	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	93	1960	0				0	73	62			
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	157	3532	0				0	402	308			
Arrive On Green	0.23	0.23	0.00				0.00	0.21	0.21			
Sat Flow, veh/h	224	5207	0				0	2008	1468			
Grp Volume(v), veh/h	770	1283	0				0	67	68			
Grp Sat Flow(s),veh/h/ln	1859	1702	0				0	1777	1606			
Q Serve(g_s), s	40.6	36.4	0.0				0.0	3.4	3.8			
Cycle Q Clear(g_c), s	40.6	36.4	0.0				0.0	3.4	3.8			
Prop In Lane	0.12		0.00				0.00		0.91			
Lane Grp Cap(c), veh/h	1303	2386	0				0	373	337			
V/C Ratio(X)	0.59	0.54	0.00				0.00	0.18	0.20			
Avail Cap(c_a), veh/h	1303	2386	0				0	373	337			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	28.2	26.6	0.0				0.0	35.7	35.8			
Incr Delay (d2), s/veh	2.0	0.9	0.0				0.0	1.1	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	20.8	16.8	0.0				0.0	1.6	1.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	27.5	0.0				0.0	36.7	37.2			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		2053						135				
Approach Delay, s/veh		28.5						37.0				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		82.0						28.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		77.1						23.1				
Max Q Clear Time (g_c+I1), s		42.6						5.8				
Green Ext Time (p_c), s		21.5						0.6				
Intersection Summary												
HCM 6th Ctrl Delay			29.0									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖↗	↘
Traffic Volume (veh/h)	53	754	951	81	80	104
Future Volume (veh/h)	53	754	951	81	80	104
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	1826	1870	1870
Adj Flow Rate, veh/h	55	785	991	84	83	108
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	71	4111	3496	296	298	137
Arrive On Green	0.04	0.82	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1781	5149	4837	395	3456	1585
Grp Volume(v), veh/h	55	785	704	371	83	108
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1745	1728	1585
Q Serve(g_s), s	3.7	3.9	0.0	0.0	2.7	8.0
Cycle Q Clear(g_c), s	3.7	3.9	0.0	0.0	2.7	8.0
Prop In Lane	1.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	71	4111	2486	1306	298	137
V/C Ratio(X)	0.77	0.19	0.28	0.28	0.28	0.79
Avail Cap(c_a), veh/h	187	4111	2486	1306	1126	516
HCM Platoon Ratio	1.00	1.00	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	57.1	2.2	0.0	0.0	51.3	53.8
Incr Delay (d2), s/veh	6.3	0.1	0.3	0.5	0.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.7	0.1	0.2	1.2	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.3	2.3	0.3	0.5	51.5	57.6
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		840	1075		191	
Approach Delay, s/veh		6.3	0.4		55.0	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.8		15.2	9.2	95.6
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 70		39.1	12.6	53.2
Max Q Clear Time (g_c+I1), s		5.9		10.0	5.7	2.0
Green Ext Time (p_c), s		16.8		0.3	0.0	21.6

Intersection Summary

HCM 6th Ctrl Delay	7.7
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)	65	745	13	12	1018	5	0	13	14	41	0	16
Future Volume (veh/h)	65	745	13	12	1018	5	0	13	14	41	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		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	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	768	13	12	1049	0	0	13	14	42	0	16
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	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	690	2330	39	512	1799		35	16	17	225	0	102
Arrive On Green	0.77	0.92	0.92	0.29	0.36	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5046	85	1781	4985	1585	1781	807	869	3456	0	1556
Grp Volume(v), veh/h	67	505	276	12	1049	0	0	0	27	42	0	16
Grp Sat Flow(s),veh/h/ln	1781	1662	1808	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	1.1	2.0	2.0	0.6	20.4	0.0	0.0	0.0	1.9	1.4	0.0	1.2
Cycle Q Clear(g_c), s	1.1	2.0	2.0	0.6	20.4	0.0	0.0	0.0	1.9	1.4	0.0	1.2
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	690	1534	835	512	1799		35	0	33	225	0	102
V/C Ratio(X)	0.10	0.33	0.33	0.02	0.58		0.00	0.00	0.81	0.19	0.00	0.16
Avail Cap(c_a), veh/h	690	1534	835	512	1799		91	0	85	979	0	441
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	8.4	2.6	2.6	30.7	31.0	0.0	0.0	0.0	58.6	53.1	0.0	53.0
Incr Delay (d2), s/veh	0.0	0.6	1.0	0.0	1.4	0.0	0.0	0.0	16.1	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/lr	0.4	0.6	0.8	0.2	8.1	0.0	0.0	0.0	1.0	0.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	3.1	3.6	30.7	32.4	0.0	0.0	0.0	74.6	53.2	0.0	53.2
LnGrp LOS	A	A	A	C	C		A	A	E	D	A	D
Approach Vol, veh/h	848				1061	A	27				58	
Approach Delay, s/veh	3.7				32.4		74.6				53.2	
Approach LOS	A				C		E				D	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	38.9	61.1	12.7		50.9	49.1	7.3					
Change Period (Y+Rc), s	4.4	5.7	4.9		4.4	5.8	4.9					
Max Green Setting (Gmax), s	4.6	55.4	34.0		16.6	43.3	6.1					
Max Q Clear Time (g_c+I), s	12.6	4.0	3.4		3.1	22.4	3.9					
Green Ext Time (p_c), s	0.0	11.0	0.1		0.0	11.1	0.0					

Intersection Summary

HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Notes

- User approved volume balancing among the lanes for turning movement.
- 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)	8	869	90	270	2240	133	97	31	154	462	4	7
Future Volume (veh/h)	8	869	90	270	2240	133	97	31	154	462	4	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	896	93	278	2309	137	100	32	0	476	4	7
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	5	2	2	2	2	2	2
Cap, veh/h	13	1273	544	911	3172	188	349	189		425	4	659
Arrive On Green	0.01	0.26	0.26	0.26	0.52	0.52	0.10	0.10	0.00	0.24	0.24	0.24
Sat Flow, veh/h	1781	4985	1503	3456	6099	361	3456	1870	1585	1767	15	2738
Grp Volume(v), veh/h	8	896	93	278	1782	664	100	32	0	480	0	7
Grp Sat Flow(s),veh/h/ln	1781	1662	1503	1728	1570	1749	1728	1870	1585	1782	0	1369
Q Serve(g_s), s	0.7	24.5	6.4	9.7	43.8	44.0	4.0	2.3	0.0	36.1	0.0	0.3
Cycle Q Clear(g_c), s	0.7	24.5	6.4	9.7	43.8	44.0	4.0	2.3	0.0	36.1	0.0	0.3
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	0.99		1.00
Lane Grp Cap(c), veh/h	13	1273	544	911	2450	910	349	189		429	0	659
V/C Ratio(X)	0.59	0.70	0.17	0.31	0.73	0.73	0.29	0.17		1.12	0.00	0.01
Avail Cap(c_a), veh/h	48	1273	544	911	2450	910	852	461		429	0	659
HCM Platoon Ratio	1.00	1.00	1.00	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	0.09	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.2	50.7	33.1	44.2	27.8	27.8	62.4	61.7	0.0	57.0	0.0	43.4
Incr Delay (d2), s/veh	14.5	3.3	0.7	0.0	0.2	0.5	0.2	0.2	0.0	80.1	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	0.4	10.4	2.8	4.1	15.8	17.7	1.8	1.1	0.0	25.6	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.7	54.0	33.8	44.2	28.0	28.3	62.6	61.8	0.0	137.0	0.0	43.4
LnGrp LOS	F	D	C	D	C	C	E	E		F	A	D
Approach Vol, veh/h		997			2724			132	A		487	
Approach Delay, s/veh		52.4			29.7			62.4			135.7	
Approach LOS		D			C			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	44.9	44.0		41.0	5.5	83.4		20.1				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	38.7	* 38		36.1	4.0	53.3		37.0				
Max Q Clear Time (g_c+fl), s	26.5			38.1	2.7	46.0		6.0				
Green Ext Time (p_c), s	0.3	7.2		0.0	0.0	7.2		0.3				

Intersection Summary

HCM 6th Ctrl Delay	47.8
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.
- Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



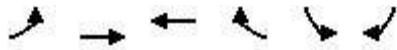
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	17	4	6	12	13	185	9	22	297	61
Future Volume (veh/h)	35	5	17	4	6	12	13	185	9	22	297	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		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	15	18	4	8	12	14	197	10	23	316	65
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	41	49	32	63	80	193	1000	50	211	880	178
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	766	919	613	1226	1558	1781	3433	173	1781	2918	590
Grp Volume(v), veh/h	30	0	33	12	0	12	14	101	106	23	190	191
Grp Sat Flow(s),veh/h/ln	1781	0	1686	1840	0	1558	1781	1777	1829	1781	1777	1731
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	2.8	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	2.8	2.8
Prop In Lane	1.00		0.55	0.33		1.00	1.00		0.09	1.00		0.34
Lane Grp Cap(c), veh/h	95	0	90	95	0	80	193	517	533	211	536	522
V/C Ratio(X)	0.32	0.00	0.37	0.13	0.00	0.15	0.07	0.20	0.20	0.11	0.36	0.37
Avail Cap(c_a), veh/h	216	0	205	1619	0	1370	216	1563	1609	1459	2803	2731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	1.9	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/lr	0.2	0.0	0.2	0.1	0.0	0.1	0.1	0.4	0.4	0.1	0.7	0.8
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	13.1	9.3	9.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		63			24			221			404	
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	27.0	29.0		4.0	4.0	52.0		29.0				
Max Q Clear Time (g_c+1), s	12.4	3.4		2.6	2.2	4.8		2.2				
Green Ext Time (p_c), s	0.0	0.9		0.0	0.0	1.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	10.3
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	59	117	193
Future Volume (veh/h)	144	2	4	59	117	193
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	121	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	398	715		267	
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	121	0
Grp Sat Flow(s),veh/h/ln	1870	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	398	715		267	
V/C Ratio(X)	0.20	0.00	0.01		0.45	
Avail Cap(c_a), veh/h	1070	562	715		1226	
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	121	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	14.3
HCM 6th LOS	B

Notes

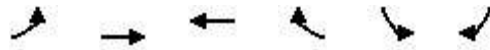
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	9	111	52	0	0	2
Future Vol, veh/h	9	111	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	129	60	0	0	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	67	0	-	0	153 39
Stage 1	-	-	-	-	67 -
Stage 2	-	-	-	-	86 -
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	-	-	-	823 1024
Stage 1	-	-	-	-	948 -
Stage 2	-	-	-	-	927 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1523	-	-	-	806 1015
Mov Cap-2 Maneuver	-	-	-	-	806 -
Stage 1	-	-	-	-	935 -
Stage 2	-	-	-	-	921 -

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)	95	709	4712	0	0	101
Future Volume (veh/h)	95	709	4712	0	0	101
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	0	1900	1900
Adj Flow Rate, veh/h	103	771	5122	0	0	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	0	0
Cap, veh/h	61	3368	4935	0	0	247
Arrive On Green	0.77	0.77	0.77	0.00	0.00	0.16
Sat Flow, veh/h	0	4630	6958	0	0	1573
Grp Volume(v), veh/h	103	771	5122	0	0	111
Grp Sat Flow(s),veh/h/ln	0	1464	1609	0	0	1587
Q Serve(g_s), s	0.0	5.9	90.5	0.0	0.0	7.5
Cycle Q Clear(g_c), s	90.5	5.9	90.5	0.0	0.0	7.5
Prop In Lane	1.00			0.00	0.00	0.99
Lane Grp Cap(c), veh/h	61	3368	4935	0	0	249
V/C Ratio(X)	1.69	0.23	1.04	0.00	0.00	0.45
Avail Cap(c_a), veh/h	61	3368	4935	0	0	249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.89	0.89	0.71	0.00	0.00	1.00
Uniform Delay (d), s/veh	59.0	3.9	13.7	0.0	0.0	45.1
Incr Delay (d2), s/veh	364.4	0.0	22.5	0.0	0.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	1.3	29.3	0.0	0.0	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	423.4	3.9	36.2	0.0	0.0	50.8
LnGrp LOS	F	A	F	A	A	D
Approach Vol, veh/h		874	5122		111	
Approach Delay, s/veh		53.3	36.2		50.8	
Approach LOS		D	D		D	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				95.0	23.0	95.0
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				90.5	18.5	90.5
Max Q Clear Time (g_c+I1), s				92.5	9.5	92.5
Green Ext Time (p_c), s				0.0	0.2	0.0
Intersection Summary						
HCM 6th Ctrl Delay			38.9			
HCM 6th LOS			D			
Notes						
User approved volume balancing among the lanes for turning movement.						



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖↗	↑↑↑↑	↖	↗
Traffic Volume (veh/h)	2274	18	63	3151	6	86
Future Volume (veh/h)	2274	18	63	3151	6	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.95	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	2419	19	67	3352	6	91
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	3486	834	824	5261	138	111
Arrive On Green	0.56	0.56	0.48	1.00	0.08	0.08
Sat Flow, veh/h	6537	1502	3456	6537	1781	1427
Grp Volume(v), veh/h	2419	19	67	3352	6	91
Grp Sat Flow(s),veh/h/ln	1570	1502	1728	1570	1781	1427
Q Serve(g_s), s	33.4	0.7	1.3	0.0	0.4	7.5
Cycle Q Clear(g_c), s	33.4	0.7	1.3	0.0	0.4	7.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3486	834	824	5261	138	111
V/C Ratio(X)	0.69	0.02	0.08	0.64	0.04	0.82
Avail Cap(c_a), veh/h	3486	834	824	5261	475	380
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.97	0.97	0.48	0.48	1.00	1.00
Uniform Delay (d), s/veh	19.3	12.0	24.2	0.0	51.2	54.5
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.3	0.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.2	0.5	0.1	0.2	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.4	12.1	24.3	0.3	51.3	60.2
LnGrp LOS	C	B	C	A	D	E
Approach Vol, veh/h	2438			3419	97	
Approach Delay, s/veh	20.4			0.8	59.7	
Approach LOS	C			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	33.9	71.9		105.8	14.2	
Change Period (Y+Rc), s	5.3	* 5.3		5.3	4.9	
Max Green Setting (Gmax), s	67.8	* 67		77.8	32.0	
Max Q Clear Time (g_c+I), s	13.3	35.4		2.0	9.5	
Green Ext Time (p_c), s	0.0	30.0		75.4	0.1	

Intersection Summary

HCM 6th Ctrl Delay	9.8
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)	166	2218	0	6	3096	335	0	0	0	46	0	193
Future Volume (veh/h)	166	2218	0	6	3096	335	0	0	0	46	0	193
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	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	175	2335	0	6	3259	353	0	0	0	48	0	203
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	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	250	3454	0	59	3362	350	0	285	0	331	0	241
Arrive On Green	0.28	1.00	0.00	0.03	0.58	0.58	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1781	5149	0	1781	5813	605	0	1870	0	1778	0	1582
Grp Volume(v), veh/h	175	2335	0	6	2616	996	0	0	0	48	0	203
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1708	0	1870	0	1778	0	1582
Q Serve(g_s), s	10.6	0.0	0.0	0.4	63.2	69.4	0.0	0.0	0.0	2.8	0.0	15.0
Cycle Q Clear(g_c), s	10.6	0.0	0.0	0.4	63.2	69.4	0.0	0.0	0.0	2.8	0.0	15.0
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	250	3454	0	59	2724	988	0	285	0	331	0	241
V/C Ratio(X)	0.70	0.68	0.00	0.10	0.96	1.01	0.00	0.00	0.00	0.15	0.00	0.84
Avail Cap(c_a), veh/h	250	3454	0	59	2724	988	0	499	0	534	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)	0.85	0.85	0.00	0.56	0.56	0.56	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.9	0.0	0.0	56.3	24.0	25.3	0.0	0.0	0.0	44.3	0.0	49.5
Incr Delay (d2), s/veh	6.1	0.9	0.0	0.2	6.6	23.4	0.0	0.0	0.0	0.1	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	4.4	0.3	0.0	0.2	22.2	31.0	0.0	0.0	0.0	1.3	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	0.9	0.0	56.4	30.5	48.7	0.0	0.0	0.0	44.4	0.0	52.6
LnGrp LOS	D	A	A	E	C	F	A	A	A	D	A	D
Approach Vol, veh/h	2510				3618				0		251	
Approach Delay, s/veh	4.1				35.6				0.0		51.0	
Approach LOS	A				D						D	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.4	88.4	23.2		22.1	74.7	23.2					
Change Period (Y+Rc), s	4.4	5.3	4.9		5.3	* 5.3	4.9					
Max Green Setting (Gmax), s	69.4	69.4	32.0		4.0	* 69	32.0					
Max Q Clear Time (g_c+I), s	12.4	2.0	17.0		12.6	71.4	0.0					
Green Ext Time (p_c), s	0.0	59.6	0.8		0.0	0.0	0.0					

Intersection Summary

HCM 6th Ctrl Delay	23.8
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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	
Traffic Volume (veh/h)	2223	2	31	3301	0	19
Future Volume (veh/h)	2223	2	31	3301	0	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.94	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	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	2390	2	33	3549	0	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4053	3	46	4318	0	28
Arrive On Green	0.79	0.79	0.03	0.87	0.00	0.02
Sat Flow, veh/h	5308	4	1781	5149	0	1521
Grp Volume(v), veh/h	1544	848	33	3549	0	21
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1597
Q Serve(g_s), s	15.3	15.3	1.5	27.5	0.0	1.1
Cycle Q Clear(g_c), s	15.3	15.3	1.5	27.5	0.0	1.1
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2618	1438	46	4318	0	30
V/C Ratio(X)	0.59	0.59	0.72	0.82	0.00	0.71
Avail Cap(c_a), veh/h	2618	1438	85	4324	0	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.5	3.5	40.3	2.6	0.0	40.7
Incr Delay (d2), s/veh	0.7	1.4	7.8	1.7	0.0	26.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.7	0.7	0.7	0.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.2	4.9	48.1	4.3	0.0	67.6
LnGrp LOS	A	A	D	A	A	E
Approach Vol, veh/h	2392			3582	21	
Approach Delay, s/veh	4.5			4.7	67.6	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	6.5	70.9		77.4	5.9	
Change Period (Y+Rc), s	4.4	5.2		5.2	4.4	
Max Green Setting (Gmax), s	4.0	63.9		72.3	18.1	
Max Q Clear Time (g_c+13), s	13.5	17.3		29.5	3.1	
Green Ext Time (p_c), s	0.0	44.0		42.7	0.0	
Intersection Summary						
HCM 6th Ctrl Delay			4.8			
HCM 6th LOS			A			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	Y			↑↑↑	
Traffic Volume (veh/h)	0	178	0	0	1414	689
Future Volume (veh/h)	0	178	0	0	1414	689
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				0.99
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	198			1571	766
Peak Hour Factor	0.90	0.90			0.90	0.90
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2926	1346
Arrive On Green	0.00	0.00			0.86	0.86
Sat Flow, veh/h	0				3580	1569
Grp Volume(v), veh/h	0.0				1567	770
Grp Sat Flow(s),veh/h/ln					1702	1577
Q Serve(g_s), s					3.8	4.3
Cycle Q Clear(g_c), s					3.8	4.3
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2920	1353
V/C Ratio(X)					0.54	0.57
Avail Cap(c_a), veh/h					3521	1631
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.6	0.6
Incr Delay (d2), s/veh					0.2	0.4
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.7	1.0
LnGrp LOS					A	A
Approach Vol, veh/h					2337	
Approach Delay, s/veh					0.8	
Approach LOS					A	
Timer - Assigned Phs						6
Phs Duration (G+Y+Rc), s						31.6
Change Period (Y+Rc), s						4.5
Max Green Setting (Gmax), s						32.7
Max Q Clear Time (g_c+I1), s						6.3
Green Ext Time (p_c), s						20.8
Intersection Summary						
HCM 6th Ctrl Delay			0.8			
HCM 6th LOS			A			
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)	130	577	122	71	702	311	51	35	27	176	90	130
Future Volume (veh/h)	130	577	122	71	702	311	51	35	27	176	90	130
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		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	146	648	137	80	789	349	57	39	30	198	101	146
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	172	2883	872	102	2683	813	246	222	174	343	440	383
Arrive On Green	0.19	1.00	1.00	0.06	0.53	0.53	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	753	896	701	1318	1777	1546
Grp Volume(v), veh/h	146	648	137	80	789	349	59	0	67	198	101	146
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	784	0	1566	1318	1777	1546
Q Serve(g_s), s	9.3	0.0	0.0	5.2	10.2	16.3	5.2	0.0	4.0	16.4	5.3	9.3
Cycle Q Clear(g_c), s	9.3	0.0	0.0	5.2	10.2	16.3	14.5	0.0	4.0	20.4	5.3	9.3
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	172	2883	872	102	2683	813	254	0	388	343	440	383
V/C Ratio(X)	0.85	0.22	0.16	0.79	0.29	0.43	0.23	0.00	0.17	0.58	0.23	0.38
Avail Cap(c_a), veh/h	326	2883	872	190	2683	813	369	0	545	476	619	538
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(l)	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	46.8	0.0	0.0	54.9	15.7	17.2	42.7	0.0	34.9	42.9	35.4	36.9
Incr Delay (d2), s/veh	4.2	0.2	0.4	4.8	0.3	1.6	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	3.9	0.0	0.1	2.4	3.8	5.7	1.5	0.0	1.5	5.7	2.4	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	0.2	0.4	59.7	16.0	18.7	42.8	0.0	35.0	47.3	36.2	38.7
LnGrp LOS	D	A	A	E	B	B	D	A	C	D	D	D
Approach Vol, veh/h		931			1218			126			445	
Approach Delay, s/veh		8.2			19.6			38.6			41.9	
Approach LOS		A			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.1	72.7		34.1	15.8	68.1		34.1				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	12.6	* 49		41.1	21.6	39.9		41.1				
Max Q Clear Time (g_c+1), s	17.2	2.0		22.4	11.3	18.3		16.5				
Green Ext Time (p_c), s	0.0	9.6		4.6	0.1	13.5		0.5				

Intersection Summary

HCM 6th Ctrl Delay	20.2
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)	15	431	0	0	566	272	0	0	0	384	0	25
Future Volume (veh/h)	15	431	0	0	566	272	0	0	0	384	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	507	0	0	666	0	0	0	0	479	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	2636	0	2	2450		0	2	1	563	296	0
Arrive On Green	0.02	0.74	0.00	0.00	0.46	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	507	0	0	666	0	0	0	0	479	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	13.6	0.0	0.0	0.0	0.0	15.5	0.0	0.0
Cycle Q Clear(g_c), s	1.2	5.1	0.0	0.0	13.6	0.0	0.0	0.0	0.0	15.5	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	2636	0	2	2450		0	2	1	563	296	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	2636	0	62	2450		0	476	403	1115	586	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.81	0.00	0.00
Uniform Delay (d), s/veh	57.8	4.6	0.0	0.0	13.5	0.0	0.0	0.0	0.0	48.3	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/lr	0.6	1.5	0.0	0.0	5.7	0.0	0.0	0.0	0.0	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	4.8	0.0	0.0	13.8	0.0	0.0	0.0	0.0	49.5	0.0	0.0
LnGrp LOS	E	A	A	A	B		A	A	A	D	A	A
Approach Vol, veh/h		525			666	A		0			479	
Approach Delay, s/veh		6.9			13.8			0.0			49.5	
Approach LOS		A			B						D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	93.4		24.6	6.2	87.2		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s		* 27		37.0	4.1	25.8		30.0				
Max Q Clear Time (g_c+10), s		7.1		17.5	3.2	15.6		0.0				
Green Ext Time (p_c), s	0.0	7.1		0.9	0.0	4.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	21.9
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.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



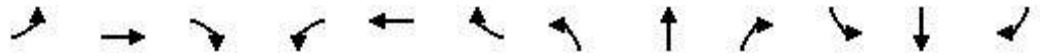
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	357	176	59	200	104	114	642	30	134	874	105
Future Volume (veh/h)	331	357	176	59	200	104	114	642	30	134	874	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	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	348	376	185	62	211	109	120	676	32	141	920	111
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	373	654	316	80	411	267	146	1546	73	196	1502	656
Arrive On Green	0.21	0.28	0.28	0.04	0.12	0.12	0.08	0.45	0.45	0.06	0.42	0.42
Sat Flow, veh/h	1781	2300	1112	1781	3554	1536	1781	3453	163	3456	3554	1551
Grp Volume(v), veh/h	348	289	272	62	211	109	120	348	360	141	920	111
Grp Sat Flow(s),veh/h/ln	1781	1777	1634	1781	1777	1536	1781	1777	1839	1728	1777	1551
Q Serve(g_s), s	22.3	16.1	16.6	4.0	6.5	4.4	7.7	15.6	15.6	4.7	23.4	2.5
Cycle Q Clear(g_c), s	22.3	16.1	16.6	4.0	6.5	4.4	7.7	15.6	15.6	4.7	23.4	2.5
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	373	505	465	80	411	267	146	795	823	196	1502	656
V/C Ratio(X)	0.93	0.57	0.59	0.78	0.51	0.41	0.82	0.44	0.44	0.72	0.61	0.17
Avail Cap(c_a), veh/h	378	623	573	193	888	474	147	795	823	214	1502	656
HCM Platoon Ratio	1.00	1.00	1.00	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	45.1	35.5	35.6	54.8	48.2	19.2	52.4	22.0	22.0	53.8	26.1	4.8
Incr Delay (d2), s/veh	29.3	0.4	0.4	5.9	0.4	0.4	28.0	1.7	1.7	8.1	1.9	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/ft	2.8	7.0	6.6	1.9	2.9	1.8	4.6	6.8	7.1	2.2	10.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.3	35.9	36.1	60.7	48.6	19.6	80.4	23.7	23.7	61.9	28.0	5.4
LnGrp LOS	E	D	D	E	D	B	F	C	C	E	C	A
Approach Vol, veh/h		909			382			828			1172	
Approach Delay, s/veh		50.6			42.3			31.9			29.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	57.2	9.6	38.2	13.9	54.3	29.5	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	3	* 37	12.6	40.7	9.6	33.8	24.6	* 29				
Max Q Clear Time (g_c+1/3), s	17.6	17.6	6.0	18.6	9.7	25.4	24.3	8.5				
Green Ext Time (p_c), s	0.0	1.5	0.0	1.3	0.0	2.0	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	37.6
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)	52	264	87	151	198	70	130	111	194	58	88	76
Future Volume (veh/h)	52	264	87	151	198	70	130	111	194	58	88	76
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		0.92	1.00		0.96	1.00		0.93
Parking Bus, Adj	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	281	93	161	211	74	138	118	206	62	94	81
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	71	1216	650	236	693	543	171	1064	565	81	884	366
Arrive On Green	0.04	0.34	0.34	0.07	0.37	0.37	0.10	0.30	0.30	0.05	0.25	0.25
Sat Flow, veh/h	1781	3554	1456	3456	1870	1466	1781	3554	1524	1781	3554	1471
Grp Volume(v), veh/h	55	281	93	161	211	74	138	118	206	62	94	81
Grp Sat Flow(s),veh/h/ln	1781	1777	1456	1728	1870	1466	1781	1777	1524	1781	1777	1471
Q Serve(g_s), s	2.9	5.4	3.7	4.4	7.7	3.2	7.3	2.3	9.4	3.3	2.0	4.2
Cycle Q Clear(g_c), s	2.9	5.4	3.7	4.4	7.7	3.2	7.3	2.3	9.4	3.3	2.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	1216	650	236	693	543	171	1064	565	81	884	366
V/C Ratio(X)	0.77	0.23	0.14	0.68	0.30	0.14	0.81	0.11	0.36	0.77	0.11	0.22
Avail Cap(c_a), veh/h	559	1487	762	1085	783	614	559	1487	746	559	1487	615
HCM Platoon Ratio	1.00	1.00	1.00	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	45.5	22.5	16.1	43.5	21.4	19.9	42.3	24.3	22.1	45.1	27.7	28.5
Incr Delay (d2), s/veh	6.5	0.1	0.1	1.3	0.1	0.1	3.4	0.0	0.4	5.7	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	1.4	2.2	1.2	1.9	3.3	1.1	3.3	1.0	3.4	1.6	0.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	22.6	16.2	44.8	21.5	20.0	45.7	24.3	22.5	50.8	27.7	28.7
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		429			446			462			237	
Approach Delay, s/veh		25.0			29.7			29.9			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	11.9	38.6	14.6	30.5	9.2	41.3	9.7	35.3				
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	6.4	7.4	9.3	6.2	4.9	9.7	5.3	11.4				
Green Ext Time (p_c), s	0.3	2.8	0.2	0.5	0.1	1.0	0.1	1.5				
Intersection Summary												
HCM 6th Ctrl Delay				29.1								
HCM 6th LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	11	0	21	23	3	46	33	333	25	47	254	27
Future Volume (veh/h)	11	0	21	23	3	46	33	333	25	47	254	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	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		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	0	23	25	3	51	36	366	27	52	279	30
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	220	51	273	517	52	492	59	1405	102	79	1409	148
Arrive On Green	0.27	0.00	0.27	0.27	0.27	0.27	0.03	0.29	0.29	0.04	0.30	0.30
Sat Flow, veh/h	334	185	994	1223	190	1537	1781	4842	351	1781	4675	489
Grp Volume(v), veh/h	35	0	0	28	0	51	36	256	137	52	201	108
Grp Sat Flow(s),veh/h/ln	1512	0	0	1413	0	1537	1781	1702	1789	1781	1702	1761
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.9	0.7	2.2	2.2	1.1	1.6	1.7
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.4	0.0	0.9	0.7	2.2	2.2	1.1	1.6	1.7
Prop In Lane	0.34		0.66	0.89		1.00	1.00		0.20	1.00		0.28
Lane Grp Cap(c), veh/h	544	0	0	569	0	492	59	988	519	79	1026	531
V/C Ratio(X)	0.06	0.00	0.00	0.05	0.00	0.10	0.61	0.26	0.26	0.65	0.20	0.20
Avail Cap(c_a), veh/h	1689	0	0	1666	0	1705	1421	5430	2854	1421	5430	2809
HCM Platoon Ratio	1.00	1.00	1.00	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	10.1	0.0	0.0	10.1	0.0	9.0	17.9	10.2	10.3	17.7	9.8	9.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.2	0.4	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.2	0.3	0.6	0.7	0.5	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	10.1	0.0	9.1	21.6	10.4	10.6	21.1	9.9	10.0
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	A
Approach Vol, veh/h		35			79			429			361	
Approach Delay, s/veh		10.1			9.4			11.4			11.5	
Approach LOS		B			A			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	16.3		15.2	5.7	16.7		15.2				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+1), s	13.5	4.2		2.6	2.7	3.7		2.9				
Green Ext Time (p_c), s	0.1	3.8		0.1	0.0	2.5		0.2				

Intersection Summary

HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

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

SAN ADP EA
3: Pacific Hwy & Enterprise St/SPAWAR Dwy

No Action: Year 2026
Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	24	44	49	37	18	188	584	64	29	464	99
Future Volume (veh/h)	15	24	44	49	37	18	188	584	64	29	464	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.62	1.00		0.90	1.00		0.95	1.00		0.94
Parking Bus, Adj	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	26	48	46	49	20	204	635	70	32	504	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	80	257	559	587	486	242	1361	576	42	807	172
Arrive On Green	0.04	0.04	0.04	0.31	0.31	0.31	0.14	0.38	0.38	0.02	0.28	0.28
Sat Flow, veh/h	1781	1870	977	1781	1870	1430	1781	3554	1504	1781	2879	612
Grp Volume(v), veh/h	16	26	48	46	49	20	204	635	70	32	310	302
Grp Sat Flow(s),veh/h/ln	1781	1870	977	1781	1870	1430	1781	1777	1504	1781	1777	1714
Q Serve(g_s), s	0.9	1.4	4.3	1.8	1.9	0.9	11.3	13.5	3.0	1.8	15.3	15.5
Cycle Q Clear(g_c), s	0.9	1.4	4.3	1.8	1.9	0.9	11.3	13.5	3.0	1.8	15.3	15.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	76	80	257	559	587	486	242	1361	576	42	498	481
V/C Ratio(X)	0.21	0.33	0.19	0.08	0.08	0.04	0.84	0.47	0.12	0.76	0.62	0.63
Avail Cap(c_a), veh/h	76	80	257	709	744	607	364	1520	644	152	584	563
HCM Platoon Ratio	1.00	1.00	1.00	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	46.6	46.8	35.7	24.4	24.4	22.5	42.5	23.3	20.1	48.9	31.6	31.7
Incr Delay (d2), s/veh	0.5	0.9	0.1	0.0	0.0	0.0	13.0	0.3	0.1	10.2	3.6	3.9
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	0.4	0.6	1.0	0.8	0.8	0.3	5.8	5.6	1.1	0.9	7.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	47.7	35.9	24.4	24.4	22.5	55.5	23.7	20.2	59.1	35.2	35.6
LnGrp LOS	D	D	D	C	C	C	E	C	C	E	D	D
Approach Vol, veh/h		90			115			909			644	
Approach Delay, s/veh		41.3			24.1			30.5			36.6	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	47.3		9.2	18.1	36.9		36.5				
Change Period (Y+Rc), s	5.4	8.7		4.9	4.4	* 8.7		4.9				
Max Green Setting (Gmax), s	30.6	43.1		4.3	20.6	* 33		40.1				
Max Q Clear Time (g_c+13), s	13.8	15.5		6.3	13.3	17.5		3.9				
Green Ext Time (p_c), s	0.0	6.2		0.0	0.5	6.5		0.3				

Intersection Summary

HCM 6th Ctrl Delay	32.9
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.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

4: Pacific Hwy/Pacific Hwy SB Off Ramp & Washington St

Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↙↑↑↑	↑↑↑					↘	↙	↗
Traffic Volume (veh/h)	0	301	19	169	105	0	0	0	0	223	30	28
Future Volume (veh/h)	0	301	19	169	105	0	0	0	0	223	30	28
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	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	317	20	178	111	0				258	0	29
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				2	2	2
Cap, veh/h	299	596	262	345	659	0				907	0	664
Arrive On Green	0.00	0.17	0.17	0.19	0.19	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1561	1781	3572	0				3563	0	1562
Grp Volume(v), veh/h	0	317	20	178	111	0				258	0	29
Grp Sat Flow(s),veh/h/ln	1781	1777	1561	1781	1702	0				1781	0	1562
Q Serve(g_s), s	0.0	3.1	0.4	3.4	1.0	0.0				2.2	0.0	0.4
Cycle Q Clear(g_c), s	0.0	3.1	0.4	3.4	1.0	0.0				2.2	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	299	596	262	345	659	0				907	0	664
V/C Ratio(X)	0.00	0.53	0.08	0.52	0.17	0.00				0.28	0.00	0.04
Avail Cap(c_a), veh/h	2831	5648	2481	2831	5410	0				3303	0	1714
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	13.2	13.6	12.7	0.0				11.3	0.0	6.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.3	0.1	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.0	0.9	0.1	1.1	0.3	0.0				0.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.6	13.3	15.0	12.8	0.0				11.4	0.0	6.4
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		337			289						287	
Approach Delay, s/veh		14.5			14.2						10.9	
Approach LOS		B			B						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				10.3		15.8		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				5.1		4.2		5.4				
Green Ext Time (p_c), s				1.3		0.5		1.9				

Intersection Summary

HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

SAN ADP EA
5: Frontage Rd & Washington St

No Action: Year 2026
Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	452	0	1	255	262	28	12	75	22	0	222
Future Volume (veh/h)	102	452	0	1	255	262	28	12	75	22	0	222
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	0.99		0.99	1.00		0.96	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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	491	0	1	277	285	30	13	82	24	0	241
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	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	1629	0	57	568	433	182	22	139	30	0	299
Arrive On Green	0.08	0.46	0.00	0.30	0.30	0.30	0.10	0.10	0.10	0.21	0.00	0.21
Sat Flow, veh/h	1781	3647	0	1	1868	1423	1781	215	1353	144	0	1444
Grp Volume(v), veh/h	111	491	0	278	0	285	30	0	95	265	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	0	1423	1781	0	1568	1588	0	0
Q Serve(g_s), s	3.9	5.5	0.0	0.0	0.0	11.1	1.0	0.0	3.7	10.1	0.0	0.0
Cycle Q Clear(g_c), s	3.9	5.5	0.0	7.7	0.0	11.1	1.0	0.0	3.7	10.1	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.86	0.09		0.91
Lane Grp Cap(c), veh/h	149	1629	0	625	0	433	182	0	161	329	0	0
V/C Ratio(X)	0.74	0.30	0.00	0.44	0.00	0.66	0.16	0.00	0.59	0.81	0.00	0.00
Avail Cap(c_a), veh/h	838	3345	0	1812	0	1340	1118	0	984	997	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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.5	10.8	0.0	18.1	0.0	19.3	26.1	0.0	27.3	24.1	0.0	0.0
Incr Delay (d2), s/veh	8.5	0.0	0.0	0.6	0.0	2.1	0.2	0.0	1.3	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	1.8	1.7	0.0	3.0	0.0	3.4	0.4	0.0	1.4	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	10.9	0.0	18.7	0.0	21.4	26.3	0.0	28.6	25.9	0.0	0.0
LnGrp LOS	D	B	A	B	A	C	C	A	C	C	A	A
Approach Vol, veh/h		602			563			125			265	
Approach Delay, s/veh		15.7			20.1			28.1			25.9	
Approach LOS		B			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.6		17.2	9.8	23.8		12.9				
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		7.5		12.1	5.9	13.1		5.7				
Green Ext Time (p_c), s		2.0		1.2	0.3	4.4		0.4				

Intersection Summary

HCM 6th Ctrl Delay	20.0
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	464	90	274	332	0	0	0	0	327	186	197
Future Volume (veh/h)	0	464	90	274	332	0	0	0	0	327	186	197
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		0.97
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	488	95	288	349	0				344	196	207
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	1907	834	368	2472	0				669	351	289
Arrive On Green	0.00	0.54	0.54	0.21	1.00	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3647	1555	3456	3647	0				3563	1870	1537
Grp Volume(v), veh/h	0	488	95	288	349	0				344	196	207
Grp Sat Flow(s),veh/h/ln	0	1777	1555	1728	1777	0				1781	1870	1537
Q Serve(g_s), s	0.0	6.2	2.5	6.6	0.0	0.0				7.3	8.0	10.6
Cycle Q Clear(g_c), s	0.0	6.2	2.5	6.6	0.0	0.0				7.3	8.0	10.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1907	834	368	2472	0				669	351	289
V/C Ratio(X)	0.00	0.26	0.11	0.78	0.14	0.00				0.51	0.56	0.72
Avail Cap(c_a), veh/h	0	1907	834	703	2472	0				1361	715	587
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	0.98	0.98	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.5	9.6	32.1	0.0	0.0				30.7	30.9	32.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	1.4	0.1	0.0				0.2	0.5	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	2.1	0.8	2.4	0.0	0.0				3.1	3.6	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.8	9.9	33.5	0.1	0.0				30.9	31.5	33.3
LnGrp LOS	A	B	A	C	A	A				C	C	C
Approach Vol, veh/h		583			637						747	
Approach Delay, s/veh		10.6			15.2						31.7	
Approach LOS		B			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	3.3	50.0		20.7		63.3						
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9						
Max Green Setting (Gmax), s	7.5	20.6		32.1		42.1						
Max Q Clear Time (g_c+1), s	13.6	8.2		12.6		2.0						
Green Ext Time (p_c), s	0.3	3.1		1.7		2.5						

Intersection Summary

HCM 6th Ctrl Delay	20.1
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.

SAN ADP EA
7: San Diego Ave & Washington St

No Action: Year 2026
Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑↑			↑↑	↖		↖ ↗				
Traffic Volume (veh/h)	293	497	0	0	500	450	107	160	23	0	0	0
Future Volume (veh/h)	293	497	0	0	500	450	107	160	23	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	1900	1870	1900			
Adj Flow Rate, veh/h	318	540	0	0	543	489	116	174	25			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1326	2760	0	0	1189	517	190	326	46			
Arrive On Green	0.77	1.00	0.00	0.00	0.33	0.33	0.11	0.11	0.11			
Sat Flow, veh/h	3456	3647	0	0	3647	1547	1781	3050	431			
Grp Volume(v), veh/h	318	540	0	0	543	489	116	96	103			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1547	1781	1702	1779			
Q Serve(g_s), s	2.2	0.0	0.0	0.0	10.1	25.8	5.2	4.5	4.6			
Cycle Q Clear(g_c), s	2.2	0.0	0.0	0.0	10.1	25.8	5.2	4.5	4.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.24			
Lane Grp Cap(c), veh/h	1326	2760	0	0	1189	517	190	182	190			
V/C Ratio(X)	0.24	0.20	0.00	0.00	0.46	0.94	0.61	0.53	0.54			
Avail Cap(c_a), veh/h	1326	2760	0	0	1189	517	596	569	595			
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	6.3	0.0	0.0	0.0	22.0	27.2	35.8	35.5	35.6			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.3	28.0	1.2	0.9	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	0.7	0.1	0.0	0.0	4.0	12.6	2.3	1.9	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.4	0.2	0.0	0.0	23.2	55.2	37.0	36.4	36.5			
LnGrp LOS	A	A	A	A	C	E	D	D	D			
Approach Vol, veh/h		858			1032			315				
Approach Delay, s/veh		2.5			38.4			36.7				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.1			37.1	33.0		13.9				
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	27.8		7.2				
Green Ext Time (p_c), s		4.4			0.7	0.1		1.1				
Intersection Summary												
HCM 6th Ctrl Delay					24.2							
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	22	60	23	1115	14	0	0	0
Future Volume (veh/h)	0	0	0	0	22	60	23	1115	14	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
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	24	66	25	1225	15			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	86	123	3184	39			
Arrive On Green				0.00	0.07	0.07	0.64	0.64	0.64			
Sat Flow, veh/h				0	441	1212	37	4999	61			
Grp Volume(v), veh/h				0	0	90	463	384	419			
Grp Sat Flow(s),veh/h/ln				0	0	1652	1859	1549	1689			
Q Serve(g_s), s				0.0	0.0	2.0	0.0	4.5	4.5			
Cycle Q Clear(g_c), s				0.0	0.0	2.0	4.5	4.5	4.5			
Prop In Lane				0.00		0.73	0.05		0.04			
Lane Grp Cap(c), veh/h				0	0	117	1284	987	1076			
V/C Ratio(X)				0.00	0.00	0.77	0.36	0.39	0.39			
Avail Cap(c_a), veh/h				0	0	1739	3015	2445	2666			
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	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.9	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	0.8	0.7	0.6	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	21.3	3.6	3.7	3.7			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					90			1265				
Approach Delay, s/veh					21.3			3.6				
Approach LOS					C			A				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		29.8						8.2				
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						4.0				
Green Ext Time (p_c), s		17.7						0.4				
Intersection Summary												
HCM 6th Ctrl Delay				4.8								
HCM 6th LOS				A								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	211	96	327	266	83	170	247	126	53	274	53
Future Volume (veh/h)	42	211	96	327	266	83	170	247	126	53	274	53
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		0.99	1.00		0.98	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		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	45	227	103	352	286	89	183	268	134	57	295	57
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	561	247	400	475	148	226	1049	435	72	832	153
Arrive On Green	0.03	0.16	0.16	0.22	0.35	0.35	0.13	0.28	0.28	0.04	0.19	0.19
Sat Flow, veh/h	1781	3554	1564	1781	1366	425	1781	3741	1551	1781	4295	792
Grp Volume(v), veh/h	45	227	103	352	0	375	183	268	134	57	231	121
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	0	1791	1781	1870	1551	1781	1702	1683
Q Serve(g_s), s	1.6	3.7	3.8	12.2	0.0	11.0	6.4	3.6	4.4	2.0	3.8	4.0
Cycle Q Clear(g_c), s	1.6	3.7	3.8	12.2	0.0	11.0	6.4	3.6	4.4	2.0	3.8	4.0
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	61	561	247	400	0	623	226	1049	435	72	659	326
V/C Ratio(X)	0.73	0.40	0.42	0.88	0.00	0.60	0.81	0.26	0.31	0.79	0.35	0.37
Avail Cap(c_a), veh/h	273	1834	807	462	0	1114	295	1889	783	253	1639	811
HCM Platoon Ratio	1.00	1.00	1.00	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	30.6	24.2	24.3	24.0	0.0	17.2	27.2	17.8	18.1	30.4	22.3	22.4
Incr Delay (d2), s/veh	6.2	0.2	0.4	14.6	0.0	0.9	9.2	0.2	0.7	7.2	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	0.8	1.5	1.4	6.5	0.0	4.4	3.1	1.4	1.6	1.0	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	24.4	24.7	38.6	0.0	18.1	36.3	18.1	18.9	37.6	22.9	23.7
LnGrp LOS	D	C	C	D	A	B	D	B	B	D	C	C
Approach Vol, veh/h		375		727		585		409				
Approach Delay, s/veh		26.0		28.0		24.0		25.2				
Approach LOS		C		C		C		C				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	23.2	18.8	15.0	12.5	17.7	6.6	27.2				
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	32.3	16.6	33.0	10.6	30.8	9.8	39.8					
Max Q Clear Time (g_c+14), s	6.4	14.2	5.8	8.4	6.0	3.6	13.0					
Green Ext Time (p_c), s	0.0	3.9	0.2	1.2	0.1	3.6	0.0	2.6				

Intersection Summary

HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

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)	0	163	275	110	140	0	0	0	0	78	1331	473
Future Volume (veh/h)	0	163	275	110	140	0	0	0	0	78	1331	473
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	166	281	112	143	0				80	1358	483
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	426	361	223	381	0				1097	2285	806
Arrive On Green	0.00	0.23	0.23	0.23	0.23	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1585	610	1759	0				1781	3709	1308
Grp Volume(v), veh/h	0	166	281	120	135	0				80	1246	595
Grp Sat Flow(s),veh/h/ln	0	1870	1585	667	1617	0				1781	1702	1612
Q Serve(g_s), s	0.0	6.3	13.9	9.6	5.9	0.0				1.5	18.5	18.7
Cycle Q Clear(g_c), s	0.0	6.3	13.9	15.9	5.9	0.0				1.5	18.5	18.7
Prop In Lane	0.00		1.00	0.93		0.00				1.00		0.81
Lane Grp Cap(c), veh/h	0	426	361	236	368	0				1097	2097	993
V/C Ratio(X)	0.00	0.39	0.78	0.51	0.37	0.00				0.07	0.59	0.60
Avail Cap(c_a), veh/h	0	674	571	365	582	0				1283	2452	1161
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	27.2	30.2	33.7	27.1	0.0				6.4	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.2	1.4	1.3	0.5	0.0				0.0	0.5	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	2.8	5.3	2.4	2.3	0.0				0.5	6.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.5	31.6	34.9	27.5	0.0				6.5	10.2	10.8
LnGrp LOS	A	C	C	C	C	A				A	B	B
Approach Vol, veh/h		447			255						1921	
Approach Delay, s/veh		30.0			31.0						10.2	
Approach LOS		C			C						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				25.7		57.6		25.7				
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				15.9		20.7		17.9				
Green Ext Time (p_c), s				1.0		30.6		1.1				
Intersection Summary												
HCM 6th Ctrl Delay				15.6								
HCM 6th LOS				B								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖		↖	↑↑				
Traffic Volume (veh/h)	143	16	79	0	26	16	231	1114	34	0	0	0
Future Volume (veh/h)	143	16	79	0	26	16	231	1114	34	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		0.97			
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	166	19	92	0	30	19	269	1295	40			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	399	35	1180	0	229	145	947	1868	58			
Arrive On Green	0.21	0.21	0.21	0.00	0.21	0.21	0.53	0.53	0.53			
Sat Flow, veh/h	1116	165	1574	0	1068	677	1781	3516	108			
Grp Volume(v), veh/h	185	0	92	0	0	49	269	654	681			
Grp Sat Flow(s),veh/h/ln	1281	0	1574	0	0	1745	1781	1777	1847			
Q Serve(g_s), s	5.0	0.0	0.0	0.0	0.0	1.0	3.6	11.7	11.7			
Cycle Q Clear(g_c), s	6.0	0.0	0.0	0.0	0.0	1.0	3.6	11.7	11.7			
Prop In Lane	0.90		1.00	0.00		0.39	1.00		0.06			
Lane Grp Cap(c), veh/h	434	0	1180	0	0	375	947	944	982			
V/C Ratio(X)	0.43	0.00	0.08	0.00	0.00	0.13	0.28	0.69	0.69			
Avail Cap(c_a), veh/h	1108	0	1942	0	0	1220	1224	1221	1270			
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	15.9	0.0	1.5	0.0	0.0	13.6	5.6	7.5	7.5			
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.1	0.2	1.2	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	1.6	0.0	0.0	0.0	0.0	0.3	0.9	3.1	3.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	0.0	1.5	0.0	0.0	13.7	5.7	8.6	8.6			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		277			49			1604				
Approach Delay, s/veh		11.6			13.7			8.1				
Approach LOS		B			B			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		27.3		15.6				15.6				
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		13.7		8.0				3.0				
Green Ext Time (p_c), s		9.1		1.4				0.1				

Intersection Summary

HCM 6th Ctrl Delay		8.8										
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)	5	12	31	0	10	61	19	480	101	44	698	7
Future Volume (veh/h)	5	12	31	0	10	61	19	480	101	44	698	7
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	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	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	5	13	33	0	11	64	20	505	106	46	735	7
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	413	111	281	149	56	327	35	1475	645	68	2261	22
Arrive On Green	0.24	0.24	0.24	0.00	0.24	0.24	0.02	0.42	0.42	0.04	0.43	0.43
Sat Flow, veh/h	1316	465	1182	1360	236	1375	1781	3554	1553	1781	5214	50
Grp Volume(v), veh/h	5	0	46	0	0	75	20	505	106	46	480	262
Grp Sat Flow(s),veh/h/ln	1316	0	1647	1360	0	1611	1781	1777	1553	1781	1702	1859
Q Serve(g_s), s	0.1	0.0	1.1	0.0	0.0	1.8	0.5	4.7	2.1	1.2	4.5	4.5
Cycle Q Clear(g_c), s	1.9	0.0	1.1	0.0	0.0	1.8	0.5	4.7	2.1	1.2	4.5	4.5
Prop In Lane	1.00		0.72	1.00		0.85	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	413	0	391	149	0	383	35	1475	645	68	1476	806
V/C Ratio(X)	0.01	0.00	0.12	0.00	0.00	0.20	0.58	0.34	0.16	0.68	0.32	0.33
Avail Cap(c_a), veh/h	969	0	1087	701	0	1036	148	1534	670	148	1476	806
HCM Platoon Ratio	1.00	1.00	1.00	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	15.5	0.0	14.4	0.0	0.0	14.7	23.4	9.6	8.8	22.9	9.0	9.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	5.5	0.2	0.2	4.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.0	0.0	0.6	0.3	1.4	0.6	0.5	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	14.5	0.0	0.0	14.8	28.9	9.9	9.1	27.2	9.1	9.2
LnGrp LOS	B	A	B	A	A	B	C	A	A	C	A	A
Approach Vol, veh/h		51			75			631			788	
Approach Delay, s/veh		14.6			14.8			10.3			10.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	25.7		16.2	5.3	26.6		16.2				
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8				
Max Green Setting (Gmax), s	1.0	* 21		* 32	4.0	20.1		* 31				
Max Q Clear Time (g_c+1), s	13.2	6.7		3.9	2.5	6.5		3.8				
Green Ext Time (p_c), s	0.0	4.8		0.1	0.0	3.9		0.3				

Intersection Summary

HCM 6th Ctrl Delay	10.6
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)	952	1753	1918	61	48	38
Future Volume (veh/h)	952	1753	1918	61	48	38
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	1002	1845	2019	0	51	40
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	1151	2934	2829		83	437
Arrive On Green	0.23	0.85	0.57	0.00	0.05	0.05
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1002	1845	2019	0	51	40
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	17.3	15.8	26.5	0.0	2.5	1.7
Cycle Q Clear(g_c), s	17.3	15.8	26.5	0.0	2.5	1.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1151	2934	2829		83	437
V/C Ratio(X)	0.87	0.63	0.71		0.61	0.09
Avail Cap(c_a), veh/h	1390	2934	2829		336	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.59	0.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	2.3	14.1	0.0	42.1	24.2
Incr Delay (d2), s/veh	4.7	1.0	0.9	0.0	7.2	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	7.1	1.0	8.5	0.0	1.2	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.1	3.3	15.1	0.0	49.3	24.3
LnGrp LOS	D	A	B		D	C
Approach Vol, veh/h		2847	2019	A	91	
Approach Delay, s/veh		15.6	15.1		38.3	
Approach LOS		B	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		81.4		8.6	25.0	56.4
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		63.3		17.0	24.9	* 34
Max Q Clear Time (g_c+I1), s		17.8		4.5	19.3	28.5
Green Ext Time (p_c), s		41.4		0.1	1.3	5.6

Intersection Summary

HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

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)	260	913	46	53	1027	69	91	241	74	76	151	526
Future Volume (veh/h)	260	913	46	53	1027	69	91	241	74	76	151	526
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		0.98	1.00		0.93	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		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	265	932	47	54	1048	70	93	246	76	78	154	537
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1022	1792	90	200	1105	74	115	285	224	135	594	1242
Arrive On Green	0.30	0.52	0.52	0.11	0.33	0.33	0.06	0.15	0.15	0.08	0.17	0.17
Sat Flow, veh/h	3456	3442	174	1781	3376	225	1781	1870	1473	1781	3554	2496
Grp Volume(v), veh/h	265	481	498	54	551	567	93	246	76	78	154	537
Grp Sat Flow(s),veh/h/ln	1728	1777	1838	1781	1777	1825	1781	1870	1473	1781	1777	1248
Q Serve(g_s), s	8.2	24.9	24.9	3.9	42.4	42.4	7.2	18.0	5.1	5.9	5.3	3.7
Cycle Q Clear(g_c), s	8.2	24.9	24.9	3.9	42.4	42.4	7.2	18.0	5.1	5.9	5.3	3.7
Prop In Lane	1.00		0.09	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1022	925	957	200	581	597	115	285	224	135	594	1242
V/C Ratio(X)	0.26	0.52	0.52	0.27	0.95	0.95	0.81	0.86	0.34	0.58	0.26	0.43
Avail Cap(c_a), veh/h	1022	925	957	200	581	597	172	413	325	160	759	1358
HCM Platoon Ratio	1.00	1.00	1.00	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	0.78	0.78	0.78	0.99	0.99	0.99	0.98	0.98	0.98
Uniform Delay (d), s/veh	37.6	22.0	22.0	56.9	46.0	46.0	64.7	57.9	33.1	62.5	50.8	12.6
Incr Delay (d2), s/veh	0.1	2.1	2.0	2.6	22.6	22.2	9.5	12.8	1.0	1.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	10.6	11.0	1.9	21.9	22.4	3.6	9.5	2.4	2.7	2.4	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	24.1	24.1	59.5	68.5	68.2	74.1	70.8	34.1	64.0	51.1	12.9
LnGrp LOS	D	C	C	E	E	E	E	E	C	E	D	B
Approach Vol, veh/h		1244			1172			415			769	
Approach Delay, s/veh		27.0			67.9			64.8			25.8	
Approach LOS		C			E			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.6	26.2	20.1	78.1	13.4	28.4	46.6	51.6				
Change Period (Y+Rc), s	5.0	* 4.9	4.4	5.2	4.4	5.0	5.2	* 5.8				
Max Green Setting (Gmax), s	12.6	* 31	15.7	61.9	13.5	29.9	31.2	* 46				
Max Q Clear Time (g_c+1), s	17.9	20.0	5.9	26.9	9.2	7.3	10.2	44.4				
Green Ext Time (p_c), s	0.0	1.3	0.0	10.0	0.0	5.3	0.8	0.9				

Intersection Summary

HCM 6th Ctrl Delay	44.4
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	886	99	36	160	0	0	0	0	133	164	992
Future Volume (veh/h)	0	886	99	36	160	0	0	0	0	133	164	992
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	963	108	39	174	0				145	178	1078
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1511	169	71	1951	0				281	952	922
Arrive On Green	0.00	0.47	0.47	0.04	0.55	0.00				0.34	0.34	0.34
Sat Flow, veh/h	0	3313	361	1781	3647	0				821	2785	2696
Grp Volume(v), veh/h	0	531	540	39	174	0				323	0	1078
Grp Sat Flow(s),veh/h/ln	0	1777	1804	1781	1777	0				1829	1777	1348
Q Serve(g_s), s	0.0	24.9	24.9	2.4	2.6	0.0				15.5	0.0	37.6
Cycle Q Clear(g_c), s	0.0	24.9	24.9	2.4	2.6	0.0				15.5	0.0	37.6
Prop In Lane	0.00		0.20	1.00		0.00				0.45		1.00
Lane Grp Cap(c), veh/h	0	834	847	71	1951	0				625	607	922
V/C Ratio(X)	0.00	0.64	0.64	0.55	0.09	0.00				0.52	0.00	1.17
Avail Cap(c_a), veh/h	0	834	847	123	1951	0				625	607	922
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	0.77	0.77	0.77	0.77	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.1	22.1	51.9	11.8	0.0				28.9	0.0	36.2
Incr Delay (d2), s/veh	0.0	2.9	2.8	1.9	0.1	0.0				3.0	0.0	88.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.4	10.6	1.1	1.0	0.0				7.4	0.0	23.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.0	24.9	53.8	11.8	0.0				32.0	0.0	124.3
LnGrp LOS	A	C	C	D	B	A				C	A	F
Approach Vol, veh/h		1071			213						1401	
Approach Delay, s/veh		24.9			19.5						103.0	
Approach LOS		C			B						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	8.8	58.2		43.0		67.0						
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6						
Max Green Setting (Gmax), s	60	* 50		37.6		60.4						
Max Q Clear Time (g_c+14), s	14.4	26.9		39.6		4.6						
Green Ext Time (p_c), s	0.0	2.1		0.0		0.4						

Intersection Summary

HCM 6th Ctrl Delay		65.2	
HCM 6th LOS		E	

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)	786	275	0	0	132	152	41	102	58	0	0	0
Future Volume (veh/h)	786	275	0	0	132	152	41	102	58	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		0.96			
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	845	296	0	0	142	163	44	110	62			
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	1799	1571	0	0	488	429	69	187	108			
Arrive On Green	0.52	0.84	0.00	0.00	0.27	0.27	0.07	0.07	0.07			
Sat Flow, veh/h	3456	1870	0	0	1870	1564	975	2623	1515			
Grp Volume(v), veh/h	845	296	0	0	142	163	82	72	62			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1564	1822	1777	1515			
Q Serve(g_s), s	17.1	3.3	0.0	0.0	6.9	9.3	4.8	4.3	4.4			
Cycle Q Clear(g_c), s	17.1	3.3	0.0	0.0	6.9	9.3	4.8	4.3	4.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.54		1.00			
Lane Grp Cap(c), veh/h	1799	1571	0	0	488	429	130	126	108			
V/C Ratio(X)	0.47	0.19	0.00	0.00	0.29	0.38	0.63	0.57	0.58			
Avail Cap(c_a), veh/h	1799	1571	0	0	488	429	383	373	318			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.75	0.75	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	16.7	1.7	0.0	0.0	31.5	32.3	49.7	49.5	49.5			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.1	0.2	1.9	1.4	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			
%ile BackOfQ(50%),veh/ln	6.4	0.6	0.0	0.0	2.9	3.4	2.3	2.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	1.9	0.0	0.0	31.6	32.5	51.5	50.9	51.2			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1141			305			216				
Approach Delay, s/veh		13.0			32.1			51.2				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		97.3			62.2	35.1		12.7				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		77.1			48.6	* 24		23.1				
Max Q Clear Time (g_c+I1), s		5.3			19.1	11.3		6.8				
Green Ext Time (p_c), s		1.0			3.3	0.9		0.6				

Intersection Summary

HCM 6th Ctrl Delay	21.5
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	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	180	1535	430	0	0	1775
Future Volume (veh/h)	180	1535	430	0	0	1775
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	184	0	439	0	0	1811
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	216		3181	0	199	4961
Arrive On Green	0.12	0.00	0.64	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	184	0	439	0	0	1811
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.1	0.0	3.8	0.0	0.0	9.4
Cycle Q Clear(g_c), s	11.1	0.0	3.8	0.0	0.0	9.4
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	216		3181	0	199	4961
V/C Ratio(X)	0.85		0.14	0.00	0.00	0.37
Avail Cap(c_a), veh/h	486		3181	0	742	4961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.73	0.00	0.98	0.00	0.00	0.75
Uniform Delay (d), s/veh	47.4	0.0	7.9	0.0	0.0	3.4
Incr Delay (d2), s/veh	2.7	0.0	0.0	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/lr	5.1	0.0	1.2	0.0	0.0	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.1	0.0	7.9	0.0	0.0	3.6
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	184	A	439			1811
Approach Delay, s/veh	50.1		7.9			3.6
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.7	75.1			91.8	18.2
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.8	20.0			70.2	30.0
Max Q Clear Time (g_c+10), s	11.0	5.8			11.4	13.1
Green Ext Time (p_c), s	0.0	3.1			28.3	0.2

Intersection Summary

HCM 6th Ctrl Delay		7.9	
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)	0	0	0	198	1569	140	133	254	0	0	208	50
Future Volume (veh/h)	0	0	0	198	1569	140	133	254	0	0	208	50
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		0.91
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				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				204	1618	144	137	262	0	0	214	52
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				276	2337	213	166	1445	0	0	539	120
Arrive On Green				0.17	0.17	0.17	0.19	0.57	0.00	0.00	0.13	0.13
Sat Flow, veh/h				521	4409	403	1781	5274	0	0	4258	914
Grp Volume(v), veh/h				722	605	639	137	262	0	0	175	91
Grp Sat Flow(s),veh/h/ln				1844	1702	1787	1781	1702	0	0	1702	1599
Q Serve(g_s), s				40.8	36.6	36.8	8.1	2.7	0.0	0.0	5.2	5.8
Cycle Q Clear(g_c), s				40.8	36.6	36.8	8.1	2.7	0.0	0.0	5.2	5.8
Prop In Lane				0.28		0.23	1.00		0.00	0.00		0.57
Lane Grp Cap(c), veh/h				977	902	947	166	1445	0	0	449	211
V/C Ratio(X)				0.74	0.67	0.67	0.83	0.18	0.00	0.00	0.39	0.43
Avail Cap(c_a), veh/h				977	902	947	272	1852	0	0	532	250
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.75	0.75	0.75	0.69	0.69	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh				38.2	36.4	36.5	43.9	17.7	0.0	0.0	43.7	44.0
Incr Delay (d2), s/veh				3.8	3.0	2.9	3.0	0.0	0.0	0.0	0.4	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				21.2	17.4	18.4	3.4	1.0	0.0	0.0	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.9	39.4	39.4	46.9	17.8	0.0	0.0	44.1	44.9
LnGrp LOS				D	D	D	D	B	A	A	D	D
Approach Vol, veh/h				1966			399			266		
Approach Delay, s/veh				40.3			27.8			44.4		
Approach LOS				D			C			D		
Timer - Assigned Phs				3	4	6	8					
Phs Duration (G+Y+Rc), s				16.1	20.9	64.2	37.0					
Change Period (Y+Rc), s				5.9	* 6.4	5.9	5.9					
Max Green Setting (Gmax), s				16.8	* 17	58.3	39.9					
Max Q Clear Time (g_c+I1), s				10.1	7.8	42.8	4.7					
Green Ext Time (p_c), s				0.1	0.8	9.8	2.0					
Intersection Summary												
HCM 6th Ctrl Delay				38.8								
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	203	1872	0	0	0	0	0	164	64
Future Volume (veh/h)	0	0	0	203	1872	0	0	0	0	0	164	64
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				211	1950	0				0	171	67
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				345	3416	0				0	704	244
Arrive On Green				0.24	0.24	0.00				0.00	0.19	0.19
Sat Flow, veh/h				482	4937	0				0	3840	1275
Grp Volume(v), veh/h				809	1352	0				0	157	81
Grp Sat Flow(s),veh/h/ln				1846	1702	0				0	1702	1542
Q Serve(g_s), s				43.0	38.4	0.0				0.0	4.3	4.9
Cycle Q Clear(g_c), s				43.0	38.4	0.0				0.0	4.3	4.9
Prop In Lane				0.26		0.00				0.00		0.83
Lane Grp Cap(c), veh/h				1323	2439	0				0	653	296
V/C Ratio(X)				0.61	0.55	0.00				0.00	0.24	0.27
Avail Cap(c_a), veh/h				1323	2439	0				0	653	296
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				28.3	26.6	0.0				0.0	37.7	37.9
Incr Delay (d2), s/veh				2.1	0.9	0.0				0.0	0.9	2.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.9	17.7	0.0				0.0	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.4	27.5	0.0				0.0	38.5	40.2
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h				2161						238		
Approach Delay, s/veh				28.6						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		45.0						
Green Ext Time (p_c), s				0.3		3.7						
Intersection Summary												
HCM 6th Ctrl Delay				29.6								
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	2009	131	86	98	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2009	131	86	98	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	2071	135	89	101	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	3491	226	302	382	0			
Arrive On Green				0.00	0.24	0.24	0.19	0.19	0.00			
Sat Flow, veh/h				0	5061	317	1576	2086	0			
Grp Volume(v), veh/h				0	1437	769	101	89	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1805	1792	1777	0			
Q Serve(g_s), s				0.0	41.2	41.7	5.3	4.7	0.0			
Cycle Q Clear(g_c), s				0.0	41.2	41.7	5.3	4.7	0.0			
Prop In Lane				0.00		0.18	0.88		0.00			
Lane Grp Cap(c), veh/h				0	2429	1288	344	341	0			
V/C Ratio(X)				0.00	0.59	0.60	0.29	0.26	0.00			
Avail Cap(c_a), veh/h				0	2429	1288	344	341	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	27.8	28.0	38.1	37.8	0.0			
Incr Delay (d2), s/veh				0.0	1.1	2.0	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	19.1	20.8	2.6	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	28.9	30.0	40.2	39.7	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2206			190				
Approach Delay, s/veh					29.3			40.0				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						84.0		26.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						78.5		21.1				
Max Q Clear Time (g_c+I1), s						43.7		7.3				
Green Ext Time (p_c), s						23.7		0.8				
Intersection Summary												
HCM 6th Ctrl Delay											30.1	
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	224	2178	0	0	0	0	0	145	41
Future Volume (veh/h)	0	0	0	224	2178	0	0	0	0	0	145	41
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				236	2293	0				0	153	43
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				333	3472	0				0	649	279
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				460	4960	0				0	3647	1529
Grp Volume(v), veh/h				949	1580	0				0	153	43
Grp Sat Flow(s),veh/h/ln				1847	1702	0				0	1777	1529
Q Serve(g_s), s				51.8	45.9	0.0				0.0	4.0	2.6
Cycle Q Clear(g_c), s				51.8	45.9	0.0				0.0	4.0	2.6
Prop In Lane				0.25		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1339	2466	0				0	649	279
V/C Ratio(X)				0.71	0.64	0.00				0.00	0.24	0.15
Avail Cap(c_a), veh/h				1339	2466	0				0	649	279
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				31.2	29.0	0.0				0.0	38.4	37.8
Incr Delay (d2), s/veh				3.2	1.3	0.0				0.0	0.9	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				26.7	21.3	0.0				0.0	1.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.4	30.3	0.0				0.0	39.2	39.0
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2529						196	
Approach Delay, s/veh					31.8						39.2	
Approach LOS					C						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				25.0		85.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				20.1		79.7						
Max Q Clear Time (g_c+I1), s				6.0		53.8						
Green Ext Time (p_c), s				0.9		21.5						
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	2290	64	62	41	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2290	64	62	41	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	2385	67	65	43	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3641	102	342	341	0			
Arrive On Green				0.00	0.71	0.71	0.19	0.19	0.00			
Sat Flow, veh/h				0	5271	143	1781	1870	0			
Grp Volume(v), veh/h				0	1587	865	65	43	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1841	1781	1777	0			
Q Serve(g_s), s				0.0	27.5	27.9	3.4	2.2	0.0			
Cycle Q Clear(g_c), s				0.0	27.5	27.9	3.4	2.2	0.0			
Prop In Lane				0.00		0.08	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2429	1314	342	341	0			
V/C Ratio(X)				0.00	0.65	0.66	0.19	0.13	0.00			
Avail Cap(c_a), veh/h				0	2429	1314	342	341	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	8.5	37.3	36.8	0.0			
Incr Delay (d2), s/veh				0.0	1.4	2.6	1.2	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	9.2	10.5	1.6	1.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	9.8	11.1	38.5	37.6	0.0			
LnGrp LOS				A	A	B	D	D	A			
Approach Vol, veh/h					2452			108				
Approach Delay, s/veh					10.3			38.1				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						84.0		26.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						78.5		21.1				
Max Q Clear Time (g_c+I1), s						29.9		5.4				
Green Ext Time (p_c), s						33.9		0.4				
Intersection Summary												
HCM 6th Ctrl Delay											11.5	
HCM 6th LOS											B	

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑			↑				↑
Traffic Vol, veh/h	0	0	0	0	125	554	2	91	0	0	1	12
Future Vol, veh/h	0	0	0	0	125	554	2	91	0	0	1	12
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
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	130	577	2	95	0	0	1	13

Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	-	0	81 713
Stage 1	-	-	0 0
Stage 2	-	-	81 713
Critical Hdwy	-	-	7.54 6.54
Critical Hdwy Stg 1	-	-	- 5.54
Critical Hdwy Stg 2	-	-	6.54 5.54
Follow-up Hdwy	-	-	3.52 4.02
Pot Cap-1 Maneuver	0	-	898 356
Stage 1	0	-	0 585
Stage 2	0	-	918 434
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	878 354
Mov Cap-2 Maneuver	-	-	878 354
Stage 1	-	-	- 581
Stage 2	-	-	898 431

Approach	WB	NB	SB
HCM Control Delay, s	0	18.8	10.9
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	354	-	-	619
HCM Lane V/C Ratio	0.268	-	-	0.02
HCM Control Delay (s)	18.8	-	-	10.9
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	0.1

SAN ADP EA
25: N Harbor Dr & W Grape St

No Action: Year 2026
Timing Plan: Airport PEAK



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	411	132	1257	713	0
Future Volume (veh/h)	0	0	0	0	0	0	0	411	132	1257	713	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		0.97	1.00		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	433	139	1323	751	0
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	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1865	574	2706	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.37	0.37	0.54	0.95	0.00
Sat Flow, veh/h		0					0	5149	1536	5023	1826	0
Grp Volume(v), veh/h		0.0					0	433	139	1323	751	0
Grp Sat Flow(s),veh/h/ln							0	1662	1536	1674	1826	0
Q Serve(g_s), s							0.0	6.5	6.9	18.1	3.6	0.0
Cycle Q Clear(g_c), s							0.0	6.5	6.9	18.1	3.6	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1865	574	2706	1740	0
V/C Ratio(X)							0.00	0.23	0.24	0.49	0.43	0.00
Avail Cap(c_a), veh/h							0	1865	574	2706	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	0.92	0.92	0.00
Uniform Delay (d), s/veh							0.0	23.6	23.7	15.9	0.2	0.0
Incr Delay (d2), s/veh							0.0	0.2	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	2.5	2.5	6.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	23.8	24.3	16.0	0.9	0.0
LnGrp LOS							A	C	C	B	A	A
Approach Vol, veh/h								572			2074	
Approach Delay, s/veh								23.9			10.6	
Approach LOS								C			B	
Timer - Assigned Phs	1	2						6				
Phs Duration (G+Y+Rc), s	63.7	46.3						110.0				
Change Period (Y+Rc), s	4.4	* 5.2						5.2				
Max Green Setting (Gmax), s	26.8	* 38						68.8				
Max Q Clear Time (g_c+I1), s	20.1	8.9						5.6				
Green Ext Time (p_c), s	3.1	7.2						8.0				
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)	63	1305	46	0	0	0	0	297	210	97	302	0
Future Volume (veh/h)	63	1305	46	0	0	0	0	297	210	97	302	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.95	1.00		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	65	1345	47				0	306	216	100	311	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	140	3090	947				0	612	272	130	1494	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.15	0.59	0.00
Sat Flow, veh/h	228	5034	1542				0	3572	1513	1781	5274	0
Grp Volume(v), veh/h	529	881	47				0	306	216	100	311	0
Grp Sat Flow(s),veh/h/ln	1859	1702	1542				0	1702	1513	1781	1702	0
Q Serve(g_s), s	27.5	24.8	2.7				0.0	8.9	15.0	5.9	3.2	0.0
Cycle Q Clear(g_c), s	27.5	24.8	2.7				0.0	8.9	15.0	5.9	3.2	0.0
Prop In Lane	0.12		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1141	2089	947				0	612	272	130	1494	0
V/C Ratio(X)	0.46	0.42	0.05				0.00	0.50	0.79	0.77	0.21	0.00
Avail Cap(c_a), veh/h	1141	2089	947				0	870	386	334	2442	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)	0.09	0.09	0.09				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	27.9	26.8	18.0				0.0	40.7	43.2	46.1	16.8	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0				0.0	0.7	7.9	3.1	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/ft	3.7	11.3	0.9				0.0	3.8	6.1	2.6	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	26.9	18.0				0.0	41.4	51.0	49.2	16.8	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1457						522			411	
Approach Delay, s/veh		27.0						45.4			24.7	
Approach LOS		C						D			C	
Timer - Assigned Phs		2	4				7	8				
Phs Duration (G+Y+Rc), s		72.4	37.6				12.4	25.2				
Change Period (Y+Rc), s		4.9	5.4				4.4	*5.4				
Max Green Setting (Gmax), s		47.1	52.6				20.6	*28				
Max Q Clear Time (g_c+I1), s		29.5	5.2				7.9	17.0				
Green Ext Time (p_c), s		12.2	1.7				0.1	2.7				

Intersection Summary

HCM 6th Ctrl Delay	30.6
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	1611	49	0	0	0	0	0	0	147	239	0
Future Volume (veh/h)	0	1611	49	0	0	0	0	0	0	147	239	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							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	1661	51							152	246	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	3148	97							520	993	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5253	156							1781	3572	0
Grp Volume(v), veh/h	0	1112	600							152	246	0
Grp Sat Flow(s),veh/h/ln	0	1702	1837							1781	1702	0
Q Serve(g_s), s	0.0	32.0	32.1							8.7	7.4	0.0
Cycle Q Clear(g_c), s	0.0	32.0	32.1							8.7	7.4	0.0
Prop In Lane	0.00		0.08							1.00		0.00
Lane Grp Cap(c), veh/h	0	2107	1137							520	993	0
V/C Ratio(X)	0.00	0.53	0.53							0.29	0.25	0.00
Avail Cap(c_a), veh/h	0	2107	1137							520	993	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	29.4	29.4							39.1	38.5	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.8							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/lr0.0	0.0	14.8	16.3							4.3	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.4	31.2							40.6	39.1	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1712									398	
Approach Delay, s/veh		30.7									39.7	
Approach LOS		C									D	
Timer - Assigned Phs		2	4									
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+l1), s		34.1	10.7									
Green Ext Time (p_c), s		5.5	1.0									
Intersection Summary												
HCM 6th Ctrl Delay			32.4									
HCM 6th LOS			C									



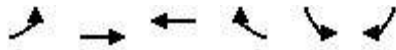
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	73	1973	0	0	0	0	0	103	222	0	0	0
Future Volume (veh/h)	73	1973	0	0	0	0	0	103	222	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.91			
Parking Bus, 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	75	2034	0				0	106	229			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	111	3197	0				0	502	409			
Arrive On Green	0.21	0.21	0.00				0.00	0.28	0.28			
Sat Flow, veh/h	176	5258	0				0	1870	1446			
Grp Volume(v), veh/h	792	1317	0				0	106	229			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1446			
Q Serve(g_s), s	43.2	38.7	0.0				0.0	5.0	14.8			
Cycle Q Clear(g_c), s	43.2	38.7	0.0				0.0	5.0	14.8			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1169	2138	0				0	502	409			
V/C Ratio(X)	0.68	0.62	0.00				0.00	0.21	0.56			
Avail Cap(c_a), veh/h	1169	2138	0				0	502	409			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	33.3	31.5	0.0				0.0	30.1	33.6			
Incr Delay (d2), s/veh	3.2	1.3	0.0				0.0	1.0	5.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	22.5	18.0	0.0				0.0	2.3	5.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	32.9	0.0				0.0	31.0	39.1			
LnGrp LOS	D	C	A				A	C	D			
Approach Vol, veh/h		2109						335				
Approach Delay, s/veh		34.2						36.5				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		74.0						36.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		69.1						31.1				
Max Q Clear Time (g_c+I1), s		45.2						16.8				
Green Ext Time (p_c), s		17.2						1.9				
Intersection Summary												
HCM 6th Ctrl Delay			34.5									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑								↙	↑↑	
Traffic Volume (veh/h)	0	2337	85	0	0	0	0	0	0	150	235	0
Future Volume (veh/h)	0	2337	85	0	0	0	0	0	0	150	235	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	2385	87							153	240	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	3451	125							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5223	183							1781	3647	0
Grp Volume(v), veh/h	0	1601	871							153	240	0
Grp Sat Flow(s),veh/h/ln	0	1702	1834							1781	1777	0
Q Serve(g_s), s	0.0	47.5	48.0							9.0	7.0	0.0
Cycle Q Clear(g_c), s	0.0	47.5	48.0							9.0	7.0	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1252							406	811	0
V/C Ratio(X)	0.00	0.69	0.70							0.38	0.30	0.00
Avail Cap(c_a), veh/h	0	2324	1252							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	31.9	32.1							43.4	42.5	0.0
Incr Delay (d2), s/veh	0.0	1.7	3.2							2.6	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0	0.0	22.1	24.6							4.6	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.6	35.3							46.1	43.4	0.0
LnGrp LOS	A	C	D							D	D	A
Approach Vol, veh/h		2472									393	
Approach Delay, s/veh		34.2									44.5	
Approach LOS		C									D	
Timer - Assigned Phs		2	4									
Phs Duration (G+Y+Rc), s		80.0	30.0									
Change Period (Y+Rc), s		4.9	4.9									
Max Green Setting (Gmax), s		75.1	25.1									
Max Q Clear Time (g_c+l1), s		50.0	11.0									
Green Ext Time (p_c), s		20.6	1.7									
Intersection Summary												
HCM 6th Ctrl Delay			35.6									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑						↑↑					
Traffic Volume (veh/h)	63	2182	0	0	0	0	0	55	46	0	0	0
Future Volume (veh/h)	63	2182	0	0	0	0	0	55	46	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	2297	0				0	58	48			
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	98	3642	0				0	390	290			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	138	5297	0				0	2036	1445			
Grp Volume(v), veh/h	888	1475	0				0	53	53			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1610			
Q Serve(g_s), s	47.6	42.6	0.0				0.0	2.7	3.0			
Cycle Q Clear(g_c), s	47.6	42.6	0.0				0.0	2.7	3.0			
Prop In Lane	0.07		0.00				0.00		0.90			
Lane Grp Cap(c), veh/h	1323	2417	0				0	357	324			
V/C Ratio(X)	0.67	0.61	0.00				0.00	0.15	0.17			
Avail Cap(c_a), veh/h	1323	2417	0				0	357	324			
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	28.5	0.0				0.0	36.2	36.3			
Incr Delay (d2), s/veh	2.7	1.2	0.0				0.0	0.9	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	24.7	19.8	0.0				0.0	1.3	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	29.7	0.0				0.0	37.1	37.4			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h	2363						106					
Approach Delay, s/veh	31.0						37.2					
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	49.6						5.0					
Green Ext Time (p_c), s	21.9						0.5					
Intersection Summary												
HCM 6th Ctrl Delay	31.3											
HCM 6th LOS	C											



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖↖	↗
Traffic Volume (veh/h)	36	783	750	116	99	133
Future Volume (veh/h)	36	783	750	116	99	133
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	1826	1870	1870
Adj Flow Rate, veh/h	39	842	806	125	106	143
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	569	4002	1889	291	376	172
Arrive On Green	0.32	0.80	0.87	0.87	0.11	0.11
Sat Flow, veh/h	1781	5149	4507	668	3456	1585
Grp Volume(v), veh/h	39	842	615	316	106	143
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1688	1728	1585
Q Serve(g_s), s	1.8	4.8	4.6	4.7	3.4	10.6
Cycle Q Clear(g_c), s	1.8	4.8	4.6	4.7	3.4	10.6
Prop In Lane	1.00			0.40	1.00	1.00
Lane Grp Cap(c), veh/h	569	4002	1446	734	376	172
V/C Ratio(X)	0.07	0.21	0.43	0.43	0.28	0.83
Avail Cap(c_a), veh/h	569	4002	1446	734	1212	556
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	28.4	2.8	4.7	4.7	49.2	52.4
Incr Delay (d2), s/veh	0.0	0.1	0.9	1.8	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	0.8	1.1	1.3	1.5	1.5	9.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.4	2.9	5.6	6.5	49.3	56.3
LnGrp LOS	C	A	A	A	D	E
Approach Vol, veh/h		881	931		249	
Approach Delay, s/veh		4.0	5.9		53.3	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		102.0		18.0	44.0	58.0
Change Period (Y+Rc), s		5.7		4.9	5.7	* 5.8
Max Green Setting (Gmax), s		67.3		42.1	10.6	* 52
Max Q Clear Time (g_c+I1), s		6.8		12.6	3.8	6.7
Green Ext Time (p_c), s		18.2		0.4	0.0	17.2

Intersection Summary

HCM 6th Ctrl Delay	10.8
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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗ ↘ ↙			↖ ↗ ↘ ↙		↖	↖	↕		↖ ↗ ↘ ↙		↘
Traffic Volume (veh/h)	17	833	26	29	896	17	13	0	19	9	0	9
Future Volume (veh/h)	17	833	26	29	896	17	13	0	19	9	0	9
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		0.88	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	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	859	27	30	924	0	13	0	20	9	0	9
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	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	27	2166	68	510	3583		40	0	31	267	0	116
Arrive On Green	0.03	0.87	0.87	0.29	0.72	0.00	0.02	0.00	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	4961	156	1781	4985	1585	1781	0	1400	3456	0	1505
Grp Volume(v), veh/h	18	575	311	30	924	0	13	0	20	9	0	9
Grp Sat Flow(s),veh/h/ln	1781	1662	1793	1781	1662	1585	1781	0	1400	1728	0	1505
Q Serve(g_s), s	1.2	4.0	4.0	1.5	7.7	0.0	0.9	0.0	1.7	0.3	0.0	0.7
Cycle Q Clear(g_c), s	1.2	4.0	4.0	1.5	7.7	0.0	0.9	0.0	1.7	0.3	0.0	0.7
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	27	1451	783	510	3583		40	0	31	267	0	116
V/C Ratio(X)	0.67	0.40	0.40	0.06	0.26		0.33	0.00	0.64	0.03	0.00	0.08
Avail Cap(c_a), veh/h	276	1451	783	510	3583		105	0	83	979	0	426
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)	0.98	0.98	0.98	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.9	4.5	4.5	31.1	5.8	0.0	57.8	0.0	58.2	51.2	0.0	51.4
Incr Delay (d2), s/veh	10.1	0.8	1.5	0.0	0.2	0.0	1.8	0.0	8.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.6	1.2	1.4	0.6	2.2	0.0	0.4	0.0	0.7	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	5.3	6.0	31.1	6.0	0.0	59.6	0.0	66.1	51.2	0.0	51.5
LnGrp LOS	E	A	A	C	A		E	A	E	D	A	D
Approach Vol, veh/h	904			954			A	33			18	
Approach Delay, s/veh	6.8			6.8				63.5			51.4	
Approach LOS	A			A				E			D	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	40.2	58.1	14.2		6.2	92.1	7.6					
Change Period (Y+Rc), s	5.8	* 5.7	4.9		4.4	5.8	4.9					
Max Green Setting (Gmax), s	6.6	* 52	34.0		18.6	40.3	7.1					
Max Q Clear Time (g_c+1), s	13.5	6.0	2.7		3.2	9.7	3.7					
Green Ext Time (p_c), s	0.0	12.8	0.0		0.0	11.9	0.0					

Intersection Summary

HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

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)	51	879	98	222	2385	210	103	37	182	469	4	9
Future Volume (veh/h)	51	879	98	222	2385	210	103	37	182	469	4	9
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		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	977	109	247	2650	233	114	41	0	521	4	10
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	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	55	1466	523	1053	3411	297	165	90		378	3	586
Arrive On Green	0.03	0.29	0.29	0.30	0.58	0.58	0.05	0.05	0.00	0.21	0.21	0.21
Sat Flow, veh/h	1781	4985	1520	3456	5914	514	3456	1870	1585	1768	14	2739
Grp Volume(v), veh/h	57	977	109	247	2105	778	114	41	0	525	0	10
Grp Sat Flow(s),veh/h/ln	1781	1662	1520	1728	1570	1718	1728	1870	1585	1782	0	1369
Q Serve(g_s), s	4.6	25.8	7.6	8.0	51.3	52.6	4.9	3.2	0.0	32.1	0.0	0.4
Cycle Q Clear(g_c), s	4.6	25.8	7.6	8.0	51.3	52.6	4.9	3.2	0.0	32.1	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	0.99		1.00
Lane Grp Cap(c), veh/h	55	1466	523	1053	2717	991	165	90		381	0	586
V/C Ratio(X)	1.04	0.67	0.21	0.23	0.77	0.79	0.69	0.46		1.38	0.00	0.02
Avail Cap(c_a), veh/h	55	1466	523	1053	2717	991	852	461		381	0	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.7	46.5	35.0	39.0	24.3	24.6	70.3	69.5	0.0	59.0	0.0	46.5
Incr Delay (d2), s/veh	134.5	2.4	0.9	0.0	0.2	0.6	1.9	1.4	0.0	185.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	10.8	3.2	3.4	17.9	20.2	2.2	1.6	0.0	34.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	207.2	48.9	35.9	39.0	24.5	25.2	72.2	70.9	0.0	244.3	0.0	46.5
LnGrp LOS	F	D	D	D	C	C	E	E		F	A	D
Approach Vol, veh/h		1143			3130			155	A		535	
Approach Delay, s/veh		55.6			25.8			71.9			240.6	
Approach LOS		E			C			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	51.1	49.8		37.0	9.0	91.9		12.1				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	46.9	* 44		32.1	4.6	56.7		37.0				
Max Q Clear Time (g_c+110), s	27.8			34.1	6.6	54.6		6.9				
Green Ext Time (p_c), s	0.2	9.8		0.0	0.0	2.1		0.3				

Intersection Summary

HCM 6th Ctrl Delay		57.2										
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.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



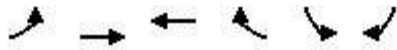
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	0	27	7	8	23	16	247	10	27	294	48
Future Volume (veh/h)	60	0	27	7	8	23	16	247	10	27	294	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.95	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	46	24	28	7	15	20	17	260	11	28	309	51
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	127	56	65	23	48	61	200	1037	44	207	919	149
Arrive On Green	0.07	0.07	0.07	0.04	0.04	0.04	0.11	0.30	0.30	0.12	0.30	0.30
Sat Flow, veh/h	1781	784	914	586	1255	1573	1781	3467	146	1781	3034	493
Grp Volume(v), veh/h	46	0	52	22	0	20	17	133	138	28	179	181
Grp Sat Flow(s),veh/h/ln	1781	0	1698	1841	0	1573	1781	1777	1836	1781	1777	1750
Q Serve(g_s), s	0.8	0.0	1.0	0.4	0.0	0.4	0.3	1.9	1.9	0.5	2.6	2.7
Cycle Q Clear(g_c), s	0.8	0.0	1.0	0.4	0.0	0.4	0.3	1.9	1.9	0.5	2.6	2.7
Prop In Lane	1.00		0.54	0.32		1.00	1.00		0.08	1.00		0.28
Lane Grp Cap(c), veh/h	127	0	121	71	0	61	200	532	549	207	538	530
V/C Ratio(X)	0.36	0.00	0.43	0.31	0.00	0.33	0.08	0.25	0.25	0.14	0.33	0.34
Avail Cap(c_a), veh/h	211	0	202	1584	0	1354	211	1529	1580	899	2215	2181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	15.8	0.0	15.8	13.4	8.9	8.9	13.4	9.1	9.1
Incr Delay (d2), s/veh	1.3	0.0	1.8	0.9	0.0	1.2	0.1	0.2	0.2	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/lr	0.3	0.0	0.4	0.2	0.0	0.1	0.1	0.5	0.5	0.2	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	16.8	16.7	0.0	16.9	13.5	9.1	9.1	13.5	9.4	9.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		98			42			288			388	
Approach Delay, s/veh		16.5			16.8			9.4			9.7	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	14.1		6.4	7.8	14.2		5.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	29.0		4.0	4.0	42.0		29.0				
Max Q Clear Time (g_c+1), s	12.5	3.9		3.0	2.3	4.7		2.4				
Green Ext Time (p_c), s	0.0	1.2		0.0	0.0	1.7		0.1				

Intersection Summary

HCM 6th Ctrl Delay	10.8
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)	184	10	10	87	132	196
Future Volume (veh/h)	184	10	10	87	132	196
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	210	0	11	0	145	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	835	438	688		285	
Arrive On Green	0.23	0.00	0.37	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	210	0	11	0	145	0
Grp Sat Flow(s),veh/h/ln	1870	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.8	0.0	0.1	0.0	1.5	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.1	0.0	1.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	835	438	688		285	
V/C Ratio(X)	0.25	0.00	0.02		0.51	
Avail Cap(c_a), veh/h	1030	541	688		1181	
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	11.9	0.0	7.6	0.0	16.7	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	0.6	0.0	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.7	0.0	18.1	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		210	11	A	145	A
Approach Delay, s/veh		12.0	7.7		18.1	
Approach LOS		B	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.9		7.1		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		3.8		3.5		2.1
Green Ext Time (p_c), s		0.4		0.3		0.0

Intersection Summary

HCM 6th Ctrl Delay	14.3
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	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	13	133	78	0	2	2
Future Vol, veh/h	13	133	78	0	2	2
Conflicting Peds, #/hr	6	0	0	6	0	1
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	156	92	0	2	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	98	0	-	0	206 53
Stage 1	-	-	-	-	98 -
Stage 2	-	-	-	-	108 -
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	1493	-	-	-	763 1003
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	904 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1484	-	-	-	745 996
Mov Cap-2 Maneuver	-	-	-	-	745 -
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	899 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	852
HCM Lane V/C Ratio	0.01	-	-	-	0.006
HCM Control Delay (s)	7.5	0	-	-	9.2
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)	113	754	4889	0	0	122
Future Volume (veh/h)	113	754	4889	0	0	122
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	0	1900	1900
Adj Flow Rate, veh/h	123	820	5314	0	0	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	0	0
Cap, veh/h	48	3586	5254	0	0	194
Arrive On Green	1.00	1.00	0.82	0.00	0.00	0.12
Sat Flow, veh/h	0	4630	6958	0	0	1575
Grp Volume(v), veh/h	123	820	5314	0	0	134
Grp Sat Flow(s),veh/h/ln	0	1464	1609	0	0	1587
Q Serve(g_s), s	0.0	0.0	122.5	0.0	0.0	12.1
Cycle Q Clear(g_c), s	122.5	0.0	122.5	0.0	0.0	12.1
Prop In Lane	1.00			0.00	0.00	0.99
Lane Grp Cap(c), veh/h	48	3586	5254	0	0	196
V/C Ratio(X)	2.56	0.23	1.01	0.00	0.00	0.68
Avail Cap(c_a), veh/h	48	3586	5254	0	0	196
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.88	0.88	0.74	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.3	0.0	13.7	0.0	0.0	63.0
Incr Delay (d2), s/veh	753.6	0.0	13.6	0.0	0.0	17.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	0.0	34.1	0.0	0.0	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	814.9	0.0	27.3	0.0	0.0	80.7
LnGrp LOS	F	A	F	A	A	F
Approach Vol, veh/h		943	5314		134	
Approach Delay, s/veh		106.3	27.3		80.7	
Approach LOS		F	C		F	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				127.0	23.0	127.0
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				122.5	18.5	122.5
Max Q Clear Time (g_c+I1), s				124.5	14.1	124.5
Green Ext Time (p_c), s				0.0	0.1	0.0
Intersection Summary						
HCM 6th Ctrl Delay			40.1			
HCM 6th LOS			D			
Notes						
User approved volume balancing among the lanes for turning movement.						



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖↗	↑↑↑↑	↖	↗
Traffic Volume (veh/h)	2800	22	56	3240	17	59
Future Volume (veh/h)	2800	22	56	3240	17	59
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	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	2887	23	58	3340	18	61
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	3544	833	868	5399	99	79
Arrive On Green	0.56	0.56	0.50	1.00	0.06	0.06
Sat Flow, veh/h	6537	1477	3456	6537	1781	1427
Grp Volume(v), veh/h	2887	23	58	3340	18	61
Grp Sat Flow(s),veh/h/ln	1570	1477	1728	1570	1781	1427
Q Serve(g_s), s	44.5	0.8	1.0	0.0	1.2	5.1
Cycle Q Clear(g_c), s	44.5	0.8	1.0	0.0	1.2	5.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3544	833	868	5399	99	79
V/C Ratio(X)	0.81	0.03	0.07	0.62	0.18	0.77
Avail Cap(c_a), veh/h	3544	833	868	5399	475	380
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.25	0.25	1.00	1.00
Uniform Delay (d), s/veh	21.1	11.6	22.6	0.0	54.1	55.9
Incr Delay (d2), s/veh	2.1	0.1	0.0	0.1	0.3	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.3	0.4	0.1	0.5	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.2	11.6	22.6	0.1	54.4	61.7
LnGrp LOS	C	B	C	A	D	E
Approach Vol, veh/h	2910			3398	79	
Approach Delay, s/veh	23.1			0.5	60.1	
Approach LOS	C			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	35.4	73.0		108.4	11.6	
Change Period (Y+Rc), s	5.3	* 5.3		5.3	4.9	
Max Green Setting (Gmax), s	5.3	* 68		77.8	32.0	
Max Q Clear Time (g_c+1/3), s	46.5			2.0	7.1	
Green Ext Time (p_c), s	0.0	21.1		75.4	0.1	

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)	189	2694	1	8	2922	419	1	0	1	65	0	384
Future Volume (veh/h)	189	2694	1	8	2922	419	1	0	1	65	0	384
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		0.99	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	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	197	2806	1	8	3044	436	1	0	1	68	0	400
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	476	4164	1	59	3187	437	55	14	25	317	0	420
Arrive On Green	0.53	1.00	1.00	0.03	0.57	0.57	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1781	5147	2	1781	5616	770	39	54	93	1414	0	1580
Grp Volume(v), veh/h	197	1812	995	8	2531	949	2	0	0	68	0	400
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1570	1675	185	0	0	1414	0	1580
Q Serve(g_s), s	7.9	0.0	0.0	0.5	60.3	67.8	0.0	0.0	0.0	0.0	0.0	29.9
Cycle Q Clear(g_c), s	7.9	0.0	0.0	0.5	60.3	67.8	29.9	0.0	0.0	6.9	0.0	29.9
Prop In Lane	1.00		0.00	1.00		0.46	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	476	2689	1477	59	2673	951	94	0	0	317	0	420
V/C Ratio(X)	0.41	0.67	0.67	0.13	0.95	1.00	0.02	0.00	0.00	0.21	0.00	0.95
Avail Cap(c_a), veh/h	476	2689	1477	59	2673	951	95	0	0	318	0	421
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(l)	0.78	0.78	0.78	0.57	0.57	0.57	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	56.3	24.3	25.9	35.6	0.0	0.0	34.9	0.0	43.3
Incr Delay (d2), s/veh	0.2	1.1	1.9	0.2	5.5	21.6	0.0	0.0	0.0	0.1	0.0	31.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.4	0.8	0.2	21.2	29.4	0.0	0.0	0.0	1.6	0.0	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	1.1	1.9	56.5	29.8	47.5	35.6	0.0	0.0	35.0	0.0	74.7
LnGrp LOS	C	A	A	E	C	D	D	A	A	C	A	E
Approach Vol, veh/h	3004				3488				2		468	
Approach Delay, s/veh	2.8				34.7				35.6		69.0	
Approach LOS	A				C				D		E	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.4	103.2	36.8		38.2	73.4	36.8					
Change Period (Y+Rc), s	4.4	5.3	4.9		5.3	* 5.3	4.9					
Max Green Setting (Gmax), s	69.4	69.4	32.0		5.3	* 68	32.0					
Max Q Clear Time (g_c+1), s	12.5	2.0	31.9		9.9	69.8	31.9					
Green Ext Time (p_c), s	0.0	64.5	0.0		0.0	0.0	0.0					

Intersection Summary

HCM 6th Ctrl Delay	23.2
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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑		↵
Traffic Volume (veh/h)	2712	11	27	3210	0	28
Future Volume (veh/h)	2712	11	27	3210	0	28
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	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	2796	11	28	3309	0	29
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4026	16	41	4293	0	37
Arrive On Green	0.79	0.79	0.02	0.86	0.00	0.02
Sat Flow, veh/h	5288	20	1781	5149	0	1540
Grp Volume(v), veh/h	1812	995	28	3309	0	30
Grp Sat Flow(s),veh/h/ln	1662	1820	1781	1662	0	1593
Q Serve(g_s), s	21.5	21.6	1.3	22.9	0.0	1.6
Cycle Q Clear(g_c), s	21.5	21.6	1.3	22.9	0.0	1.6
Prop In Lane		0.01	1.00		0.00	0.97
Lane Grp Cap(c), veh/h	2611	1431	41	4293	0	38
V/C Ratio(X)	0.69	0.70	0.69	0.77	0.00	0.78
Avail Cap(c_a), veh/h	2611	1431	92	4301	0	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.2	4.2	40.6	2.4	0.0	40.6
Incr Delay (d2), s/veh	1.3	2.3	7.4	1.3	0.0	28.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	4.1	0.6	0.5	0.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.5	6.5	48.0	3.7	0.0	69.2
LnGrp LOS	A	A	D	A	A	E
Approach Vol, veh/h	2807			3337	30	
Approach Delay, s/veh	5.9			4.0	69.2	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	6.3	71.0		77.3	6.4	
Change Period (Y+Rc), s	4.4	5.2		5.2	4.4	
Max Green Setting (Gmax), s	4.3	63.5		72.2	18.2	
Max Q Clear Time (g_c+1), s	13.3	23.6		24.9	3.6	
Green Ext Time (p_c), s	0.0	39.2		47.2	0.0	

Intersection Summary

HCM 6th Ctrl Delay	5.2
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	269	0	0	1286	681
Future Volume (veh/h)	0	269	0	0	1286	681
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	286			1368	724
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2872	1333
Arrive On Green	0.00	0.00			0.84	0.84
Sat Flow, veh/h	0				3572	1580
Grp Volume(v), veh/h	0.0				1368	724
Grp Sat Flow(s),veh/h/ln					1702	1580
Q Serve(g_s), s					3.0	3.8
Cycle Q Clear(g_c), s					3.0	3.8
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2872	1333
V/C Ratio(X)					0.48	0.54
Avail Cap(c_a), veh/h					3726	1730
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.6	0.6
Incr Delay (d2), s/veh					0.1	0.3
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.7	1.0
LnGrp LOS					A	A
Approach Vol, veh/h					2092	
Approach Delay, s/veh					0.8	
Approach LOS					A	
Timer - Assigned Phs						6
Phs Duration (G+Y+Rc), s						28.8
Change Period (Y+Rc), s						4.5
Max Green Setting (Gmax), s						31.5
Max Q Clear Time (g_c+I1), s						5.8
Green Ext Time (p_c), s						18.5
Intersection Summary						
HCM 6th Ctrl Delay			0.8			
HCM 6th LOS			A			
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)	99	492	46	55	529	212	40	40	31	173	41	149
Future Volume (veh/h)	99	492	46	55	529	212	40	40	31	173	41	149
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	0.99		0.99	0.99		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	101	502	47	56	540	216	41	41	32	177	42	152
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	2171	658	72	2012	611	364	390	328	544	681	602
Arrive On Green	0.07	0.43	0.43	0.04	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	5106	1548	1781	5106	1550	791	1017	854	1317	1777	1571
Grp Volume(v), veh/h	101	502	47	56	540	216	56	0	58	177	42	152
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1550	1123	0	1539	1317	1777	1571
Q Serve(g_s), s	5.7	6.4	1.8	3.2	7.3	10.0	2.0	0.0	2.4	10.1	1.5	6.7
Cycle Q Clear(g_c), s	5.7	6.4	1.8	3.2	7.3	10.0	8.7	0.0	2.4	12.6	1.5	6.7
Prop In Lane	1.00		1.00	1.00		1.00	0.73		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	128	2171	658	72	2012	611	492	0	590	544	681	602
V/C Ratio(X)	0.79	0.23	0.07	0.78	0.27	0.35	0.11	0.00	0.10	0.33	0.06	0.25
Avail Cap(c_a), veh/h	272	2171	658	185	2012	611	492	0	590	544	681	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	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	46.6	18.7	17.4	48.5	20.9	21.8	22.7	0.0	20.1	24.2	19.9	21.5
Incr Delay (d2), s/veh	4.0	0.2	0.2	6.3	0.3	1.6	0.5	0.0	0.3	1.0	0.1	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	2.6	2.4	0.7	1.5	2.8	3.7	1.0	0.0	0.9	3.3	0.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	18.9	17.6	54.8	21.3	23.3	23.1	0.0	20.5	25.2	20.0	22.1
LnGrp LOS	D	B	B	D	C	C	C	A	C	C	B	C
Approach Vol, veh/h		650			812			114			371	
Approach Delay, s/veh		23.8			24.1			21.8			23.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	49.5		44.0	11.7	46.3		44.0				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	10.6	* 37		39.1	15.6	31.9		39.1				
Max Q Clear Time (g_c+1), s	15.2	8.4		14.6	7.7	12.0		10.7				
Green Ext Time (p_c), s	0.0	5.9		4.2	0.1	8.7		0.4				

Intersection Summary

HCM 6th Ctrl Delay	23.7
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)	24	370	0	0	459	272	0	0	0	259	0	36
Future Volume (veh/h)	24	370	0	0	459	272	0	0	0	259	0	36
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	0.99		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	26	407	0	0	504	0	0	0	0	322	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	35	2739	0	2	2537		0	2	1	454	242	0
Arrive On Green	0.02	0.77	0.00	0.00	0.71	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3513	1870	0
Grp Volume(v), veh/h	26	407	0	0	504	0	0	0	0	322	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1757	1870	0
Q Serve(g_s), s	1.7	3.5	0.0	0.0	5.6	0.0	0.0	0.0	0.0	10.4	0.0	0.0
Cycle Q Clear(g_c), s	1.7	3.5	0.0	0.0	5.6	0.0	0.0	0.0	0.0	10.4	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	35	2739	0	2	2537		0	2	1	454	242	0
V/C Ratio(X)	0.75	0.15	0.00	0.00	0.20		0.00	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	62	2739	0	62	2537		0	476	403	1102	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	0.91	0.00	0.00	0.00	0.00	0.86	0.00	0.00
Uniform Delay (d), s/veh	57.6	3.5	0.0	0.0	5.6	0.0	0.0	0.0	0.0	49.2	0.0	0.0
Incr Delay (d2), s/veh	11.4	0.1	0.0	0.0	0.2	0.0	0.0	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	0.9	1.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.0	3.6	0.0	0.0	5.8	0.0	0.0	0.0	0.0	49.9	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		433			504	A		0			322	
Approach Delay, s/veh		7.5			5.8			0.0			49.9	
Approach LOS		A			A						D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	96.8		21.2	6.7	90.1		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s		* 27		37.0	4.1	25.8		30.0				
Max Q Clear Time (g_c+10), s		5.5		12.4	3.7	7.6		0.0				
Green Ext Time (p_c), s	0.0	5.9		0.6	0.0	5.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	17.7
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	265	152	35	234	136	172	714	36	150	797	109
Future Volume (veh/h)	248	265	152	35	234	136	172	714	36	150	797	109
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		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	258	276	158	36	244	142	179	744	38	156	830	114
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	557	308	53	430	282	206	1675	86	212	1538	670
Arrive On Green	0.16	0.26	0.26	0.03	0.12	0.12	0.12	0.49	0.49	0.06	0.43	0.43
Sat Flow, veh/h	1781	2181	1205	1781	3554	1530	1781	3438	176	3456	3554	1549
Grp Volume(v), veh/h	258	223	211	36	244	142	179	384	398	156	830	114
Grp Sat Flow(s),veh/h/ln	1781	1777	1610	1781	1777	1530	1781	1777	1837	1728	1777	1549
Q Serve(g_s), s	16.5	12.4	13.0	2.3	7.5	6.3	11.5	16.4	16.4	5.1	20.0	2.9
Cycle Q Clear(g_c), s	16.5	12.4	13.0	2.3	7.5	6.3	11.5	16.4	16.4	5.1	20.0	2.9
Prop In Lane	1.00		0.75	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	285	454	411	53	430	282	206	866	895	212	1538	670
V/C Ratio(X)	0.91	0.49	0.51	0.68	0.57	0.50	0.87	0.44	0.44	0.74	0.54	0.17
Avail Cap(c_a), veh/h	316	554	502	201	888	480	224	866	895	232	1538	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	47.9	36.8	37.0	55.7	48.1	20.8	50.4	19.5	19.5	53.5	24.3	6.3
Incr Delay (d2), s/veh	25.3	0.3	0.4	5.6	0.4	0.5	25.3	1.6	1.6	8.7	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	9.3	5.4	5.2	1.1	3.4	0.6	6.5	7.1	7.3	2.5	8.6	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	37.1	37.4	61.4	48.6	21.3	75.7	21.1	21.1	62.3	25.7	6.8
LnGrp LOS	E	D	D	E	D	C	E	C	C	E	C	A
Approach Vol, veh/h		692			422			961			1100	
Approach Delay, s/veh		50.6			40.5			31.3			28.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.5	61.8	7.8	34.8	17.8	55.5	23.7	18.9				
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	* 40	13.1	36.2	14.6	32.8	20.6	* 29				
Max Q Clear Time (g_c+11), s	18.4	4.3	15.0	13.5	22.0	18.5	9.5					
Green Ext Time (p_c), s	0.0	1.7	0.0	1.0	0.0	2.0	0.0	0.6				

Intersection Summary

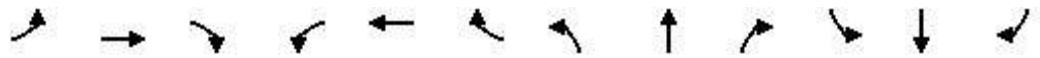
HCM 6th Ctrl Delay	35.9
HCM 6th LOS	D

Notes

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

1: Pacific Hwy & Rosecrans St/Taylor St

Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	543	147	234	237	74	166	172	571	122	229	100
Future Volume (veh/h)	81	543	147	234	237	74	166	172	571	122	229	100
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	87	584	158	252	255	80	178	185	614	131	246	108
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	111	949	591	320	556	453	208	1235	653	160	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	1456	1781	3554	1314
Grp Volume(v), veh/h	87	584	158	252	255	80	178	185	614	131	246	108
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1456	1781	1777	1314
Q Serve(g_s), s	5.5	16.6	8.2	8.2	12.8	4.5	11.3	4.1	40.0	8.3	5.8	7.0
Cycle Q Clear(g_c), s	5.5	16.6	8.2	8.2	12.8	4.5	11.3	4.1	40.0	8.3	5.8	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	949	591	320	556	453	208	1235	653	160	1138	421
V/C Ratio(X)	0.78	0.62	0.27	0.79	0.46	0.18	0.86	0.15	0.94	0.82	0.22	0.26
Avail Cap(c_a), veh/h	464	1235	714	901	650	530	464	1235	653	464	1235	457
HCM Platoon Ratio	1.00	1.00	1.00	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	37.0	24.4	51.1	32.9	30.0	49.9	25.8	31.1	51.5	28.6	29.0
Incr Delay (d2), s/veh	4.5	0.8	0.3	1.7	0.3	0.1	3.9	0.1	21.8	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	2.6	7.3	3.0	3.6	5.8	1.7	5.2	1.8	19.9	3.9	2.5	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	37.8	24.7	52.8	33.2	30.1	53.7	25.9	52.9	55.4	28.6	29.1
LnGrp LOS	E	D	C	D	C	C	D	C	D	E	C	C
Approach Vol, veh/h		829			587			977			485	
Approach Delay, s/veh		37.4			41.2			48.0			36.0	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	36.6	18.8	43.6	12.6	40.1	15.7	46.7				
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	10.2	18.6	13.3	9.0	7.5	14.8	10.3	42.0				
Green Ext Time (p_c), s	0.4	5.5	0.2	1.3	0.1	1.2	0.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			41.5									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	86	0	130	64	0	73	28	637	26	69	524	25
Future Volume (veh/h)	86	0	130	64	0	73	28	637	26	69	524	25
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		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	0	148	73	0	83	32	724	30	78	595	28
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	242	41	266	522	0	549	52	1678	69	100	1802	84
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.03	0.33	0.33	0.06	0.36	0.36
Sat Flow, veh/h	451	136	886	1231	0	1532	1781	5027	208	1781	4996	234
Grp Volume(v), veh/h	246	0	0	73	0	83	32	489	265	78	404	219
Grp Sat Flow(s),veh/h/ln	1473	0	0	1231	0	1532	1781	1702	1830	1781	1702	1826
Q Serve(g_s), s	3.4	0.0	0.0	0.0	0.0	1.7	0.8	5.3	5.3	2.0	4.1	4.1
Cycle Q Clear(g_c), s	6.4	0.0	0.0	2.1	0.0	1.7	0.8	5.3	5.3	2.0	4.1	4.1
Prop In Lane	0.40		0.60	1.00		1.00	1.00		0.11	1.00		0.13
Lane Grp Cap(c), veh/h	548	0	0	522	0	549	52	1136	611	100	1228	659
V/C Ratio(X)	0.45	0.00	0.00	0.14	0.00	0.15	0.62	0.43	0.43	0.78	0.33	0.33
Avail Cap(c_a), veh/h	1323	0	0	1186	0	1381	1127	4307	2316	1127	4307	2310
HCM Platoon Ratio	1.00	1.00	1.00	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	12.3	0.0	10.4	22.8	12.3	12.3	22.1	11.0	11.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	4.4	0.3	0.6	4.9	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	1.9	0.0	0.0	0.5	0.0	0.5	0.4	1.7	1.9	0.9	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	0.0	0.0	12.4	0.0	10.4	27.2	12.6	13.0	27.0	11.2	11.3
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		246			156			786			701	
Approach Delay, s/veh		14.0			11.3			13.3			13.0	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	21.2		19.1	5.8	22.5		19.1				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+14), s	14.0	7.3		8.4	2.8	6.1		4.1				
Green Ext Time (p_c), s	0.1	8.1		1.1	0.0	5.5		0.4				

Intersection Summary

HCM 6th Ctrl Delay	13.1
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)	159	22	209	256	63	201	224	577	24	35	1259	73
Future Volume (veh/h)	159	22	209	256	63	201	224	577	24	35	1259	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.71	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	183	0	220	192	219	163	236	607	25	37	1325	77
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	349	0	321	388	408	340	237	1744	760	48	1337	78
Arrive On Green	0.10	0.00	0.10	0.22	0.22	0.22	0.13	0.49	0.49	0.03	0.39	0.39
Sat Flow, veh/h	3563	0	1129	1781	1870	1364	1781	3554	1547	1781	3413	198
Grp Volume(v), veh/h	183	0	220	192	219	163	236	607	25	37	689	713
Grp Sat Flow(s),veh/h/ln	1781	0	1129	1781	1870	1364	1781	1777	1547	1781	1777	1834
Q Serve(g_s), s	7.0	0.0	14.1	13.6	14.9	14.7	19.0	15.1	1.2	3.0	55.3	55.7
Cycle Q Clear(g_c), s	7.0	0.0	14.1	13.6	14.9	14.7	19.0	15.1	1.2	3.0	55.3	55.7
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	349	0	321	388	408	340	237	1744	760	48	696	718
V/C Ratio(X)	0.52	0.00	0.68	0.49	0.54	0.48	1.00	0.35	0.03	0.78	0.99	0.99
Avail Cap(c_a), veh/h	349	0	321	416	437	361	237	1744	760	121	696	718
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.6	0.0	52.0	49.3	49.8	46.6	62.3	22.5	18.9	69.5	43.4	43.5
Incr Delay (d2), s/veh	0.7	0.0	4.9	0.4	0.4	0.4	57.6	0.1	0.0	9.7	31.5	31.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	7.8	6.1	7.1	5.1	12.4	6.4	0.4	1.5	30.2	31.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	0.0	56.9	49.6	50.2	47.0	119.9	22.6	19.0	79.2	74.9	75.4
LnGrp LOS	E	A	E	D	D	D	F	C	B	E	E	E
Approach Vol, veh/h		403			574			868			1439	
Approach Delay, s/veh		59.4			49.1			49.0			75.3	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	79.3		19.0	23.5	65.0		36.2				
Change Period (Y+Rc), s	5.4	8.7		4.9	4.4	* 8.7		4.9				
Max Green Setting (Gmax), s	9.8	63.6		14.1	19.1	* 56		33.6				
Max Q Clear Time (g_c+1/3), s	15.0	17.1		16.1	21.0	57.7		16.9				
Green Ext Time (p_c), s	0.0	6.2		0.0	0.0	0.0		1.4				

Intersection Summary

HCM 6th Ctrl Delay	61.8
HCM 6th LOS	E

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.

4: Pacific Hwy/Pacific Hwy SB Off Ramp & Washington St

Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗		↙↙↙					↘	↙	↗
Traffic Volume (veh/h)	0	259	28	204	74	0	0	0	0	544	99	33
Future Volume (veh/h)	0	259	28	204	74	0	0	0	0	544	99	33
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	278	30	219	80	0				661	0	35
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	271	541	238	380	726	0				928	0	654
Arrive On Green	0.00	0.15	0.15	0.21	0.21	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1564	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	278	30	219	80	0				661	0	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	2.8	0.6	4.3	0.7	0.0				6.5	0.0	0.5
Cycle Q Clear(g_c), s	0.0	2.8	0.6	4.3	0.7	0.0				6.5	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	271	541	238	380	726	0				928	0	654
V/C Ratio(X)	0.00	0.51	0.13	0.58	0.11	0.00				0.71	0.00	0.05
Avail Cap(c_a), veh/h	2757	5500	2421	2757	5268	0				3216	0	1670
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	15.1	14.2	13.7	12.3	0.0				13.0	0.0	6.8
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.6	0.1	0.0				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/lr	0.0	0.9	0.2	1.4	0.2	0.0				2.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.4	14.3	15.2	12.4	0.0				13.4	0.0	6.9
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		308			299						696	
Approach Delay, s/veh		15.3			14.5						13.1	
Approach LOS		B			B						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				9.9		16.3		12.6				
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				4.8		8.5		6.3				
Green Ext Time (p_c), s				1.1		1.4		2.0				
Intersection Summary												
HCM 6th Ctrl Delay				13.9								
HCM 6th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												

SAN ADP EA
5: Frontage Rd & Washington St

No Action: Year 2026
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	775	0	0	254	273	22	15	94	38	0	260
Future Volume (veh/h)	88	775	0	0	254	273	22	15	94	38	0	260
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	97	852	0	0	279	300	24	16	103	42	0	286
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	130	1463	0	0	480	428	204	25	159	50	0	343
Arrive On Green	0.07	0.41	0.00	0.00	0.27	0.27	0.11	0.11	0.11	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	215	1384	202	0	1379
Grp Volume(v), veh/h	97	852	0	0	279	300	24	0	119	328	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1600	1581	0	0
Q Serve(g_s), s	3.5	12.2	0.0	0.0	9.0	11.2	0.8	0.0	4.7	13.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	12.2	0.0	0.0	9.0	11.2	0.8	0.0	4.7	13.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.87	0.13		0.87
Lane Grp Cap(c), veh/h	130	1463	0	0	480	428	204	0	183	394	0	0
V/C Ratio(X)	0.74	0.58	0.00	0.00	0.58	0.70	0.12	0.00	0.65	0.83	0.00	0.00
Avail Cap(c_a), veh/h	811	3236	0	0	1618	1443	1081	0	971	960	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(l)	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	29.9	15.0	0.0	0.0	20.8	21.6	26.2	0.0	27.9	23.4	0.0	0.0
Incr Delay (d2), s/veh	9.7	0.1	0.0	0.0	1.3	2.5	0.1	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	1.7	4.1	0.0	0.0	3.4	3.9	0.3	0.0	1.8	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	15.1	0.0	0.0	22.2	24.2	26.3	0.0	29.3	25.2	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		949			579			143			328	
Approach Delay, s/veh		17.6			23.2			28.8			25.2	
Approach LOS		B			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		31.5		20.4	9.3	22.2		14.0				
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		14.2		15.0	5.5	13.2		6.7				
Green Ext Time (p_c), s		3.8		1.5	0.3	4.6		0.5				

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.

SAN ADP EA
6: Hancock St & Washington St

No Action: Year 2026
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑					↖	↙↑	↘
Traffic Volume (veh/h)	0	787	120	258	370	0	0	0	0	897	415	179
Future Volume (veh/h)	0	787	120	258	370	0	0	0	0	897	415	179
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	828	126	272	389	0				944	437	188
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	1479	646	357	2032	0				1109	582	491
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	828	126	272	389	0				944	437	188
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	14.9	4.3	6.4	2.6	0.0				20.9	17.6	7.8
Cycle Q Clear(g_c), s	0.0	14.9	4.3	6.4	2.6	0.0				20.9	17.6	7.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1479	646	357	2032	0				1109	582	491
V/C Ratio(X)	0.00	0.56	0.19	0.76	0.19	0.00				0.85	0.75	0.38
Avail Cap(c_a), veh/h	0	1479	646	703	2032	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(l)	0.00	0.83	0.83	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.7	15.6	35.2	4.6	0.0				27.1	26.0	22.6
Incr Delay (d2), s/veh	0.0	1.3	0.6	1.2	0.2	0.0				3.8	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/lr0.0	0.0	5.7	1.5	2.5	0.8	0.0				9.1	7.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.9	16.1	36.5	4.8	0.0				30.9	28.6	22.8
LnGrp LOS		A	B	D	A	A				C	C	C
Approach Vol, veh/h		954			661						1569	
Approach Delay, s/veh		19.4			17.8						29.3	
Approach LOS		B			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	3.1	39.9		31.1		52.9						
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9						
Max Green Setting (Gmax), s	7.5	20.6		32.1		42.1						
Max Q Clear Time (g_c+1), s	13.4	16.9		22.9		4.6						
Green Ext Time (p_c), s	0.3	2.1		3.3		2.8						

Intersection Summary

HCM 6th Ctrl Delay	24.0
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.

SAN ADP EA
7: San Diego Ave & Washington St

No Action: Year 2026
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑↑			↑↑	↖		↖ ↗				
Traffic Volume (veh/h)	293	1377	0	0	505	477	117	159	46	0	0	0
Future Volume (veh/h)	293	1377	0	0	505	477	117	159	46	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	1900	1870	1900			
Adj Flow Rate, veh/h	308	1449	0	0	532	502	123	167	48			
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	0	2	0			
Cap, veh/h	1265	2697	0	0	1189	530	221	333	92			
Arrive On Green	0.73	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	1775	2671	742			
Grp Volume(v), veh/h	308	1449	0	0	532	502	123	104	110			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1782	1702	1705			
Q Serve(g_s), s	2.4	0.0	0.0	0.0	9.8	25.9	5.5	4.8	5.1			
Cycle Q Clear(g_c), s	2.4	0.0	0.0	0.0	9.8	25.9	5.5	4.8	5.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.44			
Lane Grp Cap(c), veh/h	1265	2697	0	0	1189	530	222	212	212			
V/C Ratio(X)	0.24	0.54	0.00	0.00	0.45	0.95	0.56	0.49	0.52			
Avail Cap(c_a), veh/h	1265	2697	0	0	1189	530	596	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)	0.60	0.60	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.5	0.0	0.0	0.0	21.9	27.2	34.6	34.3	34.4			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.2	27.9	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	0.8	0.2	0.0	0.0	3.9	12.9	2.4	2.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	0.5	0.0	0.0	23.1	55.1	35.4	35.0	35.1			
LnGrp LOS	A	A	A	A	C	E	D	C	D			
Approach Vol, veh/h		1757			1034			338				
Approach Delay, s/veh		1.7			38.6			35.2				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.6			35.6	33.0		15.4				
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			4.4	27.9		7.5				
Green Ext Time (p_c), s		17.5			0.7	0.1		1.2				
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	45	21	1231	25	0	0	0
Future Volume (veh/h)	0	0	0	0	24	45	21	1231	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	47	22	1296	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	60	114	3295	65			
Arrive On Green				0.00	0.06	0.06	0.66	0.66	0.66			
Sat Flow, veh/h				0	581	1093	29	4965	99			
Grp Volume(v), veh/h				0	0	72	492	408	444			
Grp Sat Flow(s),veh/h/ln				0	0	1674	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	4.7	4.8	4.8			
Prop In Lane				0.00		0.65	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	93	1330	1028	1117			
V/C Ratio(X)				0.00	0.00	0.78	0.37	0.40	0.40			
Avail Cap(c_a), veh/h				0	0	1695	2908	2353	2557			
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	18.4	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	0.5	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	23.6	3.3	3.4	3.4			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					72			1344				
Approach Delay, s/veh					23.6			3.3				
Approach LOS					C			A				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		31.8						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		6.8						3.7				
Green Ext Time (p_c), s		19.5						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)	50	209	90	255	210	85	181	375	78	159	994	59
Future Volume (veh/h)	50	209	90	255	210	85	181	375	78	159	994	59
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		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	1.00	1.00	1.00
Work Zone On Approach		No		No		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	222	96	271	223	90	193	399	83	169	1057	63
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	112	407	180	313	288	116	232	1287	543	208	1629	97
Arrive On Green	0.06	0.11	0.11	0.18	0.23	0.23	0.13	0.34	0.34	0.12	0.33	0.33
Sat Flow, veh/h	1781	3554	1577	1781	1266	511	1781	3741	1580	1781	4926	293
Grp Volume(v), veh/h	53	222	96	271	0	313	193	399	83	169	730	390
Grp Sat Flow(s),veh/h/ln	1781	1777	1577	1781	0	1777	1781	1870	1580	1781	1702	1815
Q Serve(g_s), s	2.2	4.5	3.1	11.3	0.0	12.6	8.1	6.0	1.5	7.1	13.9	14.0
Cycle Q Clear(g_c), s	2.2	4.5	3.1	11.3	0.0	12.6	8.1	6.0	1.5	7.1	13.9	14.0
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	112	407	180	313	0	404	232	1287	543	208	1126	600
V/C Ratio(X)	0.47	0.55	0.53	0.87	0.00	0.77	0.83	0.31	0.15	0.81	0.65	0.65
Avail Cap(c_a), veh/h	266	1537	682	402	0	904	250	1304	551	332	1343	716
HCM Platoon Ratio	1.00	1.00	1.00	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	34.5	31.9	16.3	30.6	0.0	27.6	32.4	18.4	5.0	32.9	21.7	21.8
Incr Delay (d2), s/veh	1.2	0.4	0.9	12.3	0.0	3.2	18.2	0.3	0.2	3.5	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.9	1.7	5.8	0.0	5.6	4.5	2.5	1.0	3.1	5.3	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	32.3	17.2	42.9	0.0	30.8	50.6	18.6	5.3	36.4	23.0	24.2
LnGrp LOS	D	C	B	D	A	C	D	B	A	D	C	C
Approach Vol, veh/h		371			584			675			1289	
Approach Delay, s/veh		28.9			36.4			26.1			25.1	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	3.3	31.5	17.8	13.6	14.3	30.5	9.2	22.3				
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	1.2	26.6	17.2	33.0	10.7	30.1	11.4	38.8				
Max Q Clear Time (g_c+1), s	1.2	8.0	13.3	6.5	10.1	16.0	4.2	14.6				
Green Ext Time (p_c), s	0.1	4.4	0.2	1.2	0.0	8.8	0.0	2.1				

Intersection Summary

HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

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)	0	229	304	83	170	0	0	0	0	225	2028	313
Future Volume (veh/h)	0	229	304	83	170	0	0	0	0	225	2028	313
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	246	327	89	183	0				242	2181	337
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	464	393	165	445	0				1098	2762	416
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1581	398	1876	0				1781	4479	674
Grp Volume(v), veh/h	0	246	327	117	155	0				242	1644	874
Grp Sat Flow(s),veh/h/ln	0	1870	1581	572	1617	0				1781	1702	1749
Q Serve(g_s), s	0.0	11.0	18.9	10.1	7.7	0.0				5.8	34.4	36.9
Cycle Q Clear(g_c), s	0.0	11.0	18.9	21.0	7.7	0.0				5.8	34.4	36.9
Prop In Lane	0.00		1.00	0.76		0.00				1.00		0.39
Lane Grp Cap(c), veh/h	0	464	393	208	401	0				1098	2099	1078
V/C Ratio(X)	0.00	0.53	0.83	0.56	0.39	0.00				0.22	0.78	0.81
Avail Cap(c_a), veh/h	0	583	493	269	504	0				1111	2123	1090
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	34.3	38.8	30.1	0.0				8.2	13.7	14.1
Incr Delay (d2), s/veh	0.0	0.3	7.9	1.8	0.5	0.0				0.2	2.2	5.1
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	5.0	8.0	2.8	3.0	0.0				2.1	12.3	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.7	42.1	40.5	30.5	0.0				8.4	15.9	19.3
LnGrp LOS	A	C	D	D	C	A				A	B	B
Approach Vol, veh/h		573			272					2760		
Approach Delay, s/veh		37.6			34.8					16.3		
Approach LOS		D			C					B		
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				30.6		65.6		30.6				
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				20.9		38.9		23.0				
Green Ext Time (p_c), s				1.2		20.4		0.9				
Intersection Summary												
HCM 6th Ctrl Delay			21.1									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↘		↖	↑↑				
Traffic Volume (veh/h)	169	47	250	0	22	13	232	1301	47	0	0	0
Future Volume (veh/h)	169	47	250	0	22	13	232	1301	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	178	49	263	0	23	14	244	1369	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	394	82	1214	0	264	161	937	1841	66			
Arrive On Green	0.24	0.24	0.24	0.00	0.24	0.24	0.53	0.53	0.53			
Sat Flow, veh/h	1064	336	1569	0	1089	663	1781	3498	125			
Grp Volume(v), veh/h	227	0	263	0	0	37	244	694	724			
Grp Sat Flow(s),veh/h/ln1400	0	1569	0	0	1751	1781	1777	1846				
Q Serve(g_s), s	6.3	0.0	0.0	0.0	0.0	0.8	3.5	14.3	14.4			
Cycle Q Clear(g_c), s	7.1	0.0	0.0	0.0	0.0	0.8	3.5	14.3	14.4			
Prop In Lane	0.78		1.00	0.00		0.38	1.00		0.07			
Lane Grp Cap(c), veh/h	476	0	1214	0	0	424	937	935	971			
V/C Ratio(X)	0.48	0.00	0.22	0.00	0.00	0.09	0.26	0.74	0.74			
Avail Cap(c_a), veh/h	1050	0	1833	0	0	1115	1115	1113	1156			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	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	13.8	6.1	8.7	8.7			
Incr Delay (d2), s/veh	0.7	0.0	0.1	0.0	0.0	0.0	0.1	2.2	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/lr2.1	0.0	0.0	0.0	0.0	0.0	0.3	1.0	4.4	4.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	0.0	1.6	0.0	0.0	13.8	6.3	10.9	10.9			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		490			37			1662				
Approach Delay, s/veh		8.8			13.8			10.2				
Approach LOS		A			B			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		29.3		17.8				17.8				
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		9.1				2.8				
Green Ext Time (p_c), s		8.4		2.3				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.
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)	5	24	36	18	3	10	7	579	200	215	1256	10
Future Volume (veh/h)	5	24	36	18	3	10	7	579	200	215	1256	10
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		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		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	6	28	42	21	3	12	8	673	233	250	1460	12
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	14	121	182	43	64	256	15	1201	531	298	2596	21
Arrive On Green	0.01	0.18	0.18	0.02	0.20	0.20	0.01	0.34	0.34	0.17	0.50	0.50
Sat Flow, veh/h	1781	669	1004	1781	324	1295	1781	3554	1572	1781	5223	43
Grp Volume(v), veh/h	6	0	70	21	0	15	8	673	233	250	951	521
Grp Sat Flow(s),veh/h/ln	1781	0	1674	1781	0	1619	1781	1777	1572	1781	1702	1862
Q Serve(g_s), s	0.2	0.0	2.4	0.8	0.0	0.5	0.3	10.4	7.7	9.1	13.1	13.1
Cycle Q Clear(g_c), s	0.2	0.0	2.4	0.8	0.0	0.5	0.3	10.4	7.7	9.1	13.1	13.1
Prop In Lane	1.00		0.60	1.00		0.80	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	14	0	303	43	0	320	15	1201	531	298	1692	926
V/C Ratio(X)	0.43	0.00	0.23	0.49	0.00	0.05	0.54	0.56	0.44	0.84	0.56	0.56
Avail Cap(c_a), veh/h	183	0	774	544	0	1057	154	2225	985	494	2746	1502
HCM Platoon Ratio	1.00	1.00	1.00	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	33.1	0.0	23.5	32.3	0.0	21.8	33.1	18.1	17.3	27.0	11.8	11.8
Incr Delay (d2), s/veh	19.2	0.0	0.1	8.3	0.0	0.0	11.1	0.7	1.0	2.8	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	0.2	0.0	0.9	0.4	0.0	0.2	0.2	4.0	2.8	3.8	4.2	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	0.0	23.6	40.6	0.0	21.8	44.2	18.9	18.3	29.8	12.1	12.3
LnGrp LOS	D	A	C	D	A	C	D	B	B	C	B	B
Approach Vol, veh/h		76			36			914			1722	
Approach Delay, s/veh		25.9			32.8			18.9			14.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.6	28.4	6.1	17.0	5.0	39.0	5.0	18.0				
Change Period (Y+Rc), s	4.4	* 5.7	4.5	* 4.8	4.4	5.7	4.5	* 4.8				
Max Green Setting (Gmax), s	18.6	* 42	20.5	* 31	5.8	54.1	6.9	* 44				
Max Q Clear Time (g_c+fl), s	11.5	12.4	2.8	4.4	2.3	15.1	2.2	2.5				
Green Ext Time (p_c), s	0.2	10.3	0.0	0.2	0.0	13.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	16.7
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)	1172	2014	1489	138	87	9
Future Volume (veh/h)	1172	2014	1489	138	87	9
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	1221	2098	1551	0	91	9
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	1367	2860	2508		121	539
Arrive On Green	0.27	0.82	0.50	0.00	0.07	0.07
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1221	2098	1551	0	91	9
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	21.0	24.2	20.2	0.0	4.5	0.3
Cycle Q Clear(g_c), s	21.0	24.2	20.2	0.0	4.5	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1367	2860	2508		121	539
V/C Ratio(X)	0.89	0.73	0.62		0.75	0.02
Avail Cap(c_a), veh/h	1540	2860	2508		336	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.83	0.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	3.5	16.1	0.0	41.2	19.7
Incr Delay (d2), s/veh	6.0	1.7	1.0	0.0	9.0	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	8.6	2.9	6.9	0.0	2.2	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.5	5.2	17.1	0.0	50.2	19.7
LnGrp LOS	D	A	B		D	B
Approach Vol, veh/h		3319	1551	A	100	
Approach Delay, s/veh		17.1	17.1		47.5	
Approach LOS		B	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		79.5		10.5	28.9	50.6
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		63.3		17.0	27.6	* 32
Max Q Clear Time (g_c+I1), s		26.2		6.5	23.0	22.2
Green Ext Time (p_c), s		35.7		0.1	1.5	8.8

Intersection Summary

HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

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)	279	1282	89	104	626	109	85	319	146	203	763	499
Future Volume (veh/h)	279	1282	89	104	626	109	85	319	146	203	763	499
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	324	1491	103	121	728	127	99	371	170	236	887	580
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	391	2436	167	214	2207	385	115	329	276	230	868	990
Arrive On Green	0.11	0.72	0.72	0.12	0.73	0.73	0.06	0.18	0.18	0.13	0.24	0.24
Sat Flow, veh/h	3456	3370	232	1781	3024	527	1781	1870	1572	1781	3554	2761
Grp Volume(v), veh/h	324	782	812	121	428	427	99	371	170	236	887	580
Grp Sat Flow(s),veh/h/ln	1728	1777	1825	1781	1777	1775	1781	1870	1572	1781	1777	1381
Q Serve(g_s), s	12.8	30.5	31.1	9.0	12.0	12.0	7.7	24.6	15.8	18.1	34.2	23.9
Cycle Q Clear(g_c), s	12.8	30.5	31.1	9.0	12.0	12.0	7.7	24.6	15.8	18.1	34.2	23.9
Prop In Lane	1.00		0.13	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	391	1284	1319	214	1296	1295	115	329	276	230	868	990
V/C Ratio(X)	0.83	0.61	0.62	0.57	0.33	0.33	0.86	1.13	0.62	1.02	1.02	0.59
Avail Cap(c_a), veh/h	805	1284	1319	214	1296	1295	115	329	276	230	868	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	0.98	0.98	0.98	0.91	0.91	0.91
Uniform Delay (d), s/veh	60.7	9.6	9.7	58.2	6.7	6.7	64.9	57.7	67.8	61.0	52.9	36.6
Incr Delay (d2), s/veh	4.5	2.2	2.2	9.2	0.6	0.6	43.2	88.7	4.2	63.1	34.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	11.1	11.7	4.6	4.3	4.3	4.9	19.6	6.6	12.2	19.3	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	11.8	11.8	67.4	7.3	7.3	108.1	146.4	72.0	124.1	87.7	37.6
LnGrp LOS	E	B	B	E	A	A	F	F	E	F	F	D
Approach Vol, veh/h		1918			976			640			1703	
Approach Delay, s/veh		20.8			14.8			120.7			75.6	
Approach LOS		C			B			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.1	29.5	21.2	108.2	13.4	39.2	20.2	109.2				
Change Period (Y+Rc), s	5.0	* 4.9	4.4	* 5.8	4.4	5.0	4.4	5.8				
Max Green Setting (Gmax), s	18.5	* 25	16.8	* 62	9.0	33.6	32.6	45.2				
Max Q Clear Time (g_c+20), s	20.6	26.6	11.0	33.1	9.7	36.2	14.8	14.0				
Green Ext Time (p_c), s	0.0	0.0	0.1	18.0	0.0	0.0	1.0	5.0				

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	1395	156	38	175	0	0	0	0	295	670	694
Future Volume (veh/h)	0	1395	156	38	175	0	0	0	0	295	670	694
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	1484	166	40	186	0				314	713	738
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	3298	366	70	3916	0				328	803	862
Arrive On Green	0.00	1.00	1.00	0.04	1.00	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3318	357	1781	3647	0				1041	2554	2741
Grp Volume(v), veh/h	0	811	839	40	186	0				548	479	738
Grp Sat Flow(s),veh/h/ln	0	1777	1805	1781	1777	0				1818	1777	1370
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	0.0				32.6	27.8	27.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.4	0.0	0.0				32.6	27.8	27.8
Prop In Lane	0.00		0.20	1.00		0.00				0.57		1.00
Lane Grp Cap(c), veh/h	0	1817	1846	70	3916	0				572	559	862
V/C Ratio(X)	0.00	0.45	0.45	0.57	0.05	0.00				0.96	0.86	0.86
Avail Cap(c_a), veh/h	0	1817	1846	70	3916	0				572	559	862
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	0.13	0.13	0.63	0.63	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	52.0	0.0	0.0				37.0	35.4	35.4
Incr Delay (d2), s/veh	0.0	0.1	0.1	4.7	0.0	0.0				28.7	15.5	10.7
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	0.1	0.1	1.2	0.0	0.0				18.9	14.4	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	0.1	56.6	0.0	0.0				65.7	50.9	46.0
LnGrp LOS	A	A	A	E	A	A				E	D	D
Approach Vol, veh/h		1650			226						1765	
Approach Delay, s/veh		0.1			10.0						53.5	
Approach LOS		A			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	120.8			40.0		129.5						
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6						
Max Green Setting (Gmax), s	4.3	* 56		34.6		63.4						
Max Q Clear Time (g_c+14), s	4.4	2.0		34.6		2.0						
Green Ext Time (p_c), s	0.0	4.1		0.0		0.4						

Intersection Summary

HCM 6th Ctrl Delay		26.6	
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)	748	911	0	0	179	161	42	246	124	0	0	0
Future Volume (veh/h)	748	911	0	0	179	161	42	246	124	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	804	980	0	0	192	173	45	265	133			
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	1876	1456	0	0	348	296	66	413	192			
Arrive On Green	1.00	1.00	0.00	0.00	0.19	0.19	0.13	0.13	0.13			
Sat Flow, veh/h	3456	1870	0	0	1914	1548	502	3120	1451			
Grp Volume(v), veh/h	804	980	0	0	187	178	166	144	133			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1592	1845	1777	1451			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	10.5	11.2	9.4	8.4	9.6			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	10.5	11.2	9.4	8.4	9.6			
Prop In Lane	1.00		0.00	0.00		0.97	0.27		1.00			
Lane Grp Cap(c), veh/h	1876	1456	0	0	340	304	244	235	192			
V/C Ratio(X)	0.43	0.67	0.00	0.00	0.55	0.58	0.68	0.61	0.69			
Avail Cap(c_a), veh/h	1876	1456	0	0	603	540	354	341	278			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.33	0.33	0.00	0.00	1.00	1.00	0.93	0.93	0.93			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	40.2	40.5	45.5	45.1	45.6			
Incr Delay (d2), s/veh	0.1	0.8	0.0	0.0	0.5	0.7	1.1	0.9	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	0.0	0.3	0.0	0.0	4.5	4.3	4.4	3.8	3.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.8	0.0	0.0	40.7	41.2	46.6	46.0	47.1			
LnGrp LOS	A	A	A	A	D	D	D	D	D			
Approach Vol, veh/h		1784			365			443				
Approach Delay, s/veh		0.5			40.9			46.6				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		90.5			64.6	25.9		19.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		79.1			37.4	* 37		21.1				
Max Q Clear Time (g_c+I1), s		2.0			2.0	13.2		11.6				
Green Ext Time (p_c), s		5.4			3.2	1.3		1.1				

Intersection Summary

HCM 6th Ctrl Delay	14.1
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)	188	986	614	0	0	2203
Future Volume (veh/h)	188	986	614	0	0	2203
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	196	0	640	0	0	2295
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	228		3181	0	187	4919
Arrive On Green	0.13	0.00	0.64	0.00	0.00	0.78
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	196	0	640	0	0	2295
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.9	0.0	5.9	0.0	0.0	13.7
Cycle Q Clear(g_c), s	11.9	0.0	5.9	0.0	0.0	13.7
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	228		3181	0	187	4919
V/C Ratio(X)	0.86		0.20	0.00	0.00	0.47
Avail Cap(c_a), veh/h	486		3181	0	643	4919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.80	0.00	0.86	0.00	0.00	0.59
Uniform Delay (d), s/veh	47.0	0.0	8.3	0.0	0.0	4.1
Incr Delay (d2), s/veh	3.0	0.0	0.0	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	5.4	0.0	1.8	0.0	0.0	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.0	0.0	8.3	0.0	0.0	4.3
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	196	A	640			2295
Approach Delay, s/veh	50.0		8.3			4.3
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.9	75.1			91.0	19.0
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	39.7	26.1			70.2	30.0
Max Q Clear Time (g_c+10), s	10.6	7.9			15.7	13.9
Green Ext Time (p_c), s	0.0	5.3			38.6	0.2

Intersection Summary

HCM 6th Ctrl Delay		8.0
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	178	1031	102	124	422	0	0	873	59
Future Volume (veh/h)	0	0	0	178	1031	102	124	422	0	0	873	59
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		0.97
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		No		No
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				187	1085	107	131	444	0	0	919	62
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	0	2	2	0	0	2	2
Cap, veh/h				316	1959	198	160	1875	0	0	1070	72
Arrive On Green				0.15	0.15	0.15	0.18	0.73	0.00	0.00	0.22	0.22
Sat Flow, veh/h				679	4217	427	1781	5274	0	0	5044	328
Grp Volume(v), veh/h				505	426	447	131	444	0	0	641	340
Grp Sat Flow(s),veh/h/ln				1836	1702	1786	1781	1702	0	0	1702	1799
Q Serve(g_s), s				28.2	25.4	25.4	7.8	3.1	0.0	0.0	19.9	20.0
Cycle Q Clear(g_c), s				28.2	25.4	25.4	7.8	3.1	0.0	0.0	19.9	20.0
Prop In Lane				0.37		0.24	1.00		0.00	0.00		0.18
Lane Grp Cap(c), veh/h				853	791	829	160	1875	0	0	747	395
V/C Ratio(X)				0.59	0.54	0.54	0.82	0.24	0.00	0.00	0.86	0.86
Avail Cap(c_a), veh/h				853	791	829	236	2186	0	0	823	435
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	0.61	0.61	0.00	0.00	0.12	0.12
Uniform Delay (d), s/veh				36.9	35.7	35.7	44.3	9.6	0.0	0.0	41.3	41.3
Incr Delay (d2), s/veh				2.6	2.3	2.2	5.3	0.0	0.0	0.0	1.1	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.5	12.1	12.6	3.4	1.1	0.0	0.0	8.3	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				39.5	38.0	37.9	49.6	9.7	0.0	0.0	42.3	43.4
LnGrp LOS				D	D	D	D	A	A	A	D	D
Approach Vol, veh/h					1379			575			981	
Approach Delay, s/veh					38.5			18.8			42.7	
Approach LOS					D			B			D	
Timer - Assigned Phs				3	4		6	8				
Phs Duration (G+Y+Rc), s				15.7	30.5		57.0	46.3				
Change Period (Y+Rc), s				5.9	* 6.4		5.9	5.9				
Max Green Setting (Gmax), s				14.6	* 27		51.1	47.1				
Max Q Clear Time (g_c+I1), s				9.8	22.0		30.2	5.1				
Green Ext Time (p_c), s				0.1	2.1		7.6	3.6				
Intersection Summary												
HCM 6th Ctrl Delay				36.0								
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	260	1267	0	0	0	0	0	506	74
Future Volume (veh/h)	0	0	0	260	1267	0	0	0	0	0	506	74
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				271	1320	0				0	527	77
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				563	2948	0				0	1066	153
Arrive On Green				0.22	0.22	0.00				0.00	0.24	0.24
Sat Flow, veh/h				839	4562	0				0	4660	644
Grp Volume(v), veh/h				591	1000	0				0	397	207
Grp Sat Flow(s),veh/h/ln				1828	1702	0				0	1702	1732
Q Serve(g_s), s				31.0	27.9	0.0				0.0	11.1	11.4
Cycle Q Clear(g_c), s				31.0	27.9	0.0				0.0	11.1	11.4
Prop In Lane				0.46		0.00				0.00		0.37
Lane Grp Cap(c), veh/h				1227	2284	0				0	808	411
V/C Ratio(X)				0.48	0.44	0.00				0.00	0.49	0.50
Avail Cap(c_a), veh/h				1227	2284	0				0	808	411
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				26.1	24.9	0.0				0.0	36.2	36.3
Incr Delay (d2), s/veh				1.4	0.6	0.0				0.0	2.1	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				15.6	12.8	0.0				0.0	4.9	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.5	25.6	0.0				0.0	38.4	40.7
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h				1591						604		
Approach Delay, s/veh				26.3						39.2		
Approach LOS				C						D		
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				31.0		79.0						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				26.1		73.8						
Max Q Clear Time (g_c+I1), s				13.4		33.0						
Green Ext Time (p_c), s				0.8		2.4						
Intersection Summary												
HCM 6th Ctrl Delay				29.8								
HCM 6th LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑			↑↑				
Traffic Volume (veh/h)	0	0	0	0	1450	101	91	194	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1450	101	91	194	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	1495	104	94	200	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	3390	236	229	526	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5043	339	1090	2596	0			
Grp Volume(v), veh/h				0	1044	555	157	137	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1809	1816	1777	0			
Q Serve(g_s), s				0.0	28.9	28.9	9.1	8.1	0.0			
Cycle Q Clear(g_c), s				0.0	28.9	28.9	9.1	8.1	0.0			
Prop In Lane				0.00		0.19	0.60		0.00			
Lane Grp Cap(c), veh/h				0	2367	1258	381	373	0			
V/C Ratio(X)				0.00	0.44	0.44	0.41	0.37	0.00			
Avail Cap(c_a), veh/h				0	2367	1258	381	373	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	24.0	24.1	44.7	44.2	0.0			
Incr Delay (d2), s/veh				0.0	0.6	1.1	3.2	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	13.3	14.3	4.8	4.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	24.6	25.2	47.9	47.0	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1599			294				
Approach Delay, s/veh					24.8			47.5				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.0		28.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						76.5		23.1				
Max Q Clear Time (g_c+I1), s						30.9		11.1				
Green Ext Time (p_c), s						17.1		1.3				
Intersection Summary												
HCM 6th Ctrl Delay											28.3	
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	247	1550	0	0	0	0	0	522	53
Future Volume (veh/h)	0	0	0	247	1550	0	0	0	0	0	522	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				263	1649	0				0	555	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				442	2974	0				0	908	398
Arrive On Green				0.22	0.22	0.00				0.00	0.26	0.26
Sat Flow, veh/h				678	4731	0				0	3647	1559
Grp Volume(v), veh/h				712	1200	0				0	555	56
Grp Sat Flow(s),veh/h/ln				1836	1702	0				0	1777	1559
Q Serve(g_s), s				38.4	34.4	0.0				0.0	15.2	3.1
Cycle Q Clear(g_c), s				38.4	34.4	0.0				0.0	15.2	3.1
Prop In Lane				0.37		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1197	2219	0				0	908	398
V/C Ratio(X)				0.60	0.54	0.00				0.00	0.61	0.14
Avail Cap(c_a), veh/h				1197	2219	0				0	908	398
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				30.1	28.5	0.0				0.0	36.1	31.6
Incr Delay (d2), s/veh				2.2	1.0	0.0				0.0	3.1	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				19.6	16.0	0.0				0.0	7.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.3	29.5	0.0				0.0	39.2	32.4
LnGrp LOS				C	C	A				A	D	C
Approach Vol, veh/h					1912						611	
Approach Delay, s/veh					30.5						38.6	
Approach LOS					C						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				33.0		77.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				28.1		71.7						
Max Q Clear Time (g_c+I1), s				17.2		40.4						
Green Ext Time (p_c), s				3.1		18.6						
Intersection Summary												
HCM 6th Ctrl Delay											32.5	
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	0	1758	58	68	105	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1758	58	68	105	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	1851	61	72	111	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	3531	116	279	472	0			
Arrive On Green				0.00	0.70	0.70	0.07	0.07	0.00			
Sat Flow, veh/h				0	5246	167	1331	2343	0			
Grp Volume(v), veh/h				0	1240	672	98	85	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1840	1804	1777	0			
Q Serve(g_s), s				0.0	19.2	19.3	5.6	5.0	0.0			
Cycle Q Clear(g_c), s				0.0	19.2	19.3	5.6	5.0	0.0			
Prop In Lane				0.00		0.09	0.74		0.00			
Lane Grp Cap(c), veh/h				0	2367	1280	379	373	0			
V/C Ratio(X)				0.00	0.52	0.52	0.26	0.23	0.00			
Avail Cap(c_a), veh/h				0	2367	1280	379	373	0			
HCM Platoon Ratio				1.00	1.00	1.00	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	8.0	8.0	43.1	42.8	0.0			
Incr Delay (d2), s/veh				0.0	0.8	1.5	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	6.5	7.3	2.8	2.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	8.9	9.6	44.7	44.2	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					1912			183				
Approach Delay, s/veh					9.1			44.5				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.0		28.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						76.5		23.1				
Max Q Clear Time (g_c+I1), s						21.3		7.6				
Green Ext Time (p_c), s						24.6		0.8				
Intersection Summary												
HCM 6th Ctrl Delay											12.2	
HCM 6th LOS												B

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑			↑				↑
Traffic Vol, veh/h	0	0	0	0	178	656	3	105	0	0	1	25
Future Vol, veh/h	0	0	0	0	178	656	3	105	0	0	1	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	185	683	3	109	0	0	1	26

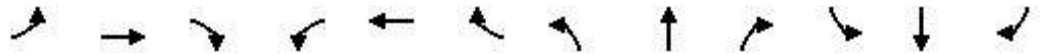
Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	-	-	0 93 868
Stage 1	-	-	0 0
Stage 2	-	-	93 868
Critical Hdwy	-	-	7.54 6.54
Critical Hdwy Stg 1	-	-	5.54
Critical Hdwy Stg 2	-	-	6.54 5.54
Follow-up Hdwy	-	-	3.52 4.02
Pot Cap-1 Maneuver	0	-	881 289
Stage 1	0	-	0 0 527
Stage 2	0	-	904 368
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	840 289
Mov Cap-2 Maneuver	-	-	840 289
Stage 1	-	-	527
Stage 2	-	-	861 368

Approach	WB	NB	SB
HCM Control Delay, s	0	24.8	11.6
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	289	-	-	570
HCM Lane V/C Ratio	0.378	-	-	0.046
HCM Control Delay (s)	24.8	-	-	11.6
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.7	-	-	0.1

SAN ADP EA
25: N Harbor Dr & W Grape St

No Action: Year 2026
Timing Plan: PM PEAK



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	604	151	1232	1194	0
Future Volume (veh/h)	0	0	0	0	0	0	0	604	151	1232	1194	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		0.91	1.00		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	616	154	1257	1218	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	1810	526	2760	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.36	0.36	0.55	0.95	0.00
Sat Flow, veh/h		0					0	5149	1448	5023	1826	0
Grp Volume(v), veh/h		0.0					0	616	154	1257	1218	0
Grp Sat Flow(s),veh/h/ln							0	1662	1448	1674	1826	0
Q Serve(g_s), s							0.0	9.9	8.3	16.5	10.4	0.0
Cycle Q Clear(g_c), s							0.0	9.9	8.3	16.5	10.4	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1810	526	2760	1740	0
V/C Ratio(X)							0.00	0.34	0.29	0.46	0.70	0.00
Avail Cap(c_a), veh/h							0	1810	526	2760	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	25.4	25.0	14.9	0.4	0.0
Incr Delay (d2), s/veh							0.0	0.3	0.8	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	3.8	2.9	5.7	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	25.7	25.8	15.0	2.4	0.0
LnGrp LOS							A	C	C	B	A	A
Approach Vol, veh/h								770			2475	
Approach Delay, s/veh								25.7			8.8	
Approach LOS								C			A	
Timer - Assigned Phs	1	2						6				
Phs Duration (G+Y+Rc), s	64.8	45.2						110.0				
Change Period (Y+Rc), s	4.4	* 5.2						5.2				
Max Green Setting (Gmax), s	36.4	* 27						67.8				
Max Q Clear Time (g_c+I1), s	18.5	11.9						12.4				
Green Ext Time (p_c), s	4.9	7.3						22.2				

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)	59	1335	43	0	0	0	0	443	241	216	873	0
Future Volume (veh/h)	59	1335	43	0	0	0	0	443	241	216	873	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	1362	44				0	452	246	220	891	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	112	2699	840				0	659	285	247	1901	0
Arrive On Green	0.18	0.18	0.18				0.00	0.19	0.19	0.28	0.74	0.00
Sat Flow, veh/h	209	5055	1573				0	3572	1471	1781	5274	0
Grp Volume(v), veh/h	533	889	44				0	452	246	220	891	0
Grp Sat Flow(s),veh/h/ln	1860	1702	1573				0	1702	1471	1781	1702	0
Q Serve(g_s), s	28.7	25.9	2.6				0.0	13.6	17.8	13.0	7.5	0.0
Cycle Q Clear(g_c), s	28.7	25.9	2.6				0.0	13.6	17.8	13.0	7.5	0.0
Prop In Lane	0.11		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	993	1818	840				0	659	285	247	1901	0
V/C Ratio(X)	0.54	0.49	0.05				0.00	0.69	0.86	0.89	0.47	0.00
Avail Cap(c_a), veh/h	993	1818	840				0	715	309	398	2395	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)	0.65	0.65	0.65				0.00	1.00	1.00	0.43	0.43	0.00
Uniform Delay (d), s/veh	32.9	31.8	22.2				0.0	41.2	42.9	38.9	9.8	0.0
Incr Delay (d2), s/veh	1.4	0.6	0.1				0.0	2.6	20.7	4.2	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/ft	4.7	11.9	0.9				0.0	5.8	8.0	5.1	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	32.4	22.2				0.0	43.8	63.6	43.1	9.8	0.0
LnGrp LOS	C	C	C				A	D	E	D	A	A
Approach Vol, veh/h		1466						698			1111	
Approach Delay, s/veh		32.8						50.8			16.4	
Approach LOS		C						D			B	
Timer - Assigned Phs		2	4				7	8				
Phs Duration (G+Y+Rc), s		63.6	46.4				19.7	26.7				
Change Period (Y+Rc), s		4.9	5.4				4.4	*5.4				
Max Green Setting (Gmax), s		48.1	51.6				24.6	*23				
Max Q Clear Time (g_c+I1), s		30.7	9.5				15.0	19.8				
Green Ext Time (p_c), s		12.2	5.6				0.2	1.5				

Intersection Summary

HCM 6th Ctrl Delay	31.1
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	1796	46	0	0	0	0	0	0	279	504	0
Future Volume (veh/h)	0	1796	46	0	0	0	0	0	0	279	504	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	1974	51							307	554	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	3167	82							505	1008	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5284	132							1732	3624	0
Grp Volume(v), veh/h	0	1313	712							316	545	0
Grp Sat Flow(s),veh/h/ln	0	1702	1843							1784	1702	0
Q Serve(g_s), s	0.0	38.7	38.8							18.7	16.8	0.0
Cycle Q Clear(g_c), s	0.0	38.7	38.8							18.7	16.8	0.0
Prop In Lane	0.00		0.07							0.97		0.00
Lane Grp Cap(c), veh/h	0	2107	1141							521	993	0
V/C Ratio(X)	0.00	0.62	0.62							0.61	0.55	0.00
Avail Cap(c_a), veh/h	0	2107	1141							521	993	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	32.1	32.1							43.7	42.8	0.0
Incr Delay (d2), s/veh	0.0	1.4	2.6							5.2	2.2	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	18.0	19.9							9.7	8.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.5	34.7							48.9	45.0	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		2025									861	
Approach Delay, s/veh		33.9									46.4	
Approach LOS		C									D	
Timer - Assigned Phs		2	4									
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		40.8	20.7									
Green Ext Time (p_c), s		7.0	2.1									
Intersection Summary												
HCM 6th Ctrl Delay			37.6									
HCM 6th LOS			D									



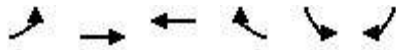
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	71	2318	0	0	0	0	0	202	255	0	0	0
Future Volume (veh/h)	71	2318	0	0	0	0	0	202	255	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, 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	78	2547	0				0	222	280			
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	98	3402	0				0	438	368			
Arrive On Green	0.22	0.22	0.00				0.00	0.25	0.25			
Sat Flow, veh/h	147	5288	0				0	1870	1492			
Grp Volume(v), veh/h	987	1638	0				0	222	280			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1492			
Q Serve(g_s), s	55.2	49.1	0.0				0.0	11.8	19.1			
Cycle Q Clear(g_c), s	55.2	49.1	0.0				0.0	11.8	19.1			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1238	2262	0				0	438	368			
V/C Ratio(X)	0.80	0.72	0.00				0.00	0.51	0.76			
Avail Cap(c_a), veh/h	1238	2262	0				0	438	368			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	35.9	33.6	0.0				0.0	35.7	38.5			
Incr Delay (d2), s/veh	5.4	2.1	0.0				0.0	4.2	13.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	29.3	22.9	0.0				0.0	5.7	8.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	35.6	0.0				0.0	39.9	52.3			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		2625						502				
Approach Delay, s/veh		37.8						46.8				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		78.0						32.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		73.1						27.1				
Max Q Clear Time (g_c+I1), s		57.2						21.1				
Green Ext Time (p_c), s		14.3						1.7				
Intersection Summary												
HCM 6th Ctrl Delay			39.2									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑								↙	↑↑	
Traffic Volume (veh/h)	0	2850	73	0	0	0	0	0	0	350	408	0
Future Volume (veh/h)	0	2850	73	0	0	0	0	0	0	350	408	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	3098	79							380	443	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	3495	88							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5288	129							1781	3647	0
Grp Volume(v), veh/h	0	2050	1127							380	443	0
Grp Sat Flow(s),veh/h/ln	0	1702	1845							1781	1777	0
Q Serve(g_s), s	0.0	64.1	65.2							23.3	13.2	0.0
Cycle Q Clear(g_c), s	0.0	64.1	65.2							23.3	13.2	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1260							406	811	0
V/C Ratio(X)	0.00	0.88	0.89							0.93	0.55	0.00
Avail Cap(c_a), veh/h	0	2324	1260							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	38.3	38.8							50.0	45.4	0.0
Incr Delay (d2), s/veh	0.0	5.3	10.0							30.9	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0	0.0	30.8	35.5							14.7	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	43.6	48.8							81.0	48.0	0.0
LnGrp LOS	A	D	D							F	D	A
Approach Vol, veh/h		3177									823	
Approach Delay, s/veh		45.4									63.2	
Approach LOS		D									E	
Timer - Assigned Phs		2	4									
Phs Duration (G+Y+Rc), s		80.0	30.0									
Change Period (Y+Rc), s		4.9	4.9									
Max Green Setting (Gmax), s		75.1	25.1									
Max Q Clear Time (g_c+I1), s		67.2	25.3									
Green Ext Time (p_c), s		7.8	0.0									
Intersection Summary												
HCM 6th Ctrl Delay			49.1									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	73	2778	0	0	0	0	0	111	66	0	0	0
Future Volume (veh/h)	73	2778	0	0	0	0	0	111	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	86	3268	0				0	131	78			
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	93	3781	0				0	385	216			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	127	5309	0				0	2289	1230			
Grp Volume(v), veh/h	1263	2091	0				0	104	105			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1649			
Q Serve(g_s), s	72.7	64.2	0.0				0.0	5.7	6.1			
Cycle Q Clear(g_c), s	72.7	64.2	0.0				0.0	5.7	6.1			
Prop In Lane	0.07		0.00				0.00		0.75			
Lane Grp Cap(c), veh/h	1371	2504	0				0	312	289			
V/C Ratio(X)	0.92	0.84	0.00				0.00	0.34	0.36			
Avail Cap(c_a), veh/h	1371	2504	0				0	312	289			
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	35.3	0.0				0.0	39.7	39.9			
Incr Delay (d2), s/veh	11.6	3.5	0.0				0.0	2.9	3.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	40.5	30.3	0.0				0.0	2.7	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	38.8	0.0				0.0	42.6	43.4			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		3354						209				
Approach Delay, s/veh		43.1						43.0				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.8						24.2				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.9						19.3				
Max Q Clear Time (g_c+I1), s		74.7						8.1				
Green Ext Time (p_c), s		6.1						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			43.1									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖↗	↖
Traffic Volume (veh/h)	19	1050	914	33	146	112
Future Volume (veh/h)	19	1050	914	33	146	112
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	1826	1870	1870
Adj Flow Rate, veh/h	21	1141	993	36	159	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	500	4141	2511	91	323	148
Arrive On Green	0.28	0.83	0.68	0.68	0.09	0.09
Sat Flow, veh/h	1781	5149	5102	179	3456	1585
Grp Volume(v), veh/h	21	1141	668	361	159	122
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1794	1728	1585
Q Serve(g_s), s	1.2	7.0	12.4	12.5	6.1	10.6
Cycle Q Clear(g_c), s	1.2	7.0	12.4	12.5	6.1	10.6
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	500	4141	1690	912	323	148
V/C Ratio(X)	0.04	0.28	0.40	0.40	0.49	0.82
Avail Cap(c_a), veh/h	500	4141	1690	912	1064	488
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	36.6	2.6	13.1	13.1	60.3	62.3
Incr Delay (d2), s/veh	0.0	0.2	0.7	1.2	0.4	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	0.5	1.5	4.1	4.6	2.7	9.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.7	2.8	13.8	14.4	60.7	66.6
LnGrp LOS	D	A	B	B	E	E
Approach Vol, veh/h		1162	1029		281	
Approach Delay, s/veh		3.4	14.0		63.3	
Approach LOS		A	B		E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		122.0		18.0	45.0	77.0
Change Period (Y+Rc), s		5.7		4.9	5.7	* 5.8
Max Green Setting (Gmax), s		86.3		43.1	10.6	* 71
Max Q Clear Time (g_c+I1), s		9.0		12.6	3.2	14.5
Green Ext Time (p_c), s		30.6		0.5	0.0	21.0

Intersection Summary

HCM 6th Ctrl Delay	14.6
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)	66	1094	18	17	903	11	0	13	27	85	0	20
Future Volume (veh/h)	66	1094	18	17	903	11	0	13	27	85	0	20
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	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	1257	21	20	1038	0	0	15	31	98	0	23
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	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	655	2572	43	464	2001		62	19	39	184	0	84
Arrive On Green	0.73	1.00	1.00	0.26	0.40	0.00	0.00	0.03	0.03	0.05	0.00	0.05
Sat Flow, veh/h	1781	5050	84	1781	4985	1585	1781	541	1117	3456	0	1576
Grp Volume(v), veh/h	76	827	451	20	1038	0	0	0	46	98	0	23
Grp Sat Flow(s),veh/h/ln	1781	1662	1811	1781	1662	1585	1781	0	1658	1728	0	1576
Q Serve(g_s), s	1.7	0.0	0.0	1.2	22.0	0.0	0.0	0.0	3.9	3.9	0.0	2.0
Cycle Q Clear(g_c), s	1.7	0.0	0.0	1.2	22.0	0.0	0.0	0.0	3.9	3.9	0.0	2.0
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	655	1692	922	464	2001		62	0	58	184	0	84
V/C Ratio(X)	0.12	0.49	0.49	0.04	0.52		0.00	0.00	0.79	0.53	0.00	0.27
Avail Cap(c_a), veh/h	655	1692	922	464	2001		103	0	96	842	0	384
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	12.0	0.0	0.0	38.7	31.7	0.0	0.0	0.0	67.1	64.6	0.0	63.7
Incr Delay (d2), s/veh	0.0	1.0	1.8	0.0	1.0	0.0	0.0	0.0	8.8	0.9	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.7	0.2	0.5	0.5	8.8	0.0	0.0	0.0	1.8	1.7	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	1.0	1.8	38.8	32.6	0.0	0.0	0.0	75.8	65.4	0.0	64.3
LnGrp LOS	B	A	A	D	C		A	A	E	E	A	E
Approach Vol, veh/h	1354				1058	A	46				121	
Approach Delay, s/veh	1.9				32.8		75.8				65.2	
Approach LOS	A				C		E				E	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	40.8	77.0	12.4		55.8	62.0	9.8					
Change Period (Y+Rc), s	4.4	5.7	4.9		4.4	5.8	4.9					
Max Green Setting (Gmax), s	66	71.3	34.1		21.6	56.2	8.1					
Max Q Clear Time (g_c+1), s	13.2	2.0	5.9		3.7	24.0	5.9					
Green Ext Time (p_c), s	0.0	24.3	0.3		0.1	14.0	0.0					

Intersection Summary

HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 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)	6	1431	132	287	1727	128	145	26	336	427	3	5
Future Volume (veh/h)	6	1431	132	287	1727	128	145	26	336	427	3	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	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		No		No
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1539	142	309	1857	138	156	28	0	459	3	5
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	5	2	2	2	2	2	2
Cap, veh/h	11	1456	558	926	3378	251	208	112		426	3	656
Arrive On Green	0.01	0.29	0.29	0.27	0.56	0.56	0.06	0.06	0.00	0.24	0.24	0.24
Sat Flow, veh/h	1781	4985	1583	3456	6003	446	3456	1870	1585	1770	12	2727
Grp Volume(v), veh/h	6	1539	142	309	1457	538	156	28	0	462	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	1583	1728	1570	1738	1728	1870	1585	1782	0	1364
Q Serve(g_s), s	0.5	43.8	9.6	10.8	29.4	29.4	6.7	2.1	0.0	36.1	0.0	0.2
Cycle Q Clear(g_c), s	0.5	43.8	9.6	10.8	29.4	29.4	6.7	2.1	0.0	36.1	0.0	0.2
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	0.99		1.00
Lane Grp Cap(c), veh/h	11	1456	558	926	2651	978	208	112		429	0	656
V/C Ratio(X)	0.57	1.06	0.25	0.33	0.55	0.55	0.75	0.25		1.08	0.00	0.01
Avail Cap(c_a), veh/h	48	1456	558	926	2651	978	852	461		429	0	656
HCM Platoon Ratio	1.00	1.00	1.00	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	0.16	0.16	0.16	0.98	0.98	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.4	53.1	34.6	44.1	20.8	20.8	69.4	67.3	0.0	57.0	0.0	43.3
Incr Delay (d2), s/veh	16.8	40.4	1.1	0.0	0.1	0.4	2.0	0.4	0.0	65.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	23.2	4.2	4.6	10.3	11.5	3.0	1.0	0.0	23.9	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.2	93.5	35.7	44.2	20.9	21.1	71.4	67.7	0.0	122.7	0.0	43.3
LnGrp LOS	F	F	D	D	C	C	E	E		F	A	D
Approach Vol, veh/h		1687			2304			184	A		467	
Approach Delay, s/veh		88.6			24.1			70.8			121.9	
Approach LOS		F			C			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	49.5		41.0	5.3	89.8		13.9				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	44.8	* 44		36.1	4.0	53.3		37.0				
Max Q Clear Time (g_c+I), s	45.8			38.1	2.5	31.4		8.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	20.2		0.4				

Intersection Summary

HCM 6th Ctrl Delay	59.2
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.
- Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



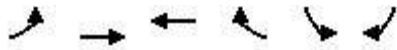
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	0	42	5	0	20	22	378	14	14	399	65
Future Volume (veh/h)	82	0	42	5	0	20	22	378	14	14	399	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	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	29	45	5	12	13	23	402	15	15	424	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	55	85	16	38	44	201	1106	41	202	970	157
Arrive On Green	0.08	0.08	0.08	0.03	0.03	0.03	0.11	0.32	0.32	0.11	0.32	0.32
Sat Flow, veh/h	1781	647	1004	542	1301	1538	1781	3491	130	1781	3053	493
Grp Volume(v), veh/h	66	0	74	17	0	13	23	204	213	15	245	248
Grp Sat Flow(s),veh/h/ln	1781	0	1651	1843	0	1538	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		0.61	0.29		1.00	1.00		0.07	1.00		0.28
Lane Grp Cap(c), veh/h	151	0	140	53	0	44	201	563	584	202	564	562
V/C Ratio(X)	0.44	0.00	0.53	0.32	0.00	0.29	0.11	0.36	0.36	0.07	0.43	0.44
Avail Cap(c_a), veh/h	254	0	235	1523	0	1272	305	1418	1471	2894	4001	3984
HCM Platoon Ratio	1.00	1.00	1.00	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	15.4	16.7	0.0	16.7	14.0	9.2	9.3	13.9	9.5	9.5
Incr Delay (d2), s/veh	1.5	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	16.7	0.0	17.7	18.0	0.0	18.0	14.1	9.5	9.5	14.0	9.9	9.9
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		140			30			440			508	
Approach Delay, s/veh		17.2			18.0			9.8			10.0	
Approach LOS		B			B			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	15.1		7.0	8.0	15.1		5.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	57.0	28.0		5.0	6.0	79.0		29.0				
Max Q Clear Time (g_c+1), s	12.3	5.1		3.5	2.4	5.9		2.3				
Green Ext Time (p_c), s	0.0	1.9		0.1	0.0	2.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	11.0
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)	256	17	9	152	172	276
Future Volume (veh/h)	256	17	9	152	172	276
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	295	0	10	0	189	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	663		339	
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	295	0	10	0	189	0
Grp Sat Flow(s),veh/h/ln	1870	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.7	0.0	0.1	0.0	2.1	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.1	0.0	2.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	867	455	663		339	
V/C Ratio(X)	0.34	0.00	0.02		0.56	
Avail Cap(c_a), veh/h	992	521	663		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	12.6	0.0	8.3	0.0	18.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		295	10	A	189	A
Approach Delay, s/veh		12.6	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		4.1		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	191	157	10	1	2
Future Vol, veh/h	9	191	157	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	222	183	12	1	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	195	0	-	0	320 98
Stage 1	-	-	-	-	189 -
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	1375	-	-	-	648 939
Stage 1	-	-	-	-	824 -
Stage 2	-	-	-	-	881 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1375	-	-	-	643 939
Mov Cap-2 Maneuver	-	-	-	-	643 -
Stage 1	-	-	-	-	817 -
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)	1375	-	-	-	814
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)	64	1636	3980	1	1	167
Future Volume (veh/h)	64	1636	3980	1	1	167
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	1900	1900
Adj Flow Rate, veh/h	70	1778	4326	1	1	182
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	83	3049	4649	1	2	323
Arrive On Green	0.69	0.69	0.69	0.69	0.21	0.21
Sat Flow, veh/h	4	4630	6956	2	9	1570
Grp Volume(v), veh/h	70	1778	3118	1209	184	0
Grp Sat Flow(s),veh/h/ln	4	1464	1609	1870	1587	0
Q Serve(g_s), s	12.2	18.7	50.2	50.3	9.4	0.0
Cycle Q Clear(g_c), s	62.5	18.7	50.2	50.3	9.4	0.0
Prop In Lane	1.00			0.00	0.01	0.99
Lane Grp Cap(c), veh/h	83	3049	3351	1299	326	0
V/C Ratio(X)	0.85	0.58	0.93	0.93	0.56	0.00
Avail Cap(c_a), veh/h	83	3049	3351	1299	326	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.43	0.43	0.87	0.87	1.00	0.00
Uniform Delay (d), s/veh	44.8	7.1	11.9	11.9	32.1	0.0
Incr Delay (d2), s/veh	27.8	0.1	4.8	10.7	6.9	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	2.1	4.1	13.5	17.8	4.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	72.6	7.2	16.7	22.6	39.0	0.0
LnGrp LOS	E	A	B	C	D	A
Approach Vol, veh/h		1848	4327		184	
Approach Delay, s/veh		9.7	18.4		39.0	
Approach LOS		A	B		D	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				67.0	23.0	67.0
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				62.5	18.5	62.5
Max Q Clear Time (g_c+I1), s				64.5	11.4	52.3
Green Ext Time (p_c), s				0.0	0.3	10.2

Intersection Summary

HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖	↑↑↑↑	↖	↗
Traffic Volume (veh/h)	3050	15	28	2455	14	38
Future Volume (veh/h)	3050	15	28	2455	14	38
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	3280	16	30	2640	15	41
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	3944	994	771	5583	68	55
Arrive On Green	0.63	0.63	0.45	1.00	0.04	0.04
Sat Flow, veh/h	6537	1583	3456	6537	1781	1427
Grp Volume(v), veh/h	3280	16	30	2640	15	41
Grp Sat Flow(s),veh/h/ln	1570	1583	1728	1570	1781	1427
Q Serve(g_s), s	56.9	0.5	0.7	0.0	1.1	4.0
Cycle Q Clear(g_c), s	56.9	0.5	0.7	0.0	1.1	4.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3944	994	771	5583	68	55
V/C Ratio(X)	0.83	0.02	0.04	0.47	0.22	0.75
Avail Cap(c_a), veh/h	3944	994	771	5583	407	326
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.80	0.80	0.75	0.75	1.00	1.00
Uniform Delay (d), s/veh	20.3	9.8	30.3	0.0	65.3	66.7
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.2	0.6	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	9.2	0.2	0.3	0.1	0.5	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.1	9.8	30.3	0.2	65.9	74.1
LnGrp LOS	C	A	C	A	E	E
Approach Vol, veh/h	3296			2670	56	
Approach Delay, s/veh	22.0			0.6	71.9	
Approach LOS	C			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	36.5	93.2		129.7	10.3	
Change Period (Y+Rc), s	5.3	* 5.3		5.3	4.9	
Max Green Setting (Gmax), s	5.5	* 88		97.8	32.0	
Max Q Clear Time (g_c+1/2), s	12.7	58.9		2.0	6.0	
Green Ext Time (p_c), s	0.0	28.9		89.9	0.1	

Intersection Summary

HCM 6th Ctrl Delay	13.0
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)	119	3007	0	11	2160	357	0	0	0	118	0	282
Future Volume (veh/h)	119	3007	0	11	2160	357	0	0	0	118	0	282
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	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	3199	0	12	2298	380	0	0	0	126	0	300
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	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	79	3293	0	51	3499	572	0	386	0	418	0	326
Arrive On Green	0.09	1.00	0.00	0.03	0.64	0.64	0.00	0.00	0.00	0.21	0.00	0.21
Sat Flow, veh/h	1781	5149	0	1781	5479	896	0	1870	0	1776	0	1580
Grp Volume(v), veh/h	127	3199	0	12	1972	706	0	0	0	126	0	300
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1665	0	1870	0	1776	0	1580
Q Serve(g_s), s	6.2	0.0	0.0	0.9	36.4	37.2	0.0	0.0	0.0	8.5	0.0	26.0
Cycle Q Clear(g_c), s	6.2	0.0	0.0	0.9	36.4	37.2	0.0	0.0	0.0	8.5	0.0	26.0
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	79	3293	0	51	3008	1063	0	386	0	418	0	326
V/C Ratio(X)	1.61	0.97	0.00	0.24	0.66	0.66	0.00	0.00	0.00	0.30	0.00	0.92
Avail Cap(c_a), veh/h	79	3293	0	51	3008	1063	0	428	0	457	0	361
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(l)	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	63.8	0.0	0.0	66.5	15.7	15.9	0.0	0.0	0.0	47.4	0.0	54.4
Incr Delay (d2), s/veh	315.1	8.3	0.0	0.7	0.9	2.7	0.0	0.0	0.0	0.1	0.0	25.4
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	9.5	2.5	0.0	0.4	12.1	13.7	0.0	0.0	0.0	3.8	0.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	379.0	8.3	0.0	67.2	16.7	18.6	0.0	0.0	0.0	47.6	0.0	79.8
LnGrp LOS	F	A	A	E	B	B	A	A	A	D	A	E
Approach Vol, veh/h	3326		2690			0			426			
Approach Delay, s/veh	22.5		17.4			0.0			70.3			
Approach LOS	C		B						E			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.4	97.8	33.8		11.5	94.7	33.8					
Change Period (Y+Rc), s	4.4	5.3	4.9		5.3	* 5.3	4.9					
Max Green Setting (Gmax), s	89.4	89.4	32.0		4.0	* 89	32.0					
Max Q Clear Time (g_c+1), s	12.9	2.0	28.0		8.2	39.2	0.0					
Green Ext Time (p_c), s	0.0	86.1	0.6		0.0	47.3	0.0					

Intersection Summary

HCM 6th Ctrl Delay	23.5
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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	
Traffic Volume (veh/h)	3106	2	14	2390	0	18
Future Volume (veh/h)	3106	2	14	2390	0	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	0.80
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	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	3235	2	15	2490	0	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4084	3	22	4173	0	117
Arrive On Green	0.79	0.79	0.01	0.84	0.00	0.10
Sat Flow, veh/h	5310	3	1781	5149	0	1223
Grp Volume(v), veh/h	2089	1148	15	2490	0	20
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1288
Q Serve(g_s), s	49.9	50.0	1.2	23.2	0.0	2.0
Cycle Q Clear(g_c), s	49.9	50.0	1.2	23.2	0.0	2.0
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2638	1449	22	4173	0	123
V/C Ratio(X)	0.79	0.79	0.67	0.60	0.00	0.16
Avail Cap(c_a), veh/h	2648	1454	50	4264	0	163
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	8.2	8.2	70.3	3.8	0.0	59.4
Incr Delay (d2), s/veh	2.2	4.0	12.1	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ft	3.8	15.9	0.6	5.0	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	12.2	82.4	4.3	0.0	60.0
LnGrp LOS	B	B	F	A	A	E
Approach Vol, veh/h	3237			2505	20	
Approach Delay, s/veh	11.0			4.8	60.0	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	6.2	118.7		124.9	18.1	
Change Period (Y+Rc), s	4.4	5.2		5.2	4.4	
Max Green Setting (Gmax), s	113.9	113.9		122.3	18.1	
Max Q Clear Time (g_c+13), s	13.2	52.0		25.2	4.0	
Green Ext Time (p_c), s	0.0	61.5		90.6	0.0	
Intersection Summary						
HCM 6th Ctrl Delay			8.5			
HCM 6th LOS			A			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	421	0	0	2165	396
Future Volume (veh/h)	0	421	0	0	2165	396
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	448			2303	421
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3948	691
Arrive On Green	0.00	0.00			0.90	0.90
Sat Flow, veh/h	0				4540	765
Grp Volume(v), veh/h	0.0				1770	954
Grp Sat Flow(s),veh/h/ln					1702	1733
Q Serve(g_s), s					4.9	5.5
Cycle Q Clear(g_c), s					4.9	5.5
Prop In Lane						0.44
Lane Grp Cap(c), veh/h					3074	1565
V/C Ratio(X)					0.58	0.61
Avail Cap(c_a), veh/h					3632	1849
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	0.5
Incr Delay (d2), s/veh					0.2	0.4
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.6	0.9
LnGrp LOS					A	A
Approach Vol, veh/h					2724	
Approach Delay, s/veh					0.7	
Approach LOS					A	
Timer - Assigned Phs						6
Phs Duration (G+Y+Rc), s						46.4
Change Period (Y+Rc), s						4.5
Max Green Setting (Gmax), s						49.5
Max Q Clear Time (g_c+I1), s						7.5
Green Ext Time (p_c), s						34.4
Intersection Summary						
HCM 6th Ctrl Delay			0.7			
HCM 6th LOS			A			

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)	107	673	28	19	684	334	34	58	40	213	28	153
Future Volume (veh/h)	107	673	28	19	684	334	34	58	40	213	28	153
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		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	120	756	31	21	769	375	38	65	45	239	31	172
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	147	1215	373	612	2603	804	191	327	244	364	496	435
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	520	1173	874	1267	1777	1560
Grp Volume(v), veh/h	120	756	31	21	769	375	70	0	78	239	31	172
Grp Sat Flow(s),veh/h/ln	1781	1702	1569	1781	1702	1578	1053	0	1514	1267	1777	1560
Q Serve(g_s), s	8.0	17.2	2.2	0.9	10.4	18.3	2.7	0.0	4.7	21.2	1.5	10.7
Cycle Q Clear(g_c), s	8.0	17.2	2.2	0.9	10.4	18.3	13.5	0.0	4.7	25.9	1.5	10.7
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	147	1215	373	612	2603	804	340	0	423	364	496	435
V/C Ratio(X)	0.81	0.62	0.08	0.03	0.30	0.47	0.21	0.00	0.18	0.66	0.06	0.40
Avail Cap(c_a), veh/h	261	2183	671	612	2603	804	500	0	594	508	697	612
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	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	50.1	43.1	26.2	17.0	18.9	36.3	0.0	32.9	42.7	31.7	35.0
Incr Delay (d2), s/veh	4.0	2.3	0.4	0.0	0.3	1.9	0.1	0.0	0.1	5.7	0.2	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	3.9	8.1	0.9	0.4	3.9	6.7	1.7	0.0	1.7	7.2	0.7	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	52.4	43.6	26.2	17.3	20.8	36.4	0.0	32.9	48.4	31.9	36.7
LnGrp LOS	E	D	D	C	B	C	D	A	C	D	C	D
Approach Vol, veh/h		907			1165			148			442	
Approach Delay, s/veh		53.3			18.6			34.6			42.7	
Approach LOS		D			B			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	47.3	34.3		38.4	14.3	67.3		38.4				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	66.6	* 51		47.1	17.6	39.9		47.1				
Max Q Clear Time (g_c+1/2g), s	12.9	19.2		27.9	10.0	20.3		15.5				
Green Ext Time (p_c), s	0.0	9.3		4.6	0.1	12.5		0.6				

Intersection Summary

HCM 6th Ctrl Delay	35.3
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	507	1	0	479	396	1	0	0	289	0	33
Future Volume (veh/h)	50	507	1	0	479	396	1	0	0	289	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		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	557	1	0	526	0	1	0	0	352	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	889	2	859	2194		52	0	46	492	258	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	360	198	0	526	0	1	0	0	352	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	11.8	11.8	0.0	14.9	0.0	0.1	0.0	0.0	11.3	0.0	0.0
Cycle Q Clear(g_c), s	3.7	11.8	11.8	0.0	14.9	0.0	0.1	0.0	0.0	11.3	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	575	315	859	2194		52	0	46	492	258	0
V/C Ratio(X)	0.78	0.63	0.63	0.00	0.24		0.02	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	98	814	447	859	2194		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(l)	1.00	1.00	1.00	0.00	0.96	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	57.1	46.4	46.4	0.0	24.2	0.0	56.6	0.0	0.0	49.5	0.0	0.0
Incr Delay (d2), s/veh	14.9	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	1.9	5.3	6.1	0.0	7.1	0.0	0.0	0.0	0.0	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	51.5	55.5	0.0	24.5	0.0	56.7	0.0	0.0	50.1	0.0	0.0
LnGrp LOS	E	D	E	A	C		E	A	A	D	A	A
Approach Vol, veh/h		613			526	A		1			352	
Approach Delay, s/veh		54.6			24.5			56.7			50.1	
Approach LOS		D			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	63.8	25.4		22.5	9.2	80.0		8.4				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	40.0	* 29		37.0	6.6	25.3		30.0				
Max Q Clear Time (g_c+10), s	13.8			13.3	5.7	16.9		2.1				
Green Ext Time (p_c), s	0.0	6.4		0.7	0.0	3.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	42.9
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	253	127	30	372	184	198	887	27	120	815	185
Future Volume (veh/h)	284	253	127	30	372	184	198	887	27	120	815	185
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		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		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	302	269	135	32	396	196	211	944	29	128	867	197
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	323	711	346	44	528	307	232	1720	53	172	1450	642
Arrive On Green	0.18	0.31	0.31	0.02	0.15	0.15	0.13	0.49	0.49	0.05	0.41	0.41
Sat Flow, veh/h	1781	2305	1121	1781	3554	1537	1781	3519	108	3456	3554	1575
Grp Volume(v), veh/h	302	205	199	32	396	196	211	477	496	128	867	197
Grp Sat Flow(s),veh/h/ln	1781	1777	1649	1781	1777	1537	1781	1777	1850	1728	1777	1575
Q Serve(g_s), s	25.1	13.6	14.2	2.7	16.0	11.5	17.5	28.1	28.1	5.5	28.7	7.3
Cycle Q Clear(g_c), s	25.1	13.6	14.2	2.7	16.0	11.5	17.5	28.1	28.1	5.5	28.7	7.3
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	323	548	509	44	528	307	232	868	904	172	1450	642
V/C Ratio(X)	0.94	0.37	0.39	0.73	0.75	0.64	0.91	0.55	0.55	0.74	0.60	0.31
Avail Cap(c_a), veh/h	387	570	529	181	734	396	280	868	904	203	1450	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	40.6	40.8	72.7	61.2	27.6	64.3	26.8	26.8	70.3	34.8	10.0
Incr Delay (d2), s/veh	25.7	0.2	0.2	8.1	1.5	0.8	25.7	2.5	2.4	9.1	1.8	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ft	3.7	6.0	5.9	1.3	7.4	4.3	9.6	12.6	13.1	2.7	12.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.3	40.7	41.0	80.8	62.7	28.4	90.1	29.3	29.2	79.5	36.6	11.2
LnGrp LOS	F	D	D	F	E	C	F	C	C	E	D	B
Approach Vol, veh/h		706			624			1184			1192	
Approach Delay, s/veh		60.3			52.8			40.1			37.0	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.9	78.6	8.1	51.5	24.0	66.5	32.4	27.2				
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	8.8	* 59	15.2	48.1	23.6	43.8	32.6	* 31				
Max Q Clear Time (g_c+11), s	5	30.1	4.7	16.2	19.5	30.7	27.1	18.0				
Green Ext Time (p_c), s	0.0	2.3	0.0	0.9	0.0	2.3	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay	45.1
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.

SAN ADP EA
1: Pacific Hwy & Rosecrans St/Taylor St

Year 2026 with Project
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	215	94	214	182	77	100	139	177	84	110	76
Future Volume (veh/h)	52	215	94	214	182	77	100	139	177	84	110	76
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	55	229	100	228	194	82	106	148	188	89	117	81
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	71	1309	659	314	784	615	136	755	471	115	714	308
Arrive On Green	0.04	0.37	0.37	0.09	0.42	0.42	0.08	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1461	3456	1870	1468	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	55	229	100	228	194	82	106	148	188	89	117	81
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1728	1870	1468	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	2.7	3.9	3.6	5.7	6.0	3.1	5.2	3.0	8.6	4.4	2.4	4.0
Cycle Q Clear(g_c), s	2.7	3.9	3.6	5.7	6.0	3.1	5.2	3.0	8.6	4.4	2.4	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	1309	659	314	784	615	136	755	471	115	714	308
V/C Ratio(X)	0.77	0.17	0.15	0.73	0.25	0.13	0.78	0.20	0.40	0.77	0.16	0.26
Avail Cap(c_a), veh/h	602	1601	779	1168	843	661	602	1601	836	602	1601	691
HCM Platoon Ratio	1.00	1.00	1.00	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	42.2	18.9	14.7	39.3	16.7	15.9	40.3	28.7	24.5	40.9	29.3	29.9
Incr Delay (d2), s/veh	6.5	0.1	0.1	1.2	0.1	0.1	3.6	0.1	0.5	4.1	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	1.3	1.6	1.2	2.4	2.5	1.0	2.4	1.3	3.1	2.0	1.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	19.0	14.8	40.5	16.8	15.9	43.9	28.8	25.1	45.0	29.3	30.1
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		384			504			442			287	
Approach Delay, s/veh		22.2			27.4			30.9			34.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	38.6	12.2	24.5	8.9	43.1	11.1	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	7.7	5.9	7.2	6.0	4.7	8.0	6.4	10.6				
Green Ext Time (p_c), s	0.4	2.4	0.1	0.6	0.1	1.0	0.1	1.6				
Intersection Summary												
HCM 6th Ctrl Delay				28.3								
HCM 6th LOS				C								

SAN ADP EA
 2: Pacific Hwy & Dwy/Old Town Transit Center Bus Access

Year 2026 with Project
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↑	↘	↙	↓	↗
Traffic Volume (veh/h)	18	0	9	25	0	38	82	313	28	71	301	36
Future Volume (veh/h)	18	0	9	25	0	38	82	313	28	71	301	36
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	20	0	10	27	0	41	89	340	30	77	327	39
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	321	33	88	469	0	377	120	1528	132	109	1451	169
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.07	0.32	0.32	0.06	0.31	0.31
Sat Flow, veh/h	786	185	485	1403	0	1548	1781	4770	413	1781	4620	537
Grp Volume(v), veh/h	30	0	0	27	0	41	89	241	129	77	239	127
Grp Sat Flow(s),veh/h/ln	1456	0	0	1403	0	1548	1781	1702	1779	1781	1702	1753
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.7	1.6	1.7	1.8	1.4	1.7	1.8
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.4	0.0	0.7	1.6	1.7	1.8	1.4	1.7	1.8
Prop In Lane	0.67		0.33	1.00		1.00	1.00		0.23	1.00		0.31
Lane Grp Cap(c), veh/h	442	0	0	469	0	377	120	1090	570	109	1069	551
V/C Ratio(X)	0.07	0.00	0.00	0.06	0.00	0.11	0.74	0.22	0.23	0.71	0.22	0.23
Avail Cap(c_a), veh/h	1856	0	0	1855	0	1940	1590	6078	3176	1590	6078	3130
HCM Platoon Ratio	1.00	1.00	1.00	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	11.5	0.0	0.0	11.4	0.0	9.9	15.4	8.4	8.4	15.5	8.5	8.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.1	0.3	3.2	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	0.7	0.5	0.5	0.6	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.5	0.0	10.0	18.8	8.5	8.6	18.6	8.6	8.8
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		30			68			459			443	
Approach Delay, s/veh		11.5			10.6			10.5			10.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	16.2		11.0	6.7	16.0		11.0				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+1), s	13.4	3.8		2.5	3.6	3.8		2.7				
Green Ext Time (p_c), s	0.1	3.5		0.1	0.1	3.0		0.1				

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.

SAN ADP EA
3: Pacific Hwy & Enterprise St/SPAWAR Dwy

Year 2026 with Project
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	11	37	41	51	13	362	638	114	41	442	195
Future Volume (veh/h)	19	11	37	41	51	13	362	638	114	41	442	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.46	1.00		0.80	1.00		0.93	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	16	18	40	44	55	14	389	686	123	44	475	210
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	58	60	338	564	592	450	354	1515	630	57	621	272
Arrive On Green	0.03	0.03	0.03	0.32	0.32	0.32	0.20	0.43	0.43	0.03	0.27	0.27
Sat Flow, veh/h	1781	1870	729	1781	1870	1261	1781	3554	1478	1781	2324	1016
Grp Volume(v), veh/h	16	18	40	44	55	14	389	686	123	44	362	323
Grp Sat Flow(s),veh/h/ln	1781	1870	729	1781	1870	1261	1781	1777	1478	1781	1777	1563
Q Serve(g_s), s	1.1	1.2	4.0	2.1	2.6	0.9	24.6	17.0	6.4	3.0	23.2	23.6
Cycle Q Clear(g_c), s	1.1	1.2	4.0	2.1	2.6	0.9	24.6	17.0	6.4	3.0	23.2	23.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	58	60	338	564	592	450	354	1515	630	57	475	418
V/C Ratio(X)	0.28	0.30	0.12	0.08	0.09	0.03	1.10	0.45	0.20	0.78	0.76	0.77
Avail Cap(c_a), veh/h	58	60	338	575	604	458	354	1515	630	125	495	436
HCM Platoon Ratio	1.00	1.00	1.00	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	58.5	58.5	38.6	29.6	29.8	26.6	49.6	25.3	22.2	59.5	41.7	41.9
Incr Delay (d2), s/veh	1.0	1.0	0.1	0.0	0.0	0.0	77.2	0.3	0.2	8.2	8.8	10.5
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	0.6	1.0	0.9	1.2	0.3	18.5	7.2	2.3	1.5	11.3	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	59.5	38.7	29.7	29.8	26.6	126.8	25.5	22.4	67.7	50.5	52.4
LnGrp LOS	E	E	D	C	C	C	F	C	C	E	D	D
Approach Vol, veh/h		74			113			1198			729	
Approach Delay, s/veh		48.3			29.4			58.1			52.4	
Approach LOS		D			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	61.5		8.9	29.0	41.8		44.1				
Change Period (Y+Rc), s	5.4	8.7		4.9	4.4	* 8.7		4.9				
Max Green Setting (Gmax), s	3.7	48.4		4.0	24.6	* 35		40.0				
Max Q Clear Time (g_c+1/3), s	15.0	19.0		6.0	26.6	25.6		4.6				
Green Ext Time (p_c), s	0.0	7.2		0.0	0.0	4.9		0.3				

Intersection Summary

HCM 6th Ctrl Delay	54.2
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	167	18	155	144	0	0	0	0	195	49	39
Future Volume (veh/h)	0	167	18	155	144	0	0	0	0	195	49	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	184	20	170	158	0				134	166	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	227	453	199	356	680	0				492	516	632
Arrive On Green	0.00	0.13	0.13	0.20	0.20	0.00				0.28	0.28	0.28
Sat Flow, veh/h	1781	3554	1560	1781	3572	0				1781	1870	1557
Grp Volume(v), veh/h	0	184	20	170	158	0				134	166	43
Grp Sat Flow(s),veh/h/ln	1781	1777	1560	1781	1702	0				1781	1870	1557
Q Serve(g_s), s	0.0	1.7	0.4	3.1	1.4	0.0				2.2	2.6	0.6
Cycle Q Clear(g_c), s	0.0	1.7	0.4	3.1	1.4	0.0				2.2	2.6	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	227	453	199	356	680	0				492	516	632
V/C Ratio(X)	0.00	0.41	0.10	0.48	0.23	0.00				0.27	0.32	0.07
Avail Cap(c_a), veh/h	2924	5834	2561	2924	5588	0				1706	1791	1693
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	14.7	14.1	12.9	12.3	0.0				10.4	10.5	6.7
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.1	0.2	0.0				0.1	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/lr	0.0	0.5	0.1	1.0	0.4	0.0				0.7	0.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.9	14.2	14.1	12.5	0.0				10.5	10.6	6.7
LnGrp LOS	A	B	B	B	B	A				B	B	A
Approach Vol, veh/h		204			328						343	
Approach Delay, s/veh		14.8			13.3						10.1	
Approach LOS		B			B						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				8.7		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				3.7		4.6		5.1				
Green Ext Time (p_c), s				0.7		0.8		2.2				

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	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	233	0	0	281	331	35	6	138	22	0	289
Future Volume (veh/h)	92	233	0	0	281	331	35	6	138	22	0	289
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	102	259	0	0	312	368	39	7	153	24	0	321
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	135	1557	0	0	551	486	248	10	208	28	0	368
Arrive On Green	0.08	0.44	0.00	0.00	0.31	0.31	0.14	0.14	0.14	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	68	1490	110	0	1478
Grp Volume(v), veh/h	102	259	0	0	312	368	39	0	160	345	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	4.8	3.8	0.0	0.0	12.6	18.1	1.6	0.0	8.4	17.8	0.0	0.0
Cycle Q Clear(g_c), s	4.8	3.8	0.0	0.0	12.6	18.1	1.6	0.0	8.4	17.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.96	0.07		0.93
Lane Grp Cap(c), veh/h	135	1557	0	0	551	486	248	0	217	396	0	0
V/C Ratio(X)	0.76	0.17	0.00	0.00	0.57	0.76	0.16	0.00	0.74	0.87	0.00	0.00
Avail Cap(c_a), veh/h	625	2494	0	0	1247	1102	833	0	729	743	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(l)	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	38.7	14.6	0.0	0.0	24.7	26.6	32.4	0.0	35.3	30.8	0.0	0.0
Incr Delay (d2), s/veh	10.0	0.0	0.0	0.0	1.1	2.9	0.1	0.0	1.8	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.4	0.0	0.0	5.0	6.6	0.7	0.0	3.2	6.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.7	14.6	0.0	0.0	25.8	29.5	32.5	0.0	37.1	33.1	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	D	C	A	A
Approach Vol, veh/h	361				680		199				345	
Approach Delay, s/veh	24.2				27.8		36.2				33.1	
Approach LOS	C				C		D				C	
Timer - Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	41.9		25.3		11.0		30.9		18.3			
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	5.8		19.8		6.8		20.1		10.4			
Green Ext Time (p_c), s	1.0		1.5		0.3		5.6		0.7			

Intersection Summary

HCM 6th Ctrl Delay	29.2
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Traffic Volume (veh/h)	0	354	115	304	427	0	0	0	0	387	244	195
Future Volume (veh/h)	0	354	115	304	427	0	0	0	0	387	244	195
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	361	117	310	436	0				395	249	199
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	1898	843	390	2484	0				656	345	285
Arrive On Green	0.00	0.53	0.53	0.23	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	361	117	310	436	0				395	249	199
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	4.4	3.1	7.1	0.0	0.0				8.5	10.5	10.1
Cycle Q Clear(g_c), s	0.0	4.4	3.1	7.1	0.0	0.0				8.5	10.5	10.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1898	843	390	2484	0				656	345	285
V/C Ratio(X)	0.00	0.19	0.14	0.80	0.18	0.00				0.60	0.72	0.70
Avail Cap(c_a), veh/h	0	1898	843	703	2484	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	0.95	0.95	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.2	9.9	31.6	0.0	0.0				31.4	32.2	32.1
Incr Delay (d2), s/veh	0.0	0.2	0.3	1.4	0.1	0.0				0.3	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	1.0	2.6	0.1	0.0				3.6	4.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.4	10.2	33.0	0.1	0.0				31.8	33.3	33.2
LnGrp LOS		A	B	C	A	A				C	C	C
Approach Vol, veh/h		478			746						843	
Approach Delay, s/veh		10.3			13.8						32.6	
Approach LOS		B			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	3.9	49.8		20.4		63.6						
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9						
Max Green Setting (Gmax), s	7.5	20.6		32.1		42.1						
Max Q Clear Time (g_c+1), s	19.5	6.4		12.5		2.0						
Green Ext Time (p_c), s	0.4	2.5		2.0		3.2						

Intersection Summary

HCM 6th Ctrl Delay		20.7	
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.

SAN ADP EA
7: San Diego Ave & Washington St

Year 2026 with Project
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔		↔↔↔				
Traffic Volume (veh/h)	212	540	0	0	586	563	138	250	22	0	0	0
Future Volume (veh/h)	212	540	0	0	586	563	138	250	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	1900	1870	1900			
Adj Flow Rate, veh/h	214	545	0	0	592	569	139	253	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	0	2	0			
Cap, veh/h	1239	2670	0	0	1189	519	219	442	38			
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	1658	3350	290			
Grp Volume(v), veh/h	214	545	0	0	592	569	150	127	137			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1787	1702	1808			
Q Serve(g_s), s	1.7	0.0	0.0	0.0	11.2	28.1	6.7	5.9	6.0			
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.0	11.2	28.1	6.7	5.9	6.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.93		0.16			
Lane Grp Cap(c), veh/h	1239	2670	0	0	1189	519	236	225	239			
V/C Ratio(X)	0.17	0.20	0.00	0.00	0.50	1.10	0.64	0.57	0.57			
Avail Cap(c_a), veh/h	1239	2670	0	0	1189	519	598	569	605			
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	7.9	0.0	0.0	0.0	22.3	28.0	34.5	34.2	34.2			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.5	68.0	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	0.6	0.1	0.0	0.0	4.5	19.1	2.9	2.4	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.9	0.2	0.0	0.0	23.8	96.0	35.6	35.0	35.1			
LnGrp LOS	A	A	A	A	C	F	D	D	D			
Approach Vol, veh/h		759			1161			414				
Approach Delay, s/veh		2.4			59.2			35.2				
Approach LOS		A			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.0			35.0	33.0		16.0				
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			3.7	30.1		8.7				
Green Ext Time (p_c), s		4.5			0.4	0.0		1.5				

Intersection Summary

HCM 6th Ctrl Delay	36.5
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)	0	0	0	0	17	44	12	934	19	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	12	934	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	15	1197	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	76	112	3158	63			
Arrive On Green				0.00	0.06	0.06	0.63	0.63	0.63			
Sat Flow, veh/h				0	465	1184	18	4978	99			
Grp Volume(v), veh/h				0	0	78	453	375	407			
Grp Sat Flow(s),veh/h/ln				0	0	1649	1865	1549	1681			
Q Serve(g_s), s				0.0	0.0	1.7	0.0	4.3	4.3			
Cycle Q Clear(g_c), s				0.0	0.0	1.7	4.3	4.3	4.3			
Prop In Lane				0.00		0.72	0.03		0.06			
Lane Grp Cap(c), veh/h				0	0	106	1284	983	1066			
V/C Ratio(X)				0.00	0.00	0.73	0.35	0.38	0.38			
Avail Cap(c_a), veh/h				0	0	1790	3123	2522	2737			
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	16.9	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.6	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	20.6	3.5	3.6	3.6			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					78			1236				
Approach Delay, s/veh					20.6			3.6				
Approach LOS					C			A				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		29.0						7.9				
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						3.7				
Green Ext Time (p_c), s		17.1						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)	93	129	55	337	463	60	191	287	61	60	272	83
Future Volume (veh/h)	93	129	55	337	463	60	191	287	61	60	272	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	100	139	59	362	498	65	205	309	66	65	292	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	128	760	336	407	599	78	246	963	401	83	650	186
Arrive On Green	0.07	0.21	0.21	0.23	0.37	0.37	0.14	0.26	0.26	0.05	0.17	0.17
Sat Flow, veh/h	1781	3554	1574	1781	1620	211	1781	3741	1559	1781	3912	1119
Grp Volume(v), veh/h	100	139	59	362	0	563	205	309	66	65	252	129
Grp Sat Flow(s),veh/h/ln	1781	1777	1574	1781	0	1831	1781	1870	1559	1781	1702	1627
Q Serve(g_s), s	4.1	2.4	2.3	14.7	0.0	20.9	8.4	5.0	2.5	2.7	5.0	5.4
Cycle Q Clear(g_c), s	4.1	2.4	2.3	14.7	0.0	20.9	8.4	5.0	2.5	2.7	5.0	5.4
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	128	760	336	407	0	678	246	963	401	83	565	270
V/C Ratio(X)	0.78	0.18	0.18	0.89	0.00	0.83	0.83	0.32	0.16	0.78	0.44	0.48
Avail Cap(c_a), veh/h	236	1566	694	561	0	1142	324	1724	718	236	1400	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	34.2	24.1	24.0	28.0	0.0	21.5	31.4	22.5	21.6	35.3	28.1	28.3
Incr Delay (d2), s/veh	3.8	0.0	0.1	10.3	0.0	2.7	10.5	0.4	0.4	5.8	1.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.0	0.8	7.2	0.0	9.0	4.2	2.1	0.9	1.3	2.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	24.1	24.1	38.3	0.0	24.2	41.9	22.9	21.9	41.1	29.1	30.6
LnGrp LOS	D	C	C	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		298			925			580			446	
Approach Delay, s/veh		28.8			29.7			29.5			31.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	24.6	21.5	20.9	14.7	17.7	9.8	32.6				
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	9.9	34.5	23.6	33.0	13.6	30.8	9.9	46.7				
Max Q Clear Time (g_c+14), s	14.8	7.0	16.7	4.4	10.4	7.4	6.1	22.9				
Green Ext Time (p_c), s	0.0	3.9	0.4	0.7	0.1	3.9	0.0	4.2				

Intersection Summary

HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

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)	0	75	194	137	271	0	0	0	0	87	1467	575	
Future Volume (veh/h)	0	75	194	137	271	0	0	0	0	87	1467	575	
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	85	220	156	308	0				99	1667	653	
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	462	392	247	479	0				1097	2245	838	
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.62	0.62	0.62	
Sat Flow, veh/h	0	1870	1585	738	2021	0				1781	3645	1361	
Grp Volume(v), veh/h	0	85	220	222	242	0				99	1551	769	
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1057	1617	0				1781	1702	1602	
Q Serve(g_s), s	0.0	3.4	11.5	16.4	12.6	0.0				2.1	30.6	33.6	
Cycle Q Clear(g_c), s	0.0	3.4	11.5	19.8	12.6	0.0				2.1	30.6	33.6	
Prop In Lane	0.00		1.00	0.70		0.00				1.00		0.85	
Lane Grp Cap(c), veh/h	0	462	392	326	400	0				1097	2097	987	
V/C Ratio(X)	0.00	0.18	0.56	0.68	0.60	0.00				0.09	0.74	0.78	
Avail Cap(c_a), veh/h	0	591	501	410	511	0				1125	2150	1012	
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	35.9	31.6	0.0				7.4	12.9	13.5	
Incr Delay (d2), s/veh	0.0	0.1	0.5	2.7	1.1	0.0				0.1	1.6	4.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.0	1.5	4.4	5.2	5.0	0.0				0.8	10.8	11.9	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	0.0	28.3	31.7	38.6	32.7	0.0				7.5	14.5	17.8	
LnGrp LOS	A	C	C	D	C	A				A	B	B	
Approach Vol, veh/h		305			464					2419			
Approach Delay, s/veh		30.8			35.6					15.2			
Approach LOS		C			D					B			
Timer - Assigned Phs				4		6		8					
Phs Duration (G+Y+Rc), s				30.2		64.8		30.2					
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				13.5		35.6		21.8					
Green Ext Time (p_c), s				0.6		22.9		1.7					
Intersection Summary													
HCM 6th Ctrl Delay		19.7											
HCM 6th LOS		B											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖		↖	↑↑				
Traffic Volume (veh/h)	63	17	82	0	33	22	370	1048	21	0	0	0
Future Volume (veh/h)	63	17	82	0	33	22	370	1048	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	66	18	86	0	35	23	389	1103	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	307	54	1067	0	139	92	964	1928	38			
Arrive On Green	0.13	0.13	0.13	0.00	0.13	0.13	0.54	0.54	0.54			
Sat Flow, veh/h	867	404	1567	0	1044	686	1781	3561	71			
Grp Volume(v), veh/h	84	0	86	0	0	58	389	550	575			
Grp Sat Flow(s),veh/h/ln	1271	0	1567	0	0	1730	1781	1777	1855			
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	1.0	4.3	6.9	6.9			
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.0	0.0	1.0	4.3	6.9	6.9			
Prop In Lane	0.79		1.00	0.00		0.40	1.00		0.04			
Lane Grp Cap(c), veh/h	361	0	1067	0	0	231	964	962	1004			
V/C Ratio(X)	0.23	0.00	0.08	0.00	0.00	0.25	0.40	0.57	0.57			
Avail Cap(c_a), veh/h	1446	0	2261	0	0	1548	1568	1564	1633			
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	13.7	0.0	1.9	0.0	0.0	13.0	4.5	5.1	5.1			
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	0.8	1.2	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	0.0	1.9	0.0	0.0	13.2	4.8	5.6	5.6			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		170			58			1514				
Approach Delay, s/veh		7.9			13.2			5.4				
Approach LOS		A			B			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		22.6		10.9				10.9				
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		8.9		4.3				3.0				
Green Ext Time (p_c), s		9.2		0.7				0.2				
Intersection Summary												
HCM 6th Ctrl Delay				5.9								
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)	26	42	38	250	7	7	42	495	373	103	620	18
Future Volume (veh/h)	26	42	38	250	7	7	42	495	373	103	620	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		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	29	46	42	275	8	8	46	544	410	113	681	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	528	264	241	462	251	251	65	1274	558	145	2053	60
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.04	0.36	0.36	0.08	0.40	0.40
Sat Flow, veh/h	1393	899	821	1306	857	857	1781	3554	1556	1781	5093	149
Grp Volume(v), veh/h	29	0	88	275	0	16	46	544	410	113	454	247
Grp Sat Flow(s),veh/h/ln	1393	0	1720	1306	0	1713	1781	1777	1556	1781	1702	1838
Q Serve(g_s), s	0.8	0.0	2.1	11.1	0.0	0.4	1.4	6.5	12.8	3.5	5.1	5.2
Cycle Q Clear(g_c), s	1.2	0.0	2.1	13.2	0.0	0.4	1.4	6.5	12.8	3.5	5.1	5.2
Prop In Lane	1.00		0.48	1.00		0.50	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	528	0	505	462	0	503	65	1274	558	145	1372	741
V/C Ratio(X)	0.05	0.00	0.17	0.59	0.00	0.03	0.71	0.43	0.74	0.78	0.33	0.33
Avail Cap(c_a), veh/h	914	0	980	805	0	952	198	1477	647	211	1397	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	14.5	0.0	14.7	19.6	0.0	14.1	26.6	13.6	15.6	25.1	11.5	11.5
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.5	0.0	0.0	5.1	0.4	4.7	6.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.8	3.2	0.0	0.1	0.7	2.3	4.6	1.6	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.5	0.0	14.7	20.1	0.0	14.1	31.7	14.0	20.3	31.3	11.6	11.7
LnGrp LOS	B	A	B	C	A	B	C	B	C	C	B	B
Approach Vol, veh/h		117		291			1000			814		
Approach Delay, s/veh		14.7		19.7			17.4			14.4		
Approach LOS		B		B			B			B		
Timer - Assigned Phs	1	2	4	5	6	8						
Phs Duration (G+Y+Rc), s	8.9	25.7	21.2	6.4	28.2	21.2						
Change Period (Y+Rc), s	4.4	* 5.7	* 4.8	4.4	5.7	* 4.8						
Max Green Setting (Gmax), s	6.6	* 23	* 32	6.2	22.9	* 31						
Max Q Clear Time (g_c+1/5), s	15.5	14.8	4.1	3.4	7.2	15.2						
Green Ext Time (p_c), s	0.0	4.8	0.4	0.0	3.9	0.5						

Intersection Summary

HCM 6th Ctrl Delay	16.5
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)	1205	1325	2170	56	28	79
Future Volume (veh/h)	1205	1325	2170	56	28	79
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	1369	1506	2466	0	32	90
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	1502	3039	2719		97	561
Arrive On Green	0.30	0.88	0.55	0.00	0.05	0.05
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1369	1506	2466	0	32	90
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	36.8	13.3	62.3	0.0	2.4	5.4
Cycle Q Clear(g_c), s	36.8	13.3	62.3	0.0	2.4	5.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1502	3039	2719		97	561
V/C Ratio(X)	0.91	0.50	0.91		0.33	0.16
Avail Cap(c_a), veh/h	2928	3039	2719		313	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.40	0.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	1.9	28.6	0.0	63.7	31.0
Incr Delay (d2), s/veh	1.0	0.6	2.4	0.0	1.9	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	15.0	1.9	23.6	0.0	1.1	5.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.2	2.5	31.0	0.0	65.6	31.1
LnGrp LOS	D	A	C		E	C
Approach Vol, veh/h		2875	2466	A	122	
Approach Delay, s/veh		24.3	31.0		40.2	
Approach LOS		C	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		127.9		12.1	46.3	81.7
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		105.7		24.6	81.6	* 20
Max Q Clear Time (g_c+I1), s		15.3		7.4	38.8	64.3
Green Ext Time (p_c), s		60.5		0.3	3.1	0.0

Intersection Summary

HCM 6th Ctrl Delay	27.7
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)	567	751	67	48	928	37	130	252	69	43	167	641
Future Volume (veh/h)	567	751	67	48	928	37	130	252	69	43	167	641
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		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	610	808	72	52	998	40	140	271	74	46	180	689
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	668	1678	149	140	1374	55	162	474	380	59	683	1015
Arrive On Green	0.19	0.51	0.51	0.08	0.39	0.39	0.09	0.25	0.25	0.03	0.19	0.19
Sat Flow, veh/h	3456	3296	294	1781	3482	140	1781	1870	1499	1781	3554	2473
Grp Volume(v), veh/h	610	436	444	52	509	529	140	271	74	46	180	689
Grp Sat Flow(s),veh/h/ln	1728	1777	1812	1781	1777	1845	1781	1870	1499	1781	1777	1236
Q Serve(g_s), s	25.9	23.9	23.9	4.2	36.5	36.5	11.6	19.0	5.8	3.8	6.5	25.1
Cycle Q Clear(g_c), s	25.9	23.9	23.9	4.2	36.5	36.5	11.6	19.0	5.8	3.8	6.5	25.1
Prop In Lane	1.00		0.16	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	668	905	923	140	701	728	162	474	380	59	683	1015
V/C Ratio(X)	0.91	0.48	0.48	0.37	0.73	0.73	0.87	0.57	0.19	0.78	0.26	0.68
Avail Cap(c_a), veh/h	751	905	923	140	701	728	172	474	380	90	687	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	0.98	0.98	0.98	0.90	0.90	0.90
Uniform Delay (d), s/veh	59.3	23.9	23.9	65.6	38.5	38.5	67.3	48.9	43.9	72.0	51.6	21.0
Incr Delay (d2), s/veh	14.6	1.8	1.8	6.3	5.5	5.4	30.7	1.7	0.3	8.6	0.3	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/ft	2.6	10.3	10.5	2.1	16.7	17.3	6.7	9.1	2.2	1.9	2.9	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.8	25.8	25.7	71.9	44.1	43.9	98.0	50.6	44.2	80.5	51.8	22.9
LnGrp LOS	E	C	C	E	D	D	F	D	D	F	D	C
Approach Vol, veh/h		1490			1090			485			915	
Approach Delay, s/veh		45.4			45.3			63.3			31.5	
Approach LOS		D			D			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	42.9	16.2	82.2	18.5	33.8	33.4	65.0				
Change Period (Y+Rc), s	4.4	4.9	4.4	* 5.8	4.9	* 5	4.4	5.8				
Max Green Setting (Gmax), s	7.6	36.0	11.8	* 76	14.5	* 29	32.6	54.3				
Max Q Clear Time (g_c+1/5), s	15.8	21.0	6.2	25.9	13.6	27.1	27.9	38.5				
Green Ext Time (p_c), s	0.0	1.7	0.0	9.2	0.0	1.1	1.1	5.1				

Intersection Summary

HCM 6th Ctrl Delay	44.4
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	759	73	29	169	0	0	0	0	182	217	868
Future Volume (veh/h)	0	759	73	29	169	0	0	0	0	182	217	868
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		0.97
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	853	82	33	190	0				204	244	975
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	1482	142	58	1838	0				614	804	1073
Arrive On Green	0.00	0.45	0.45	0.03	0.52	0.00				0.40	0.40	0.40
Sat Flow, veh/h	0	3364	314	1781	3647	0				1546	2024	2701
Grp Volume(v), veh/h	0	463	472	33	190	0				237	211	975
Grp Sat Flow(s),veh/h/ln	0	1777	1808	1781	1777	0				1793	1777	1351
Q Serve(g_s), s	0.0	27.0	27.0	2.6	3.8	0.0				12.8	11.4	47.7
Cycle Q Clear(g_c), s	0.0	27.0	27.0	2.6	3.8	0.0				12.8	11.4	47.7
Prop In Lane	0.00		0.17	1.00		0.00				0.86		1.00
Lane Grp Cap(c), veh/h	0	805	819	58	1838	0				712	706	1073
V/C Ratio(X)	0.00	0.58	0.58	0.57	0.10	0.00				0.33	0.30	0.91
Avail Cap(c_a), veh/h	0	805	819	109	1838	0				712	706	1073
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	0.87	0.87	0.58	0.58	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.3	28.3	66.7	17.2	0.0				29.3	28.9	39.8
Incr Delay (d2), s/veh	0.0	2.6	2.6	1.9	0.1	0.0				1.3	1.1	12.8
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	11.8	12.0	1.2	1.6	0.0				5.9	5.2	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.9	30.9	68.6	17.3	0.0				30.6	30.0	52.6
LnGrp LOS	A	C	C	E	B	A				C	C	D
Approach Vol, veh/h		935			223						1423	
Approach Delay, s/veh		30.9			24.9						45.6	
Approach LOS		C			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.0	70.0		61.0		79.0						
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6						
Max Green Setting (Gmax), s	6.6	* 61		55.6		72.4						
Max Q Clear Time (g_c+14), s	14.6	29.0		49.7		5.8						
Green Ext Time (p_c), s	0.0	1.8		1.6		0.4						

Intersection Summary

HCM 6th Ctrl Delay	38.5
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)	677	355	0	0	172	154	45	104	36	0	0	0
Future Volume (veh/h)	677	355	0	0	172	154	45	104	36	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	720	378	0	0	183	164	48	111	38			
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	1982	1605	0	0	454	380	74	185	110			
Arrive On Green	0.76	1.00	0.00	0.00	0.25	0.25	0.07	0.07	0.07			
Sat Flow, veh/h	3456	1870	0	0	1914	1524	1029	2567	1530			
Grp Volume(v), veh/h	720	378	0	0	178	169	85	74	38			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1567	1819	1777	1530			
Q Serve(g_s), s	9.6	0.0	0.0	0.0	11.7	12.7	6.4	5.7	3.3			
Cycle Q Clear(g_c), s	9.6	0.0	0.0	0.0	11.7	12.7	6.4	5.7	3.3			
Prop In Lane	1.00		0.00	0.00		0.97	0.57		1.00			
Lane Grp Cap(c), veh/h	1982	1605	0	0	443	391	131	128	110			
V/C Ratio(X)	0.36	0.24	0.00	0.00	0.40	0.43	0.65	0.58	0.34			
Avail Cap(c_a), veh/h	1982	1605	0	0	443	391	352	344	296			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.81	0.81	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	8.2	0.0	0.0	0.0	43.8	44.2	63.2	62.9	61.8			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.2	0.3	1.9	1.5	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	3.0	0.1	0.0	0.0	5.1	4.9	3.0	2.6	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.3	0.0	0.0	44.0	44.5	65.2	64.4	62.5			
LnGrp LOS	A	A	A	A	D	D	E	E	E			
Approach Vol, veh/h		1098			347			197				
Approach Delay, s/veh		5.5			44.3			64.4				
Approach LOS		A			D			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		125.0			85.2	39.8		15.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		103.1			65.6	* 33		27.1				
Max Q Clear Time (g_c+I1), s		2.0			11.6	14.7		8.4				
Green Ext Time (p_c), s		1.4			2.8	1.2		0.6				

Intersection Summary

HCM 6th Ctrl Delay	20.8
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	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶↶	↶↶↶		↶	↶↶↶↶
Traffic Volume (veh/h)	103	1743	532	0	0	1328
Future Volume (veh/h)	103	1743	532	0	0	1328
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	111	0	572	0	0	1428
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	258	5170
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	111	0	572	0	0	1428
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.7	0.0	5.2	0.0	0.0	5.7
Cycle Q Clear(g_c), s	6.7	0.0	5.2	0.0	0.0	5.7
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		3181	0	258	5170
V/C Ratio(X)	0.71		0.18	0.00	0.00	0.28
Avail Cap(c_a), veh/h	486		3181	0	740	5170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.64	0.00	0.94	0.00	0.00	0.87
Uniform Delay (d), s/veh	48.8	0.0	8.1	0.0	0.0	2.2
Incr Delay (d2), s/veh	1.4	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	3.0	0.0	1.6	0.0	0.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.2	0.0	8.2	0.0	0.0	2.3
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	111	A	572			1428
Approach Delay, s/veh	50.2		8.2			2.3
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	20.3	75.1			95.4	14.6
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.7	20.1			70.2	30.0
Max Q Clear Time (g_c+10), s	10.6	7.2			7.7	8.7
Green Ext Time (p_c), s	0.0	3.9			19.2	0.1

Intersection Summary

HCM 6th Ctrl Delay		6.4	
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	0	0	243	1731	133	115	286	0	0	202	33
Future Volume (veh/h)	0	0	0	243	1731	133	115	286	0	0	202	33
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				No
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				259	1841	141	122	304	0	0	215	35
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	0	2	2	0	0	2	2
Cap, veh/h				330	2509	196	151	1451	0	0	620	94
Arrive On Green				0.19	0.19	0.19	0.17	0.57	0.00	0.00	0.14	0.14
Sat Flow, veh/h				582	4416	346	1781	5274	0	0	4548	667
Grp Volume(v), veh/h				820	687	734	122	304	0	0	164	86
Grp Sat Flow(s),veh/h/ln				1841	1702	1800	1781	1702	0	0	1702	1643
Q Serve(g_s), s				46.7	41.6	42.1	7.3	3.2	0.0	0.0	4.8	5.2
Cycle Q Clear(g_c), s				46.7	41.6	42.1	7.3	3.2	0.0	0.0	4.8	5.2
Prop In Lane				0.32		0.19	1.00		0.00	0.00		0.41
Lane Grp Cap(c), veh/h				1046	967	1023	151	1451	0	0	482	233
V/C Ratio(X)				0.78	0.71	0.72	0.81	0.21	0.00	0.00	0.34	0.37
Avail Cap(c_a), veh/h				1046	967	1023	204	1657	0	0	532	257
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.66	0.66	0.66	0.68	0.68	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				38.3	36.2	36.4	44.9	17.7	0.0	0.0	42.6	42.8
Incr Delay (d2), s/veh				4.0	2.9	2.9	8.3	0.1	0.0	0.0	0.3	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				24.1	19.7	21.1	3.3	1.2	0.0	0.0	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				42.2	39.1	39.3	53.1	17.7	0.0	0.0	42.8	43.4
LnGrp LOS				D	D	D	D	B	A	A	D	D
Approach Vol, veh/h				2241			426			250		
Approach Delay, s/veh				40.3			27.9			43.0		
Approach LOS				D			C			D		
Timer - Assigned Phs				3	4	6	8					
Phs Duration (G+Y+Rc), s				15.2	22.0	68.4	37.2					
Change Period (Y+Rc), s				5.9	* 6.4	5.9	5.9					
Max Green Setting (Gmax), s				12.6	* 17	62.5	35.7					
Max Q Clear Time (g_c+I1), s				9.3	7.2	48.7	5.2					
Green Ext Time (p_c), s				0.0	0.8	10.2	2.3					
Intersection Summary												
HCM 6th Ctrl Delay				38.7								
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	276	2075	0	0	0	0	0	175	58
Future Volume (veh/h)	0	0	0	276	2075	0	0	0	0	0	175	58
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				291	2184	0				0	184	61
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				422	3412	0				0	680	204
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				578	4836	0				0	4005	1153
Grp Volume(v), veh/h				927	1548	0				0	161	84
Grp Sat Flow(s),veh/h/ln				1841	1702	0				0	1702	1585
Q Serve(g_s), s				50.4	44.7	0.0				0.0	4.5	5.1
Cycle Q Clear(g_c), s				50.4	44.7	0.0				0.0	4.5	5.1
Prop In Lane				0.31		0.00				0.00		0.73
Lane Grp Cap(c), veh/h				1346	2488	0				0	603	281
V/C Ratio(X)				0.69	0.62	0.00				0.00	0.27	0.30
Avail Cap(c_a), veh/h				1346	2488	0				0	603	281
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				30.4	28.2	0.0				0.0	39.1	39.3
Incr Delay (d2), s/veh				2.9	1.2	0.0				0.0	1.1	2.7
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	20.7	0.0				0.0	2.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.3	29.4	0.0				0.0	40.2	42.0
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2475						245	
Approach Delay, s/veh					30.8						40.8	
Approach LOS					C						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.4		85.6						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				19.5		80.4						
Max Q Clear Time (g_c+I1), s				7.1		52.4						
Green Ext Time (p_c), s				0.3		4.6						
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	2283	124	71	96	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2283	124	71	96	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	2429	132	76	102	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	3617	194	253	375	0			
Arrive On Green				0.00	0.24	0.24	0.18	0.18	0.00			
Sat Flow, veh/h				0	5123	266	1440	2228	0			
Grp Volume(v), veh/h				0	1660	901	95	83	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1816	1798	1777	0			
Q Serve(g_s), s				0.0	48.5	49.5	5.1	4.5	0.0			
Cycle Q Clear(g_c), s				0.0	48.5	49.5	5.1	4.5	0.0			
Prop In Lane				0.00		0.15	0.80		0.00			
Lane Grp Cap(c), veh/h				0	2485	1326	316	312	0			
V/C Ratio(X)				0.00	0.67	0.68	0.30	0.27	0.00			
Avail Cap(c_a), veh/h				0	2485	1326	316	312	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	29.7	30.1	39.5	39.2	0.0			
Incr Delay (d2), s/veh				0.0	1.4	2.8	2.4	2.1	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	22.5	25.0	2.5	2.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	31.1	32.9	41.9	41.3	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2561			178				
Approach Delay, s/veh					31.8			41.6				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						51.5		7.1				
Green Ext Time (p_c), s						23.7		0.7				
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	342	2454	0	0	0	0	0	219	39
Future Volume (veh/h)	0	0	0	342	2454	0	0	0	0	0	219	39
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				349	2504	0				0	223	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				437	3392	0				0	630	267
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				599	4814	0				0	3647	1506
Grp Volume(v), veh/h				1073	1780	0				0	223	40
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1777	1506
Q Serve(g_s), s				60.3	52.8	0.0				0.0	6.1	2.5
Cycle Q Clear(g_c), s				60.3	52.8	0.0				0.0	6.1	2.5
Prop In Lane				0.33		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1344	2485	0				0	630	267
V/C Ratio(X)				0.80	0.72	0.00				0.00	0.35	0.15
Avail Cap(c_a), veh/h				1344	2485	0				0	630	267
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				34.2	31.3	0.0				0.0	39.7	38.2
Incr Delay (d2), s/veh				5.0	1.8	0.0				0.0	1.6	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				31.5	24.6	0.0				0.0	2.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				39.2	33.1	0.0				0.0	41.3	39.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2853						263	
Approach Delay, s/veh					35.4						41.0	
Approach LOS					D						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.4		85.6						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				19.5		80.3						
Max Q Clear Time (g_c+I1), s				8.1		62.3						
Green Ext Time (p_c), s				1.1		16.7						
Intersection Summary												
HCM 6th Ctrl Delay											35.9	
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	2737	78	69	55	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2737	78	69	55	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	2822	80	71	57	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	3724	104	313	312	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5270	143	1781	1870	0			
Grp Volume(v), veh/h				0	1873	1029	71	57	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1841	1781	1777	0			
Q Serve(g_s), s				0.0	36.3	37.6	3.8	3.0	0.0			
Cycle Q Clear(g_c), s				0.0	36.3	37.6	3.8	3.0	0.0			
Prop In Lane				0.00		0.08	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2485	1344	313	312	0			
V/C Ratio(X)				0.00	0.75	0.77	0.23	0.18	0.00			
Avail Cap(c_a), veh/h				0	2485	1344	313	312	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	38.9	38.6	0.0			
Incr Delay (d2), s/veh				0.0	2.2	4.2	1.7	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	11.9	14.1	1.8	1.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	11.1	13.3	40.6	39.9	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2902			128				
Approach Delay, s/veh					11.9			40.3				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						39.6		5.8				
Green Ext Time (p_c), s						35.1		0.5				
Intersection Summary												
HCM 6th Ctrl Delay											13.1	
HCM 6th LOS											B	

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑			↑				↑
Traffic Vol, veh/h	0	0	0	0	135	480	1	100	0	0	3	17
Future Vol, veh/h	0	0	0	0	135	480	1	100	0	0	3	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	139	495	1	103	0	0	3	18













Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	-	0	92 639
Stage 1	-	-	0 0
Stage 2	-	-	92 639
Critical Hdwy	-	-	7.54 6.54
Critical Hdwy Stg 1	-	-	- 5.54
Critical Hdwy Stg 2	-	-	6.54 5.54
Follow-up Hdwy	-	-	3.52 4.02
Pot Cap-1 Maneuver	0	-	882 392
Stage 1	0	-	0 605
Stage 2	0	-	905 469
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	855 390
Mov Cap-2 Maneuver	-	-	855 390
Stage 1	-	-	- 602
Stage 2	-	-	876 467

Approach	WB	NB	SB
HCM Control Delay, s	0	17.5	10.7
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	390	-	-	650
HCM Lane V/C Ratio	0.264	-	-	0.027
HCM Control Delay (s)	17.5	-	-	10.7
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1	-	-	0.1

SAN ADP EA
25: N Harbor Dr & W Grape St

Year 2026 with Project
Timing Plan: AM PEAK

												
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	526	85	861	640	0
Future Volume (veh/h)	0	0	0	0	0	0	0	526	85	861	640	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		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	598	97	978	727	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	2305	724	2262	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.46	0.46	0.75	1.00	0.00
Sat Flow, veh/h		0					0	5149	1566	5023	1826	0
Grp Volume(v), veh/h		0.0					0	598	97	978	727	0
Grp Sat Flow(s),veh/h/ln							0	1662	1566	1674	1826	0
Q Serve(g_s), s							0.0	8.1	3.9	7.9	0.0	0.0
Cycle Q Clear(g_c), s							0.0	8.1	3.9	7.9	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	2305	724	2262	1740	0
V/C Ratio(X)							0.00	0.26	0.13	0.43	0.42	0.00
Avail Cap(c_a), veh/h							0	2305	724	2262	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.96	0.96	0.00
Uniform Delay (d), s/veh							0.0	18.1	16.9	8.5	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.2	0.2	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	2.9	1.4	2.2	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	18.2	17.2	8.6	0.7	0.0
LnGrp LOS							A	B	B	A	A	A
Approach Vol, veh/h								695			1705	
Approach Delay, s/veh								18.1			5.2	
Approach LOS								B			A	
Timer - Assigned Phs	1	2						6				
Phs Duration (G+Y+Rc), s	53.9	56.1						110.0				
Change Period (Y+Rc), s	4.4	* 5.2						5.2				
Max Green Setting (Gmax), s	28.2	* 37						68.8				
Max Q Clear Time (g_c+I1), s	9.9	10.1						2.0				
Green Ext Time (p_c), s	3.7	8.9						7.6				
Intersection Summary												
HCM 6th Ctrl Delay				9.0								
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)	54	816	67	0	0	0	0	340	196	90	341	0
Future Volume (veh/h)	54	816	67	0	0	0	0	340	196	90	341	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	897	74				0	374	215	99	375	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	187	3028	947				0	622	278	129	1507	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	306	4954	1549				0	3572	1521	1781	5274	0
Grp Volume(v), veh/h	358	598	74				0	374	215	99	375	0
Grp Sat Flow(s),veh/h/ln	1855	1702	1549				0	1702	1521	1781	1702	0
Q Serve(g_s), s	18.1	16.4	4.3				0.0	11.1	14.8	5.9	3.9	0.0
Cycle Q Clear(g_c), s	18.1	16.4	4.3				0.0	11.1	14.8	5.9	3.9	0.0
Prop In Lane	0.16		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1134	2081	947				0	622	278	129	1507	0
V/C Ratio(X)	0.32	0.29	0.08				0.00	0.60	0.77	0.77	0.25	0.00
Avail Cap(c_a), veh/h	1134	2081	947				0	901	402	317	2442	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)	0.64	0.64	0.64				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	24.3	23.6	18.8				0.0	41.3	42.8	46.1	16.7	0.0
Incr Delay (d2), s/veh	0.5	0.2	0.1				0.0	1.1	6.2	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	0.1	7.5	1.5				0.0	4.7	5.9	2.5	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	23.8	18.9				0.0	42.3	48.9	49.3	16.7	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1030						589			474	
Approach Delay, s/veh		23.8						44.7			23.5	
Approach LOS		C						D			C	
Timer - Assigned Phs		2	4				7	8				
Phs Duration (G+Y+Rc), s		72.1	37.9				12.4	25.5				
Change Period (Y+Rc), s		4.9	5.4				4.4	* 5.4				
Max Green Setting (Gmax), s		47.1	52.6				19.6	* 29				
Max Q Clear Time (g_c+I1), s		20.1	5.9				7.9	16.8				
Green Ext Time (p_c), s		11.0	2.1				0.1	3.3				
Intersection Summary												
HCM 6th Ctrl Delay			29.6									
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	1072	32	0	0	0	0	0	0	146	316	0
Future Volume (veh/h)	0	1072	32	0	0	0	0	0	0	146	316	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	1153	34							157	340	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	2969	88							501	1204	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5263	150							1528	3838	0
Grp Volume(v), veh/h	0	770	417							184	313	0
Grp Sat Flow(s),veh/h/ln	0	1702	1841							1794	1702	0
Q Serve(g_s), s	0.0	21.7	21.7							10.4	9.3	0.0
Cycle Q Clear(g_c), s	0.0	21.7	21.7							10.4	9.3	0.0
Prop In Lane	0.00		0.08							0.85		0.00
Lane Grp Cap(c), veh/h	0	1984	1073							589	1117	0
V/C Ratio(X)	0.00	0.39	0.39							0.31	0.28	0.00
Avail Cap(c_a), veh/h	0	1984	1073							589	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	27.3	27.3							37.6	37.1	0.0
Incr Delay (d2), s/veh	0.0	0.6	1.1							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	0.0	10.0	11.0							5.3	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.9	28.4							39.0	37.7	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1187									497	
Approach Delay, s/veh		28.1									38.2	
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+l1), s		23.7	12.4									
Green Ext Time (p_c), s		3.3	1.3									
Intersection Summary												
HCM 6th Ctrl Delay			31.0									
HCM 6th LOS			C									



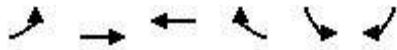
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	49	1411	0	0	0	0	0	97	208	0	0	0
Future Volume (veh/h)	49	1411	0	0	0	0	0	97	208	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	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	1517	0				0	104	224			
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	104	3157	0				0	519	433			
Arrive On Green	0.20	0.20	0.00				0.00	0.29	0.29			
Sat Flow, veh/h	167	5267	0				0	1870	1485			
Grp Volume(v), veh/h	589	981	0				0	104	224			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1485			
Q Serve(g_s), s	30.9	27.9	0.0				0.0	4.8	13.8			
Cycle Q Clear(g_c), s	30.9	27.9	0.0				0.0	4.8	13.8			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1153	2107	0				0	519	433			
V/C Ratio(X)	0.51	0.47	0.00				0.00	0.20	0.52			
Avail Cap(c_a), veh/h	1153	2107	0				0	519	433			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	29.0	27.8	0.0				0.0	29.3	32.5			
Incr Delay (d2), s/veh	1.6	0.7	0.0				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/ft	5.9	12.9	0.0				0.0	2.2	5.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	28.5	0.0				0.0	30.2	36.8			
LnGrp LOS	C	C	A				A	C	D			
Approach Vol, veh/h		1570						328				
Approach Delay, s/veh		29.3						34.7				
Approach LOS		C						C				
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		32.9						15.8				
Green Ext Time (p_c), s		15.0						2.0				
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	1738	70	0	0	0	0	0	0	207	351	0
Future Volume (veh/h)	0	1738	70	0	0	0	0	0	0	207	351	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	1773	71							211	358	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	3209	128							487	972	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5204	201							1781	3647	0
Grp Volume(v), veh/h	0	1198	646							211	358	0
Grp Sat Flow(s),veh/h/ln	0	1702	1833							1781	1777	0
Q Serve(g_s), s	0.0	34.6	34.6							12.3	10.4	0.0
Cycle Q Clear(g_c), s	0.0	34.6	34.6							12.3	10.4	0.0
Prop In Lane	0.00		0.11							1.00		0.00
Lane Grp Cap(c), veh/h	0	2169	1168							487	972	0
V/C Ratio(X)	0.00	0.55	0.55							0.43	0.37	0.00
Avail Cap(c_a), veh/h	0	2169	1168							487	972	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	29.4	29.4							42.0	41.1	0.0
Incr Delay (d2), s/veh	0.0	1.0	1.9							2.8	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/lr0.0	0.0	16.0	17.5							6.3	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.4	31.3							44.7	42.2	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1844									569	
Approach Delay, s/veh		30.7									43.1	
Approach LOS		C									D	
Timer - Assigned Phs		2	4									
Phs Duration (G+Y+Rc), s		75.0	35.0									
Change Period (Y+Rc), s		4.9	4.9									
Max Green Setting (Gmax), s		70.1	30.1									
Max Q Clear Time (g_c+l1), s		36.6	14.3									
Green Ext Time (p_c), s		18.4	2.8									
Intersection Summary												
HCM 6th Ctrl Delay			33.7									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	86	1611	0	0	0	0	0	67	57	0	0	0
Future Volume (veh/h)	86	1611	0	0	0	0	0	67	57	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	93	1751	0				0	73	62			
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	175	3513	0				0	402	308			
Arrive On Green	0.23	0.23	0.00				0.00	0.21	0.21			
Sat Flow, veh/h	250	5180	0				0	2008	1468			
Grp Volume(v), veh/h	692	1152	0				0	67	68			
Grp Sat Flow(s),veh/h/ln	1858	1702	0				0	1777	1606			
Q Serve(g_s), s	35.9	32.2	0.0				0.0	3.4	3.8			
Cycle Q Clear(g_c), s	35.9	32.2	0.0				0.0	3.4	3.8			
Prop In Lane	0.13		0.00				0.00		0.91			
Lane Grp Cap(c), veh/h	1302	2386	0				0	373	337			
V/C Ratio(X)	0.53	0.48	0.00				0.00	0.18	0.20			
Avail Cap(c_a), veh/h	1302	2386	0				0	373	337			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	26.4	25.0	0.0				0.0	35.7	35.8			
Incr Delay (d2), s/veh	1.6	0.7	0.0				0.0	1.1	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ft	8.3	14.9	0.0				0.0	1.6	1.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	25.7	0.0				0.0	36.7	37.2			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		1844						135				
Approach Delay, s/veh		26.6						37.0				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		82.0						28.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		77.1						23.1				
Max Q Clear Time (g_c+I1), s		37.9						5.8				
Green Ext Time (p_c), s		19.9						0.6				
Intersection Summary												
HCM 6th Ctrl Delay			27.3									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖↗	↘
Traffic Volume (veh/h)	51	771	963	69	78	161
Future Volume (veh/h)	51	771	963	69	78	161
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	1826	1870	1870
Adj Flow Rate, veh/h	53	803	1003	72	81	168
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	68	3922	3373	242	429	197
Arrive On Green	0.04	0.79	1.00	1.00	0.12	0.12
Sat Flow, veh/h	1781	5149	4904	340	3456	1585
Grp Volume(v), veh/h	53	803	703	372	81	168
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1756	1728	1585
Q Serve(g_s), s	3.5	4.9	0.0	0.0	2.5	12.5
Cycle Q Clear(g_c), s	3.5	4.9	0.0	0.0	2.5	12.5
Prop In Lane	1.00			0.19	1.00	1.00
Lane Grp Cap(c), veh/h	68	3922	2365	1250	429	197
V/C Ratio(X)	0.77	0.20	0.30	0.30	0.19	0.85
Avail Cap(c_a), veh/h	187	3922	2365	1250	1126	516
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	57.2	3.3	0.0	0.0	47.1	51.5
Incr Delay (d2), s/veh	6.5	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	1.2	0.1	0.2	1.1	10.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.7	3.4	0.3	0.6	47.2	55.5
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		856	1075		249	
Approach Delay, s/veh		7.1	0.4		52.8	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		100.2		19.8	9.0	91.2
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 70		39.1	12.6	53.2
Max Q Clear Time (g_c+I1), s		6.9		14.5	5.5	2.0
Green Ext Time (p_c), s		17.3		0.4	0.0	21.6

Intersection Summary

HCM 6th Ctrl Delay	9.0
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)	101	774	13	12	1018	5	0	13	14	41	0	16
Future Volume (veh/h)	101	774	13	12	1018	5	0	13	14	41	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		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	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	798	13	12	1049	0	0	13	14	42	0	16
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	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	690	2331	38	512	1799		35	16	17	225	0	102
Arrive On Green	0.77	0.92	0.92	0.29	0.36	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	104	525	286	12	1049	0	0	0	27	42	0	16
Grp Sat Flow(s),veh/h/ln	1781	1662	1809	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	1.8	2.1	2.1	0.6	20.4	0.0	0.0	0.0	1.9	1.4	0.0	1.2
Cycle Q Clear(g_c), s	1.8	2.1	2.1	0.6	20.4	0.0	0.0	0.0	1.9	1.4	0.0	1.2
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	690	1534	835	512	1799		35	0	33	225	0	102
V/C Ratio(X)	0.15	0.34	0.34	0.02	0.58		0.00	0.00	0.81	0.19	0.00	0.16
Avail Cap(c_a), veh/h	690	1534	835	512	1799		91	0	85	979	0	441
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	8.5	2.6	2.6	30.7	31.0	0.0	0.0	0.0	58.6	53.1	0.0	53.0
Incr Delay (d2), s/veh	0.0	0.6	1.1	0.0	1.4	0.0	0.0	0.0	16.1	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/lr	0.7	0.9	0.2	8.1	0.0	0.0	0.0	0.0	1.0	0.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	3.2	3.7	30.7	32.4	0.0	0.0	0.0	74.6	53.2	0.0	53.2
LnGrp LOS	A	A	A	C	C		A	A	E	D	A	D
Approach Vol, veh/h	915				1061	A	27				58	
Approach Delay, s/veh	3.9				32.4		74.6				53.2	
Approach LOS	A				C		E				D	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	38.9	61.1	12.7		50.9	49.1	7.3					
Change Period (Y+Rc), s	4.4	5.7	4.9		4.4	5.8	4.9					
Max Green Setting (Gmax), s	4.6	55.4	34.0		16.6	43.3	6.1					
Max Q Clear Time (g_c+I), s	12.6	4.1	3.4		3.8	22.4	3.9					
Green Ext Time (p_c), s	0.0	11.6	0.1		0.1	11.1	0.0					

Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 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)	203	828	90	268	1393	0	97	33	158	0	24	140
Future Volume (veh/h)	203	828	90	268	1393	0	97	33	158	0	24	140
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		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj	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		No		No
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	854	93	276	1436	0	100	34	0	0	25	144
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	5	2	2	2	2	2	2
Cap, veh/h	232	2037	784	980	3584	0	349	189		0	126	175
Arrive On Green	0.13	0.41	0.41	0.28	0.57	0.00	0.10	0.10	0.00	0.00	0.07	0.07
Sat Flow, veh/h	1781	4985	1527	3456	6537	0	3456	1870	1585	0	1870	2603
Grp Volume(v), veh/h	209	854	93	276	1436	0	100	34	0	0	25	144
Grp Sat Flow(s),veh/h/ln	1781	1662	1527	1728	1570	0	1728	1870	1585	0	1870	1302
Q Serve(g_s), s	17.3	18.3	4.8	9.3	19.1	0.0	4.0	2.5	0.0	0.0	1.9	8.2
Cycle Q Clear(g_c), s	17.3	18.3	4.8	9.3	19.1	0.0	4.0	2.5	0.0	0.0	1.9	8.2
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	232	2037	784	980	3584	0	349	189		0	126	175
V/C Ratio(X)	0.90	0.42	0.12	0.28	0.40	0.00	0.29	0.18		0.00	0.20	0.82
Avail Cap(c_a), veh/h	375	2037	784	980	3584	0	878	475		0	126	175
HCM Platoon Ratio	1.00	1.00	1.00	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	0.32	0.32	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	64.3	31.6	19.2	41.8	17.9	0.0	62.4	61.7	0.0	0.0	66.1	69.1
Incr Delay (d2), s/veh	10.5	0.6	0.3	0.0	0.1	0.0	0.2	0.2	0.0	0.0	0.8	25.8
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	8.4	7.4	2.2	3.9	6.7	0.0	1.8	1.2	0.0	0.0	0.9	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.8	32.3	19.5	41.9	18.0	0.0	62.6	61.9	0.0	0.0	66.9	94.8
LnGrp LOS	E	C	B	D	B	A	E	E		A	E	F
Approach Vol, veh/h		1156			1712			134	A		169	
Approach Delay, s/veh		38.9			21.9			62.4			90.7	
Approach LOS		D			C			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	47.9	67.0		15.0	23.9	91.0		20.1				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	20.6	* 61		10.1	31.6	50.6		38.1				
Max Q Clear Time (g_c+fl), s	11.3	20.3		10.2	19.3	21.1		6.0				
Green Ext Time (p_c), s	0.3	13.8		0.0	0.2	22.3		0.3				

Intersection Summary

HCM 6th Ctrl Delay	33.5
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.



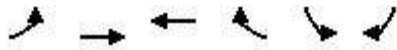
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	17	4	6	12	13	191	9	22	299	61
Future Volume (veh/h)	35	5	17	4	6	12	13	191	9	22	299	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		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	15	18	4	8	12	14	203	10	23	318	65
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	41	49	32	63	80	194	1003	49	211	881	177
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	766	919	613	1226	1558	1781	3439	168	1781	2921	587
Grp Volume(v), veh/h	30	0	33	12	0	12	14	104	109	23	191	192
Grp Sat Flow(s),veh/h/ln	1781	0	1686	1840	0	1558	1781	1777	1830	1781	1777	1732
Q Serve(g_s), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.5	1.5	0.4	2.8	2.9
Cycle Q Clear(g_c), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.5	1.5	0.4	2.8	2.9
Prop In Lane	1.00		0.55	0.33		1.00	1.00		0.09	1.00		0.34
Lane Grp Cap(c), veh/h	95	0	90	95	0	80	194	518	534	211	536	522
V/C Ratio(X)	0.32	0.00	0.37	0.13	0.00	0.15	0.07	0.20	0.20	0.11	0.36	0.37
Avail Cap(c_a), veh/h	216	0	204	1617	0	1369	216	1562	1609	1458	2801	2730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	15.0	13.2	8.8	8.8	13.0	9.0	9.1
Incr Delay (d2), s/veh	1.4	0.0	1.9	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	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	16.9	15.2	0.0	15.3	13.3	8.9	8.9	13.1	9.3	9.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		63			24			227			406	
Approach Delay, s/veh		16.7			15.2			9.2			9.6	
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	27.0	29.0		4.0	4.0	52.0		29.0				
Max Q Clear Time (g_c+1), s	12.4	3.5		2.6	2.2	4.9		2.2				
Green Ext Time (p_c), s	0.0	0.9		0.0	0.0	1.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	10.3
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)	147	2	4	62	118	194
Future Volume (veh/h)	147	2	4	62	118	194
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	153	0	4	0	122	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	766	402	712		268	
Arrive On Green	0.22	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	153	0	4	0	122	0
Grp Sat Flow(s),veh/h/ln	1870	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	766	402	712		268	
V/C Ratio(X)	0.20	0.00	0.01		0.46	
Avail Cap(c_a), veh/h	1066	560	712		1222	
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	7.1	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	7.1	0.0	17.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		153	4	A	122	A
Approach Delay, s/veh		12.0	7.1		17.4	
Approach LOS		B	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		11.9		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		0.3		0.2		0.0

Intersection Summary

HCM 6th Ctrl Delay	14.3
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	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	9	112	55	0	0	2
Future Vol, veh/h	9	112	55	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	130	64	0	0	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	71	0	-	0	157 41
Stage 1	-	-	-	-	71 -
Stage 2	-	-	-	-	86 -
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	1527	-	-	-	819 1021
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	927 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1517	-	-	-	802 1012
Mov Cap-2 Maneuver	-	-	-	-	802 -
Stage 1	-	-	-	-	930 -
Stage 2	-	-	-	-	921 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1517	-	-	-	1012
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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖↗	↑↑↑↑	↖	↗
Traffic Volume (veh/h)	2488	18	63	1167	6	86
Future Volume (veh/h)	2488	18	63	1167	6	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.95	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	2647	19	67	1241	6	91
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	3486	834	824	5261	138	111
Arrive On Green	0.56	0.56	0.48	1.00	0.08	0.08
Sat Flow, veh/h	6537	1502	3456	6537	1781	1427
Grp Volume(v), veh/h	2647	19	67	1241	6	91
Grp Sat Flow(s),veh/h/ln	1570	1502	1728	1570	1781	1427
Q Serve(g_s), s	38.9	0.7	1.3	0.0	0.4	7.5
Cycle Q Clear(g_c), s	38.9	0.7	1.3	0.0	0.4	7.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3486	834	824	5261	138	111
V/C Ratio(X)	0.76	0.02	0.08	0.24	0.04	0.82
Avail Cap(c_a), veh/h	3486	834	824	5261	475	380
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.67	0.67	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	20.5	12.0	24.2	0.0	51.2	54.5
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.1	0.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ft	3.1	0.2	0.5	0.0	0.2	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.6	12.1	24.3	0.1	51.3	60.2
LnGrp LOS	C	B	C	A	D	E
Approach Vol, veh/h	2666			1308	97	
Approach Delay, s/veh	21.5			1.3	59.7	
Approach LOS	C			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	33.9	71.9		105.8	14.2	
Change Period (Y+Rc), s	5.3	* 5.3		5.3	4.9	
Max Green Setting (Gmax), s	67.8	* 67		77.8	32.0	
Max Q Clear Time (g_c+1/3), s	40.9			2.0	9.5	
Green Ext Time (p_c), s	0.0	25.2		31.0	0.1	

Intersection Summary

HCM 6th Ctrl Delay	16.0
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)	11	2408	0	6	1053	72	0	0	0	5	0	5
Future Volume (veh/h)	11	2408	0	6	1053	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	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	2535	0	6	1108	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	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	489	4122	0	59	3495	238	0	34	0	92	0	28
Arrive On Green	0.55	1.00	0.00	0.03	0.58	0.58	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	5149	0	1781	6044	412	0	1870	0	1752	0	1571
Grp Volume(v), veh/h	12	2535	0	6	862	322	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1745	0	1870	0	1752	0	1571
Q Serve(g_s), s	0.4	0.0	0.0	0.4	11.3	11.4	0.0	0.0	0.0	0.3	0.0	0.4
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.4	11.3	11.4	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	489	4122	0	59	2724	1009	0	34	0	92	0	28
V/C Ratio(X)	0.02	0.61	0.00	0.10	0.32	0.32	0.00	0.00	0.00	0.05	0.00	0.18
Avail Cap(c_a), veh/h	489	4122	0	59	2724	1009	0	499	0	527	0	419
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)	0.81	0.81	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	19.7	0.0	0.0	56.3	13.1	13.1	0.0	0.0	0.0	58.0	0.0	58.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.3	0.3	0.8	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	0.2	0.2	0.0	0.2	3.8	4.4	0.0	0.0	0.0	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.6	0.0	56.5	13.4	13.9	0.0	0.0	0.0	58.1	0.0	59.1
LnGrp LOS	B	A	A	E	B	B	A	A	A	E	A	E
Approach Vol, veh/h	2547				1190		0				10	
Approach Delay, s/veh	0.7				13.7		0.0				58.6	
Approach LOS	A				B						E	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.4		7.1	38.2	74.7		7.1					
Change Period (Y+Rc), s	4.4	5.3	4.9	5.3	* 5.3	4.9						
Max Green Setting (Gmax), s	69.4		32.0	4.0	* 69	32.0						
Max Q Clear Time (g_c+I), s	2.0		2.4	2.4	13.4	0.0						
Green Ext Time (p_c), s	0.0	62.4	0.0	0.0	22.7	0.0						

Intersection Summary

HCM 6th Ctrl Delay	5.0
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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	
Traffic Volume (veh/h)	2374	2	31	1243	0	19
Future Volume (veh/h)	2374	2	31	1243	0	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.94	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	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	2553	2	33	1337	0	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4013	3	46	4293	0	28
Arrive On Green	0.78	0.78	0.03	0.86	0.00	0.02
Sat Flow, veh/h	5308	4	1781	5149	0	1521
Grp Volume(v), veh/h	1649	906	33	1337	0	21
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1597
Q Serve(g_s), s	17.3	17.3	1.5	4.1	0.0	1.0
Cycle Q Clear(g_c), s	17.3	17.3	1.5	4.1	0.0	1.0
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2592	1424	46	4293	0	30
V/C Ratio(X)	0.64	0.64	0.71	0.31	0.00	0.71
Avail Cap(c_a), veh/h	2658	1460	89	4512	0	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.8	3.8	38.6	1.1	0.0	39.0
Incr Delay (d2), s/veh	0.9	1.7	7.3	0.1	0.0	26.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.1	0.7	0.1	0.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.8	5.5	45.9	1.2	0.0	65.1
LnGrp LOS	A	A	D	A	A	E
Approach Vol, veh/h	2555			1370	21	
Approach Delay, s/veh	5.0			2.3	65.1	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	6.5	67.5		74.0	5.9	
Change Period (Y+Rc), s	4.4	5.2		5.2	4.4	
Max Green Setting (Gmax), s	4.0	63.9		72.3	18.1	
Max Q Clear Time (g_c+1/3), s	13.5	19.3		6.1	3.0	
Green Ext Time (p_c), s	0.0	43.0		36.2	0.0	
Intersection Summary						
HCM 6th Ctrl Delay			4.4			
HCM 6th LOS			A			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	444	0	0	1353	813
Future Volume (veh/h)	0	444	0	0	1353	813
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				0.99
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	493			1503	903
Peak Hour Factor	0.90	0.90			0.90	0.90
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2937	1360
Arrive On Green	0.00	0.00			0.86	0.86
Sat Flow, veh/h	0				3572	1576
Grp Volume(v), veh/h	0.0				1503	903
Grp Sat Flow(s),veh/h/ln					1702	1576
Q Serve(g_s), s					3.6	6.0
Cycle Q Clear(g_c), s					3.6	6.0
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2937	1360
V/C Ratio(X)					0.51	0.66
Avail Cap(c_a), veh/h					3391	1570
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.6	0.7
Incr Delay (d2), s/veh					0.1	0.9
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.7	1.6
LnGrp LOS					A	A
Approach Vol, veh/h					2406	
Approach Delay, s/veh					1.0	
Approach LOS					A	
Timer - Assigned Phs						6
Phs Duration (G+Y+Rc), s						32.8
Change Period (Y+Rc), s						4.5
Max Green Setting (Gmax), s						32.7
Max Q Clear Time (g_c+I1), s						8.0
Green Ext Time (p_c), s						20.3
Intersection Summary						
HCM 6th Ctrl Delay			1.0			
HCM 6th LOS			A			
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)	130	588	122	71	715	316	51	35	27	180	90	130
Future Volume (veh/h)	130	588	122	71	715	316	51	35	27	180	90	130
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		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	146	661	137	80	803	355	57	39	30	202	101	146
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	172	2873	869	102	2673	810	249	224	175	346	444	386
Arrive On Green	0.19	1.00	1.00	0.06	0.52	0.52	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	756	896	702	1318	1777	1546
Grp Volume(v), veh/h	146	661	137	80	803	355	59	0	67	202	101	146
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	788	0	1566	1318	1777	1546
Q Serve(g_s), s	9.3	0.0	0.0	5.2	10.5	16.7	5.2	0.0	4.0	16.7	5.3	9.2
Cycle Q Clear(g_c), s	9.3	0.0	0.0	5.2	10.5	16.7	14.4	0.0	4.0	20.7	5.3	9.2
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	172	2873	869	102	2673	810	257	0	391	346	444	386
V/C Ratio(X)	0.85	0.23	0.16	0.79	0.30	0.44	0.23	0.00	0.17	0.58	0.23	0.38
Avail Cap(c_a), veh/h	326	2873	869	190	2673	810	369	0	545	476	619	538
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(l)	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	46.8	0.0	0.0	54.9	15.9	17.4	42.4	0.0	34.7	42.8	35.2	36.7
Incr Delay (d2), s/veh	4.2	0.2	0.4	4.7	0.3	1.6	0.2	0.0	0.1	4.5	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	3.9	0.0	0.1	2.4	3.9	5.9	1.5	0.0	1.5	5.9	2.4	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	0.2	0.4	59.7	16.2	19.0	42.6	0.0	34.8	47.3	36.0	38.4
LnGrp LOS	D	A	A	E	B	B	D	A	C	D	D	D
Approach Vol, veh/h		944			1238			126			449	
Approach Delay, s/veh		8.1			19.8			38.4			41.9	
Approach LOS		A			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.1	72.5		34.4	15.8	67.9		34.4				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	12.6	* 49		41.1	21.6	39.9		41.1				
Max Q Clear Time (g_c+1), s	17.2	2.0		22.7	11.3	18.7		16.4				
Green Ext Time (p_c), s	0.0	9.8		4.6	0.1	13.5		0.5				

Intersection Summary

HCM 6th Ctrl Delay	20.2
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)	15	435	0	0	571	280	0	0	0	391	0	25	
Future Volume (veh/h)	15	435	0	0	571	280	0	0	0	391	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	512	0	0	672	0	0	0	0	487	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	2628	0	2	2442		0	2	1	571	300	0	
Arrive On Green	0.02	0.74	0.00	0.00	0.46	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	512	0	0	672	0	0	0	0	487	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	5.2	0.0	0.0	13.8	0.0	0.0	0.0	0.0	15.7	0.0	0.0	
Cycle Q Clear(g_c), s	1.2	5.2	0.0	0.0	13.8	0.0	0.0	0.0	0.0	15.7	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	2628	0	2	2442		0	2	1	571	300	0	
V/C Ratio(X)	0.67	0.19	0.00	0.00	0.28		0.00	0.00	0.00	0.85	0.00	0.00	
Avail Cap(c_a), veh/h	62	2628	0	62	2442		0	476	403	1115	586	0	
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	1.00	1.00	0.00	0.00	0.96	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	13.7	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	5.9	0.0	0.0	0.0	0.0	7.0	0.0	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	68.0	4.8	0.0	0.0	14.0	0.0	0.0	0.0	0.0	49.3	0.0	0.0	
LnGrp LOS	E	A	A	A	B		A	A	A	D	A	A	
Approach Vol, veh/h	530		672				A		0		487		
Approach Delay, s/veh	7.0		14.0				0.0				49.3		
Approach LOS	A		B								D		
Timer - Assigned Phs	1	2	4		5	6	8						
Phs Duration (G+Y+Rc), s	0.0	93.2	24.8		6.2	87.0	0.0						
Change Period (Y+Rc), s	4.4	* 5.9	5.9		4.4	5.9	4.9						
Max Green Setting (Gmax), s		* 27	37.0		4.1	25.8	30.0						
Max Q Clear Time (g_c+10), s		7.2	17.7		3.2	15.8	0.0						
Green Ext Time (p_c), s	0.0	7.2	0.9		0.0	4.8	0.0						

Intersection Summary

HCM 6th Ctrl Delay	22.0
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.
- * 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)	331	357	176	79	200	104	114	651	82	134	872	105
Future Volume (veh/h)	331	357	176	79	200	104	114	651	82	134	872	105
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		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	348	376	185	83	211	109	120	685	86	141	918	111
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	373	621	300	105	411	267	146	1421	178	196	1502	656
Arrive On Green	0.21	0.27	0.27	0.06	0.12	0.12	0.08	0.45	0.45	0.06	0.42	0.42
Sat Flow, veh/h	1781	2299	1111	1781	3554	1536	1781	3173	398	3456	3554	1551
Grp Volume(v), veh/h	348	289	272	83	211	109	120	383	388	141	918	111
Grp Sat Flow(s),veh/h/ln	1781	1777	1633	1781	1777	1536	1781	1777	1795	1728	1777	1551
Q Serve(g_s), s	22.3	16.5	16.9	5.3	6.5	4.4	7.7	17.6	17.7	4.7	23.3	2.5
Cycle Q Clear(g_c), s	22.3	16.5	16.9	5.3	6.5	4.4	7.7	17.6	17.7	4.7	23.3	2.5
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	373	480	441	105	411	267	146	795	803	196	1502	656
V/C Ratio(X)	0.93	0.60	0.62	0.79	0.51	0.41	0.82	0.48	0.48	0.72	0.61	0.17
Avail Cap(c_a), veh/h	378	623	573	193	888	474	147	795	803	214	1502	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	45.1	36.9	37.1	53.9	48.2	19.2	52.4	22.6	22.6	53.8	26.1	4.8
Incr Delay (d2), s/veh	29.3	0.5	0.5	4.9	0.4	0.4	28.0	2.1	2.1	8.1	1.9	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/ft	2.8	7.2	6.8	2.5	2.9	1.8	4.6	7.7	7.8	2.2	10.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.3	37.4	37.6	58.7	48.6	19.6	80.4	24.6	24.6	61.9	27.9	5.4
LnGrp LOS	E	D	D	E	D	B	F	C	C	E	C	A
Approach Vol, veh/h		909			403			891			1170	
Approach Delay, s/veh		51.6			42.8			32.2			29.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	57.2	11.2	36.5	13.9	54.3	29.5	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	3	* 37	12.6	40.7	9.6	33.8	24.6	* 29				
Max Q Clear Time (g_c+1/3), s	19.7	7.3	18.9	9.7	25.3	24.3	8.5					
Green Ext Time (p_c), s	0.0	1.7	0.0	1.3	0.0	2.0	0.0	0.5				

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.

SAN ADP EA
1: Pacific Hwy & Rosecrans St/Taylor St

Year 2026 with Project
Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	264	92	151	198	70	128	103	194	58	89	76
Future Volume (veh/h)	52	264	92	151	198	70	128	103	194	58	89	76
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		0.96	1.00		0.93
Parking Bus, Adj	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	281	98	161	211	74	136	110	206	62	95	81
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	71	1218	649	236	694	544	169	1061	563	81	885	366
Arrive On Green	0.04	0.34	0.34	0.07	0.37	0.37	0.09	0.30	0.30	0.05	0.25	0.25
Sat Flow, veh/h	1781	3554	1456	3456	1870	1466	1781	3554	1524	1781	3554	1471
Grp Volume(v), veh/h	55	281	98	161	211	74	136	110	206	62	95	81
Grp Sat Flow(s),veh/h/ln	1781	1777	1456	1728	1870	1466	1781	1777	1524	1781	1777	1471
Q Serve(g_s), s	2.9	5.4	3.9	4.3	7.6	3.2	7.1	2.1	9.4	3.3	2.0	4.2
Cycle Q Clear(g_c), s	2.9	5.4	3.9	4.3	7.6	3.2	7.1	2.1	9.4	3.3	2.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	1218	649	236	694	544	169	1061	563	81	885	366
V/C Ratio(X)	0.77	0.23	0.15	0.68	0.30	0.14	0.81	0.10	0.37	0.77	0.11	0.22
Avail Cap(c_a), veh/h	560	1490	761	1086	784	615	560	1490	747	560	1490	617
HCM Platoon Ratio	1.00	1.00	1.00	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	45.4	22.4	16.2	43.4	21.3	19.9	42.3	24.2	22.1	45.1	27.7	28.5
Incr Delay (d2), s/veh	6.5	0.1	0.1	1.3	0.1	0.1	3.4	0.0	0.4	5.7	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	1.4	2.2	1.3	1.9	3.3	1.1	3.3	0.9	3.4	1.6	0.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	22.5	16.3	44.7	21.4	19.9	45.7	24.3	22.5	50.7	27.7	28.6
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		434			446			452			238	
Approach Delay, s/veh		24.8			29.6			29.9			34.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	38.6	14.5	30.5	9.2	41.3	9.7	35.2				
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	6.3	7.4	9.1	6.2	4.9	9.6	5.3	11.4				
Green Ext Time (p_c), s	0.3	2.8	0.2	0.5	0.1	1.0	0.1	1.4				
Intersection Summary												
HCM 6th Ctrl Delay				29.0								
HCM 6th LOS				C								

SAN ADP EA
2: Pacific Hwy & Dwy/Old Town Transit Center Bus Access

Year 2026 with Project
Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	11	0	21	27	3	46	33	323	29	47	260	27
Future Volume (veh/h)	11	0	21	27	3	46	33	323	29	47	260	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	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	12	0	23	30	3	51	36	355	32	52	286	30
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	221	51	274	526	44	494	59	1378	122	79	1411	144
Arrive On Green	0.28	0.00	0.28	0.28	0.28	0.28	0.03	0.29	0.29	0.04	0.30	0.30
Sat Flow, veh/h	335	184	994	1246	161	1537	1781	4757	420	1781	4688	479
Grp Volume(v), veh/h	35	0	0	33	0	51	36	252	135	52	206	110
Grp Sat Flow(s),veh/h/ln	1512	0	0	1407	0	1537	1781	1702	1773	1781	1702	1763
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.9	0.8	2.1	2.2	1.1	1.7	1.8
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.5	0.0	0.9	0.8	2.1	2.2	1.1	1.7	1.8
Prop In Lane	0.34		0.66	0.91		1.00	1.00		0.24	1.00		0.27
Lane Grp Cap(c), veh/h	545	0	0	570	0	494	59	986	514	79	1025	531
V/C Ratio(X)	0.06	0.00	0.00	0.06	0.00	0.10	0.61	0.26	0.26	0.66	0.20	0.21
Avail Cap(c_a), veh/h	1686	0	0	1658	0	1702	1418	5421	2824	1418	5421	2808
HCM Platoon Ratio	1.00	1.00	1.00	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	10.1	0.0	0.0	10.1	0.0	9.0	18.0	10.3	10.3	17.7	9.8	9.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.2	0.4	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.2	0.0	0.2	0.3	0.6	0.7	0.5	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	10.1	0.0	9.0	21.6	10.4	10.6	21.1	9.9	10.0
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	B
Approach Vol, veh/h		35			84			423			368	
Approach Delay, s/veh		10.1			9.5			11.5			11.5	
Approach LOS		B			A			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	16.3		15.3	5.7	16.7		15.3				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+1/3), s	13.1	4.2		2.6	2.8	3.8		2.9				
Green Ext Time (p_c), s	0.1	3.7		0.1	0.0	2.6		0.2				

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	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	24	44	49	37	18	188	578	64	29	474	99
Future Volume (veh/h)	15	24	44	49	37	18	188	578	64	29	474	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.64	1.00		0.90	1.00		0.95	1.00		0.94
Parking Bus, Adj	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	26	48	46	49	20	204	628	70	32	515	108
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	91	96	267	556	583	483	242	1345	569	42	798	166
Arrive On Green	0.05	0.05	0.05	0.31	0.31	0.31	0.14	0.38	0.38	0.02	0.28	0.28
Sat Flow, veh/h	1781	1870	1015	1781	1870	1430	1781	3554	1504	1781	2891	602
Grp Volume(v), veh/h	16	26	48	46	49	20	204	628	70	32	315	308
Grp Sat Flow(s),veh/h/ln	1781	1870	1015	1781	1870	1430	1781	1777	1504	1781	1777	1716
Q Serve(g_s), s	0.9	1.4	4.1	1.9	1.9	1.0	11.4	13.6	3.1	1.8	15.9	16.1
Cycle Q Clear(g_c), s	0.9	1.4	4.1	1.9	1.9	1.0	11.4	13.6	3.1	1.8	15.9	16.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	91	96	267	556	583	483	242	1345	569	42	490	473
V/C Ratio(X)	0.18	0.27	0.18	0.08	0.08	0.04	0.84	0.47	0.12	0.77	0.64	0.65
Avail Cap(c_a), veh/h	91	96	267	701	736	599	361	1555	658	112	564	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	46.2	46.4	35.3	24.7	24.7	22.8	42.9	23.9	20.6	49.4	32.4	32.5
Incr Delay (d2), s/veh	0.3	0.6	0.1	0.0	0.0	0.0	13.4	0.3	0.1	10.4	4.2	4.5
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/lr	0.4	0.6	1.0	0.8	0.8	0.3	5.9	5.6	1.1	0.9	7.3	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	47.0	35.4	24.7	24.7	22.8	56.2	24.2	20.7	59.8	36.6	36.9
LnGrp LOS	D	D	D	C	C	C	E	C	C	E	D	D
Approach Vol, veh/h		90			115			902			655	
Approach Delay, s/veh		40.7			24.4			31.1			37.9	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	47.2		10.1	18.2	36.8		36.6				
Change Period (Y+Rc), s	5.4	8.7		4.9	4.4	* 8.7		4.9				
Max Green Setting (Gmax), s	6.4	44.5		5.2	20.6	* 32		40.0				
Max Q Clear Time (g_c+13), s	13.8	15.6		6.1	13.4	18.1		3.9				
Green Ext Time (p_c), s	0.0	6.2		0.0	0.5	6.2		0.3				

Intersection Summary

HCM 6th Ctrl Delay	33.7
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.
 * 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	219	18	164	125	0	0	0	0	223	30	35
Future Volume (veh/h)	0	219	18	164	125	0	0	0	0	223	30	35
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	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	231	19	173	132	0				258	0	37
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				2	2	2
Cap, veh/h	249	497	218	352	673	0				940	0	634
Arrive On Green	0.00	0.14	0.14	0.20	0.20	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1557	1781	3572	0				3563	0	1562
Grp Volume(v), veh/h	0	231	19	173	132	0				258	0	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1557	1781	1702	0				1781	0	1562
Q Serve(g_s), s	0.0	2.2	0.4	3.1	1.2	0.0				2.1	0.0	0.5
Cycle Q Clear(g_c), s	0.0	2.2	0.4	3.1	1.2	0.0				2.1	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	249	497	218	352	673	0				940	0	634
V/C Ratio(X)	0.00	0.47	0.09	0.49	0.20	0.00				0.27	0.00	0.06
Avail Cap(c_a), veh/h	2940	5865	2569	2940	5618	0				3430	0	1725
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	13.6	13.0	12.2	0.0				10.6	0.0	6.6
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.2	0.2	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.1	1.0	0.3	0.0				0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.6	13.7	14.2	12.3	0.0				10.7	0.0	6.6
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		250			305						295	
Approach Delay, s/veh		14.6			13.4						10.2	
Approach LOS		B			B						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				9.1		15.8		11.5				
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				4.2		4.1		5.1				
Green Ext Time (p_c), s				0.9		0.5		2.0				
Intersection Summary												
HCM 6th Ctrl Delay				12.6								
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)	97	375	0	1	265	262	33	12	150	22	0	222
Future Volume (veh/h)	97	375	0	1	265	262	33	12	150	22	0	222
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	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	408	0	1	288	285	36	13	163	24	0	241
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	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	1544	0	51	548	417	279	18	227	29	0	293
Arrive On Green	0.08	0.43	0.00	0.29	0.29	0.29	0.16	0.16	0.16	0.20	0.00	0.20
Sat Flow, veh/h	1781	3647	0	1	1869	1423	1781	115	1447	144	0	1444
Grp Volume(v), veh/h	105	408	0	289	0	285	36	0	176	265	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	0	1423	1781	0	1562	1588	0	0
Q Serve(g_s), s	4.1	5.3	0.0	0.0	0.0	12.7	1.3	0.0	7.7	11.5	0.0	0.0
Cycle Q Clear(g_c), s	4.1	5.3	0.0	9.3	0.0	12.7	1.3	0.0	7.7	11.5	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.93	0.09		0.91
Lane Grp Cap(c), veh/h	140	1544	0	598	0	417	279	0	245	322	0	0
V/C Ratio(X)	0.75	0.26	0.00	0.48	0.00	0.68	0.13	0.00	0.72	0.82	0.00	0.00
Avail Cap(c_a), veh/h	743	2966	0	1608	0	1187	991	0	869	883	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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.4	13.0	0.0	21.2	0.0	22.5	26.1	0.0	28.8	27.4	0.0	0.0
Incr Delay (d2), s/veh	9.2	0.0	0.0	0.7	0.0	2.4	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	1.8	0.0	3.7	0.0	4.0	0.5	0.0	2.9	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	13.0	0.0	22.0	0.0	24.9	26.2	0.0	30.3	29.4	0.0	0.0
LnGrp LOS	D	B	A	C	A	C	C	A	C	C	A	A
Approach Vol, veh/h		513			574			212			265	
Approach Delay, s/veh		18.9			23.4			29.6			29.4	
Approach LOS		B			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		35.6		18.6	10.2	25.5		17.7				
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		7.3		13.5	6.1	14.7		9.7				
Green Ext Time (p_c), s		1.6		1.2	0.3	4.5		0.8				

Intersection Summary

HCM 6th Ctrl Delay	23.8
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	465	128	274	342	0	0	0	0	327	186	197
Future Volume (veh/h)	0	465	128	274	342	0	0	0	0	327	186	197
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		0.97
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	489	135	288	360	0				344	196	207
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	1907	834	368	2472	0				669	351	289
Arrive On Green	0.00	0.54	0.54	0.21	1.00	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3647	1555	3456	3647	0				3563	1870	1537
Grp Volume(v), veh/h	0	489	135	288	360	0				344	196	207
Grp Sat Flow(s),veh/h/ln	0	1777	1555	1728	1777	0				1781	1870	1537
Q Serve(g_s), s	0.0	6.2	3.7	6.6	0.0	0.0				7.3	8.0	10.6
Cycle Q Clear(g_c), s	0.0	6.2	3.7	6.6	0.0	0.0				7.3	8.0	10.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1907	834	368	2472	0				669	351	289
V/C Ratio(X)	0.00	0.26	0.16	0.78	0.15	0.00				0.51	0.56	0.72
Avail Cap(c_a), veh/h	0	1907	834	703	2472	0				1361	715	587
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	0.98	0.98	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.5	9.9	32.1	0.0	0.0				30.7	30.9	32.0
Incr Delay (d2), s/veh	0.0	0.3	0.4	1.3	0.1	0.0				0.2	0.5	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	2.1	1.2	2.4	0.0	0.0				3.1	3.6	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.8	10.3	33.5	0.1	0.0				30.9	31.5	33.3
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		624			648						747	
Approach Delay, s/veh		10.7			14.9						31.7	
Approach LOS		B			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	3.3	50.0		20.7		63.3						
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9						
Max Green Setting (Gmax), s	7.5	20.6		32.1		42.1						
Max Q Clear Time (g_c+1), s	13.6	8.2		12.6		2.0						
Green Ext Time (p_c), s	0.3	3.2		1.7		2.6						

Intersection Summary

HCM 6th Ctrl Delay	19.8
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.

SAN ADP EA
7: San Diego Ave & Washington St

Year 2026 with Project
Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔		↔↔↔				
Traffic Volume (veh/h)	300	491	0	0	499	450	118	211	18	0	0	0
Future Volume (veh/h)	300	491	0	0	499	450	118	211	18	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		0.98			
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	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	326	534	0	0	542	489	128	229	20			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1281	2714	0	0	1189	517	200	399	35			
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	1547	1675	3334	290			
Grp Volume(v), veh/h	326	534	0	0	542	489	137	115	125			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1547	1787	1702	1810			
Q Serve(g_s), s	2.5	0.0	0.0	0.0	10.1	25.8	6.1	5.4	5.5			
Cycle Q Clear(g_c), s	2.5	0.0	0.0	0.0	10.1	25.8	6.1	5.4	5.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.94		0.16			
Lane Grp Cap(c), veh/h	1281	2714	0	0	1189	517	214	204	217			
V/C Ratio(X)	0.25	0.20	0.00	0.00	0.46	0.94	0.64	0.57	0.58			
Avail Cap(c_a), veh/h	1281	2714	0	0	1189	517	598	569	605			
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	7.2	0.0	0.0	0.0	21.9	27.2	35.2	34.9	35.0			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.3	28.0	1.2	0.9	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	0.8	0.1	0.0	0.0	4.0	12.6	2.7	2.2	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	0.2	0.0	0.0	23.2	55.2	36.4	35.8	35.9			
LnGrp LOS	A	A	A	A	C	E	D	D	D			
Approach Vol, veh/h		860			1031			377				
Approach Delay, s/veh		2.8			38.4			36.1				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			36.0	33.0		15.0				
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			4.5	27.8		8.1				
Green Ext Time (p_c), s		4.4			0.7	0.1		1.4				

Intersection Summary

HCM 6th Ctrl Delay	24.5
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	0	0	0	22	60	23	1022	14	0	0	0
Future Volume (veh/h)	0	0	0	0	22	60	23	1022	14	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
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	24	66	25	1123	15			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	86	133	3059	40			
Arrive On Green				0.00	0.07	0.07	0.61	0.61	0.61			
Sat Flow, veh/h				0	441	1212	40	4989	66			
Grp Volume(v), veh/h				0	0	90	426	353	385			
Grp Sat Flow(s),veh/h/ln				0	0	1652	1858	1549	1688			
Q Serve(g_s), s				0.0	0.0	1.9	0.0	4.0	4.0			
Cycle Q Clear(g_c), s				0.0	0.0	1.9	4.0	4.0	4.0			
Prop In Lane				0.00		0.73	0.06		0.04			
Lane Grp Cap(c), veh/h				0	0	117	1248	950	1035			
V/C Ratio(X)				0.00	0.00	0.77	0.34	0.37	0.37			
Avail Cap(c_a), veh/h				0	0	1883	3260	2647	2885			
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	16.0	3.4	3.4	3.4			
Incr Delay (d2), s/veh				0.0	0.0	4.0	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	20.0	3.6	3.8	3.7			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					90			1163				
Approach Delay, s/veh					20.0			3.7				
Approach LOS					C			A				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		27.1						8.0				
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		6.0						3.9				
Green Ext Time (p_c), s		15.5						0.4				
Intersection Summary												
HCM 6th Ctrl Delay											4.9	
HCM 6th LOS											A	

SAN ADP EA
 9: Pacific Hwy & W Admiral Boland Wy/Sassafrass St

Year 2026 with Project
 Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	194	78	308	434	83	182	274	121	53	271	76
Future Volume (veh/h)	98	194	78	308	434	83	182	274	121	53	271	76
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		0.99	1.00		0.98	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	105	209	84	331	467	89	196	295	130	57	291	82
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	134	826	365	370	556	106	234	1013	420	73	716	189
Arrive On Green	0.08	0.23	0.23	0.21	0.36	0.36	0.13	0.27	0.27	0.04	0.18	0.18
Sat Flow, veh/h	1781	3554	1571	1781	1525	291	1781	3741	1550	1781	3975	1049
Grp Volume(v), veh/h	105	209	84	331	0	556	196	295	130	57	246	127
Grp Sat Flow(s),veh/h/ln	1781	1777	1571	1781	0	1816	1781	1870	1550	1781	1702	1620
Q Serve(g_s), s	4.4	3.7	3.3	13.8	0.0	21.5	8.2	4.8	5.1	2.4	4.9	5.3
Cycle Q Clear(g_c), s	4.4	3.7	3.3	13.8	0.0	21.5	8.2	4.8	5.1	2.4	4.9	5.3
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	134	826	365	370	0	662	234	1013	420	73	613	292
V/C Ratio(X)	0.78	0.25	0.23	0.90	0.00	0.84	0.84	0.29	0.31	0.78	0.40	0.43
Avail Cap(c_a), veh/h	228	1533	677	386	0	945	247	1579	654	212	1370	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	34.7	23.9	23.8	29.5	0.0	22.3	32.4	22.1	22.2	36.4	27.7	27.9
Incr Delay (d2), s/veh	3.7	0.1	0.1	21.2	0.0	4.8	19.3	0.3	0.8	6.8	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	2.0	1.5	1.2	7.9	0.0	9.6	4.6	2.0	1.9	1.2	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	24.0	23.9	50.7	0.0	27.0	51.7	22.4	23.0	43.1	28.5	29.7
LnGrp LOS	D	C	C	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		398			887			621			430	
Approach Delay, s/veh		27.8			35.8			31.8			30.8	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	26.0	20.3	22.7	14.5	19.1	10.2	32.8				
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	32.3	16.6	33.0	10.6	30.8	9.8	39.8					
Max Q Clear Time (g_c+14), s	7.1	15.8	5.7	10.2	7.3	6.4	23.5					
Green Ext Time (p_c), s	0.0	4.1	0.1	1.1	0.0	3.8	0.0	3.6				

Intersection Summary

HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

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)	0	135	282	110	220	0	0	0	0	78	1289	527
Future Volume (veh/h)	0	135	282	110	220	0	0	0	0	78	1289	527
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	138	288	112	224	0				80	1315	538
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	418	354	201	436	0				1105	2203	892
Arrive On Green	0.00	0.22	0.22	0.22	0.22	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1585	569	2035	0				1781	3552	1438
Grp Volume(v), veh/h	0	138	288	160	176	0				80	1259	594
Grp Sat Flow(s),veh/h/ln	0	1870	1585	902	1617	0				1781	1702	1586
Q Serve(g_s), s	0.0	5.1	14.3	9.9	7.9	0.0				1.5	18.6	18.9
Cycle Q Clear(g_c), s	0.0	5.1	14.3	15.0	7.9	0.0				1.5	18.6	18.9
Prop In Lane	0.00		1.00	0.70		0.00				1.00		0.91
Lane Grp Cap(c), veh/h	0	418	354	275	361	0				1105	2111	984
V/C Ratio(X)	0.00	0.33	0.81	0.58	0.49	0.00				0.07	0.60	0.60
Avail Cap(c_a), veh/h	0	675	572	430	583	0				1285	2456	1144
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	27.1	30.6	32.2	28.1	0.0				6.3	9.5	9.6
Incr Delay (d2), s/veh	0.0	0.2	1.9	1.5	0.8	0.0				0.0	0.5	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	2.3	5.6	3.2	3.1	0.0				0.5	6.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.2	32.5	33.7	28.9	0.0				6.3	10.0	10.7
LnGrp LOS	A	C	C	C	C	A				A	B	B
Approach Vol, veh/h		426			336						1933	
Approach Delay, s/veh		30.8			31.2						10.1	
Approach LOS		C			C						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				25.3		57.9		25.3				
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				16.3		20.9		17.0				
Green Ext Time (p_c), s				0.9		30.7		1.5				
Intersection Summary												
HCM 6th Ctrl Delay				16.0								
HCM 6th LOS				B								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖		↖	↑↑				
Traffic Volume (veh/h)	115	16	79	0	26	16	311	1049	34	0	0	0
Future Volume (veh/h)	115	16	79	0	26	16	311	1049	34	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		0.97			
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	134	19	92	0	30	19	362	1220	40			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	372	42	1147	0	201	127	956	1883	62			
Arrive On Green	0.19	0.19	0.19	0.00	0.19	0.19	0.54	0.54	0.54			
Sat Flow, veh/h	1073	223	1572	0	1068	677	1781	3508	115			
Grp Volume(v), veh/h	153	0	92	0	0	49	362	618	642			
Grp Sat Flow(s),veh/h/ln	1296	0	1572	0	0	1745	1781	1777	1846			
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.9	4.7	9.8	9.8			
Cycle Q Clear(g_c), s	4.6	0.0	0.0	0.0	0.0	0.9	4.7	9.8	9.8			
Prop In Lane	0.88		1.00	0.00		0.39	1.00		0.06			
Lane Grp Cap(c), veh/h	414	0	1147	0	0	329	956	954	991			
V/C Ratio(X)	0.37	0.00	0.08	0.00	0.00	0.15	0.38	0.65	0.65			
Avail Cap(c_a), veh/h	1209	0	2040	0	0	1319	1325	1321	1373			
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	15.1	0.0	1.6	0.0	0.0	13.4	5.3	6.5	6.5			
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.1	0.2	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	1.2	0.0	1.0	0.0	0.0	0.3	1.1	2.3	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	1.6	0.0	0.0	13.5	5.6	7.3	7.2			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		245			49			1622				
Approach Delay, s/veh		10.4			13.5			6.9				
Approach LOS		B			B			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		25.8		13.9				13.9				
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		11.8		6.6				2.9				
Green Ext Time (p_c), s		9.5		1.2				0.1				
Intersection Summary												
HCM 6th Ctrl Delay				7.5								
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)	22	34	43	276	10	61	30	497	372	44	649	18
Future Volume (veh/h)	22	34	43	276	10	61	30	497	372	44	649	18
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		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	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	23	36	45	291	11	64	32	523	392	46	683	19
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	505	237	297	502	75	434	50	1320	576	66	1939	54
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.03	0.37	0.37	0.04	0.38	0.38
Sat Flow, veh/h	1318	753	941	1311	237	1377	1781	3554	1551	1781	5102	141
Grp Volume(v), veh/h	23	0	81	291	0	75	32	523	392	46	455	247
Grp Sat Flow(s),veh/h/ln	1318	0	1695	1311	0	1613	1781	1777	1551	1781	1702	1839
Q Serve(g_s), s	0.7	0.0	1.9	11.1	0.0	1.8	1.0	5.8	11.4	1.4	5.2	5.2
Cycle Q Clear(g_c), s	2.5	0.0	1.9	12.9	0.0	1.8	1.0	5.8	11.4	1.4	5.2	5.2
Prop In Lane	1.00		0.56	1.00		0.85	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	505	0	534	502	0	508	50	1320	576	66	1294	699
V/C Ratio(X)	0.05	0.00	0.15	0.58	0.00	0.15	0.64	0.40	0.68	0.70	0.35	0.35
Avail Cap(c_a), veh/h	868	0	1000	843	0	929	132	1372	599	132	1294	699
HCM Platoon Ratio	1.00	1.00	1.00	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	14.1	0.0	13.3	17.9	0.0	13.2	25.9	12.5	14.2	25.6	11.9	12.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	4.9	0.3	3.7	4.9	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	0.2	0.0	0.7	3.1	0.0	0.6	0.4	2.0	3.9	0.6	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	0.0	13.3	18.3	0.0	13.3	30.8	12.8	18.0	30.6	12.1	12.3
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		104			366			947			748	
Approach Delay, s/veh		13.5			17.3			15.6			13.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	25.7		21.8	5.9	26.2		21.8				
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8				
Max Green Setting (Gmax), s	1.0	* 21		* 32	4.0	20.1		* 31				
Max Q Clear Time (g_c+1), s	13.4	13.4		4.5	3.0	7.2		14.9				
Green Ext Time (p_c), s	0.0	4.2		0.3	0.0	3.6		0.7				

Intersection Summary

HCM 6th Ctrl Delay	15.0
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)	1325	1348	1814	61	48	59
Future Volume (veh/h)	1325	1348	1814	61	48	59
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	1395	1419	1909	0	51	62
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	1518	2924	2451		88	557
Arrive On Green	0.30	0.84	0.49	0.00	0.05	0.05
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1395	1419	1909	0	51	62
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	24.1	9.8	28.4	0.0	2.5	2.4
Cycle Q Clear(g_c), s	24.1	9.8	28.4	0.0	2.5	2.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1518	2924	2451		88	557
V/C Ratio(X)	0.92	0.49	0.78		0.58	0.11
Avail Cap(c_a), veh/h	1596	2924	2451		336	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.65	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	1.9	18.8	0.0	41.9	19.7
Incr Delay (d2), s/veh	8.4	0.6	1.7	0.0	5.9	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	10.1	0.7	9.8	0.0	1.2	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.7	2.5	20.5	0.0	47.8	19.8
LnGrp LOS	D	A	C		D	B
Approach Vol, veh/h		2814	1909	A	113	
Approach Delay, s/veh		20.4	20.5		32.4	
Approach LOS		C	C		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		81.2		8.8	31.6	49.6
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		63.3		17.0	28.6	* 31
Max Q Clear Time (g_c+I1), s		11.8		4.5	26.1	30.4
Green Ext Time (p_c), s		38.0		0.2	1.1	0.1

Intersection Summary

HCM 6th Ctrl Delay	20.7
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)	536	831	73	53	860	62	85	270	74	75	143	615
Future Volume (veh/h)	536	831	73	53	860	62	85	270	74	75	143	615
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		0.98	1.00		0.93	1.00		0.90
Parking Bus, Adj	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	547	848	74	54	878	63	87	276	76	77	146	628
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1031	1730	151	200	1098	79	108	314	248	103	598	1252
Arrive On Green	0.30	0.52	0.52	0.11	0.33	0.33	0.06	0.17	0.17	0.06	0.17	0.17
Sat Flow, veh/h	3456	3306	288	1781	3358	241	1781	1870	1481	1781	3554	2497
Grp Volume(v), veh/h	547	456	466	54	465	476	87	276	76	77	146	628
Grp Sat Flow(s),veh/h/ln	1728	1777	1817	1781	1777	1822	1781	1870	1481	1781	1777	1249
Q Serve(g_s), s	18.5	23.0	23.0	3.9	33.4	33.4	6.8	20.2	5.0	6.0	5.0	4.3
Cycle Q Clear(g_c), s	18.5	23.0	23.0	3.9	33.4	33.4	6.8	20.2	5.0	6.0	5.0	4.3
Prop In Lane	1.00		0.16	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1031	930	951	200	581	596	108	314	248	103	598	1252
V/C Ratio(X)	0.53	0.49	0.49	0.27	0.80	0.80	0.81	0.88	0.31	0.75	0.24	0.50
Avail Cap(c_a), veh/h	1031	930	951	200	581	596	172	413	327	160	759	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	0.84	0.84	0.84	0.99	0.99	0.99	0.90	0.90	0.90
Uniform Delay (d), s/veh	40.9	21.4	21.4	56.9	42.9	42.9	64.9	56.9	31.5	65.0	50.5	13.1
Incr Delay (d2), s/veh	0.5	1.8	1.8	2.8	9.4	9.2	5.9	16.0	0.8	3.7	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	7.9	9.8	10.0	1.9	15.9	16.2	3.2	10.9	2.3	2.8	2.2	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	23.2	23.2	59.7	52.3	52.1	70.8	72.9	32.3	68.7	50.8	13.5
LnGrp LOS	D	C	C	E	D	D	E	E	C	E	D	B
Approach Vol, veh/h		1469			995			439			851	
Approach Delay, s/veh		30.0			52.6			65.5			24.9	
Approach LOS		C			D			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.1	28.4	20.1	78.5	12.9	28.5	47.0	51.6				
Change Period (Y+Rc), s	5.0	* 4.9	4.4	5.2	4.4	5.0	5.2	* 5.8				
Max Green Setting (Gmax), s	12.6	* 31	15.7	61.9	13.5	29.9	31.2	* 46				
Max Q Clear Time (g_c+I), s	19.0	22.2	5.9	25.0	8.8	7.0	20.5	35.4				
Green Ext Time (p_c), s	0.0	1.3	0.0	9.4	0.0	6.1	1.5	3.7				

Intersection Summary

HCM 6th Ctrl Delay	39.0
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	834	99	36	145	0	0	0	0	131	164	833
Future Volume (veh/h)	0	834	99	36	145	0	0	0	0	131	164	833
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	907	108	39	158	0				142	178	905
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1501	179	71	1951	0				278	955	922
Arrive On Green	0.00	0.47	0.47	0.04	0.55	0.00				0.34	0.34	0.34
Sat Flow, veh/h	0	3290	381	1781	3647	0				812	2795	2696
Grp Volume(v), veh/h	0	504	511	39	158	0				320	0	905
Grp Sat Flow(s),veh/h/ln	0	1777	1800	1781	1777	0				1830	1777	1348
Q Serve(g_s), s	0.0	23.1	23.1	2.4	2.3	0.0				15.3	0.0	36.6
Cycle Q Clear(g_c), s	0.0	23.1	23.1	2.4	2.3	0.0				15.3	0.0	36.6
Prop In Lane	0.00		0.21	1.00		0.00				0.44		1.00
Lane Grp Cap(c), veh/h	0	834	845	71	1951	0				625	607	922
V/C Ratio(X)	0.00	0.60	0.60	0.55	0.08	0.00				0.51	0.00	0.98
Avail Cap(c_a), veh/h	0	834	845	123	1951	0				625	607	922
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	0.80	0.80	0.78	0.78	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.6	21.6	51.9	11.7	0.0				28.9	0.0	35.9
Incr Delay (d2), s/veh	0.0	2.6	2.6	1.9	0.1	0.0				3.0	0.0	25.6
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	9.6	9.8	1.1	0.9	0.0				7.3	0.0	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.2	24.2	53.8	11.8	0.0				31.9	0.0	61.5
LnGrp LOS	A	C	C	D	B	A				C	A	E
Approach Vol, veh/h		1015			197						1225	
Approach Delay, s/veh		24.2			20.1						53.7	
Approach LOS		C			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	8.8	58.2		43.0		67.0						
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6						
Max Green Setting (Gmax), s	60	* 50		37.6		60.4						
Max Q Clear Time (g_c+14), s	14.4	25.1		38.6		4.3						
Green Ext Time (p_c), s	0.0	2.0		0.0		0.3						

Intersection Summary

HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Notes

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

SAN ADP EA
17: India St/I-5 NB Ramp & W Laurel St

Year 2026 with Project
Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑			↑↓			↑↑	↗			
Traffic Volume (veh/h)	745	264	0	0	117	166	41	102	58	0	0	0
Future Volume (veh/h)	745	264	0	0	117	166	41	102	58	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		0.96			
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	801	284	0	0	126	178	44	110	62			
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	1781	1571	0	0	497	438	69	187	108			
Arrive On Green	0.52	0.84	0.00	0.00	0.28	0.28	0.07	0.07	0.07			
Sat Flow, veh/h	3456	1870	0	0	1870	1565	975	2623	1515			
Grp Volume(v), veh/h	801	284	0	0	126	178	82	72	62			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1565	1822	1777	1515			
Q Serve(g_s), s	16.1	3.2	0.0	0.0	6.0	10.2	4.8	4.3	4.4			
Cycle Q Clear(g_c), s	16.1	3.2	0.0	0.0	6.0	10.2	4.8	4.3	4.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.54		1.00			
Lane Grp Cap(c), veh/h	1781	1571	0	0	497	438	130	126	108			
V/C Ratio(X)	0.45	0.18	0.00	0.00	0.25	0.41	0.63	0.57	0.58			
Avail Cap(c_a), veh/h	1781	1571	0	0	497	438	383	373	318			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.79	0.79	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	16.8	1.7	0.0	0.0	30.7	32.2	49.7	49.5	49.5			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.1	0.2	1.9	1.4	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			
%ile BackOfQ(50%),veh/ln	6.0	0.6	0.0	0.0	2.5	3.8	2.3	2.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	1.9	0.0	0.0	30.8	32.4	51.5	50.9	51.2			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1085			304			216				
Approach Delay, s/veh		13.0			31.7			51.2				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		97.3			61.6	35.7		12.7				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		77.1			48.6	* 24		23.1				
Max Q Clear Time (g_c+I1), s		5.2			18.1	12.2		6.8				
Green Ext Time (p_c), s		1.0			3.1	0.9		0.6				

Intersection Summary

HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* 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)	180	1443	418	0	0	1370
Future Volume (veh/h)	180	1443	418	0	0	1370
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	184	0	427	0	0	1398
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	216		3181	0	199	4961
Arrive On Green	0.12	0.00	0.64	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	184	0	427	0	0	1398
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.1	0.0	3.7	0.0	0.0	6.6
Cycle Q Clear(g_c), s	11.1	0.0	3.7	0.0	0.0	6.6
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	216		3181	0	199	4961
V/C Ratio(X)	0.85		0.13	0.00	0.00	0.28
Avail Cap(c_a), veh/h	486		3181	0	742	4961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.76	0.00	0.98	0.00	0.00	0.88
Uniform Delay (d), s/veh	47.4	0.0	7.9	0.0	0.0	3.1
Incr Delay (d2), s/veh	2.8	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/lr	5.1	0.0	1.2	0.0	0.0	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.2	0.0	7.9	0.0	0.0	3.2
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	184	A	427			1398
Approach Delay, s/veh	50.2		7.9			3.2
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.7	75.1			91.8	18.2
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.8	20.0			70.2	30.0
Max Q Clear Time (g_c+10), s	10.0	5.7			8.6	13.1
Green Ext Time (p_c), s	0.0	3.0			18.5	0.2

Intersection Summary

HCM 6th Ctrl Delay		8.5
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	198	1483	140	127	277	0	0	193	50
Future Volume (veh/h)	0	0	0	198	1483	140	127	277	0	0	193	50
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		0.91
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			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				204	1529	144	131	286	0	0	199	52
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				289	2311	224	160	1428	0	0	531	127
Arrive On Green				0.17	0.17	0.17	0.18	0.56	0.00	0.00	0.13	0.13
Sat Flow, veh/h				545	4361	422	1781	5274	0	0	4198	960
Grp Volume(v), veh/h				690	579	609	131	286	0	0	165	86
Grp Sat Flow(s),veh/h/ln				1843	1702	1783	1781	1702	0	0	1702	1585
Q Serve(g_s), s				38.7	34.8	34.9	7.8	3.1	0.0	0.0	4.9	5.5
Cycle Q Clear(g_c), s				38.7	34.8	34.9	7.8	3.1	0.0	0.0	4.9	5.5
Prop In Lane				0.30		0.24	1.00		0.00	0.00		0.61
Lane Grp Cap(c), veh/h				977	902	945	160	1428	0	0	449	209
V/C Ratio(X)				0.71	0.64	0.64	0.82	0.20	0.00	0.00	0.37	0.41
Avail Cap(c_a), veh/h				977	902	945	272	1852	0	0	532	248
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.78	0.78	0.78	0.68	0.68	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh				37.3	35.7	35.7	44.3	18.1	0.0	0.0	43.6	43.8
Incr Delay (d2), s/veh				3.4	2.7	2.6	2.7	0.1	0.0	0.0	0.3	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				20.0	16.5	17.4	3.2	1.1	0.0	0.0	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.7	38.4	38.4	47.0	18.2	0.0	0.0	43.9	44.7
LnGrp LOS				D	D	D	D	B	A	A	D	D
Approach Vol, veh/h					1877			417			251	
Approach Delay, s/veh					39.2			27.2			44.2	
Approach LOS					D			C			D	
Timer - Assigned Phs				3	4		6	8				
Phs Duration (G+Y+Rc), s				15.8	20.9		64.2	36.7				
Change Period (Y+Rc), s				5.9	* 6.4		5.9	5.9				
Max Green Setting (Gmax), s				16.8	* 17		58.3	39.9				
Max Q Clear Time (g_c+I1), s				9.8	7.5		40.7	5.1				
Green Ext Time (p_c), s				0.1	0.8		10.1	2.2				

Intersection Summary

HCM 6th Ctrl Delay	37.8
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	203	1786	0	0	0	0	0	164	64
Future Volume (veh/h)	0	0	0	203	1786	0	0	0	0	0	164	64
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				211	1860	0				0	171	67
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				360	3400	0				0	704	244
Arrive On Green				0.24	0.24	0.00				0.00	0.19	0.19
Sat Flow, veh/h				503	4915	0				0	3840	1275
Grp Volume(v), veh/h				774	1297	0				0	157	81
Grp Sat Flow(s),veh/h/ln				1845	1702	0				0	1702	1542
Q Serve(g_s), s				40.9	36.6	0.0				0.0	4.3	4.9
Cycle Q Clear(g_c), s				40.9	36.6	0.0				0.0	4.3	4.9
Prop In Lane				0.27		0.00				0.00		0.83
Lane Grp Cap(c), veh/h				1322	2439	0				0	653	296
V/C Ratio(X)				0.59	0.53	0.00				0.00	0.24	0.27
Avail Cap(c_a), veh/h				1322	2439	0				0	653	296
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				27.5	25.9	0.0				0.0	37.7	37.9
Incr Delay (d2), s/veh				1.9	0.8	0.0				0.0	0.9	2.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				20.8	16.9	0.0				0.0	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.4	26.7	0.0				0.0	38.5	40.2
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2071						238	
Approach Delay, s/veh					27.7						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		42.9						
Green Ext Time (p_c), s				0.3		3.5						
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	1923	131	86	98	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1923	131	86	98	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	1982	135	89	101	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	3480	236	302	382	0			
Arrive On Green				0.00	0.24	0.24	0.19	0.19	0.00			
Sat Flow, veh/h				0	5045	330	1576	2086	0			
Grp Volume(v), veh/h				0	1381	736	101	89	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1803	1792	1777	0			
Q Serve(g_s), s				0.0	39.4	39.7	5.3	4.7	0.0			
Cycle Q Clear(g_c), s				0.0	39.4	39.7	5.3	4.7	0.0			
Prop In Lane				0.00		0.18	0.88		0.00			
Lane Grp Cap(c), veh/h				0	2429	1286	344	341	0			
V/C Ratio(X)				0.00	0.57	0.57	0.29	0.26	0.00			
Avail Cap(c_a), veh/h				0	2429	1286	344	341	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	27.1	27.2	38.1	37.8	0.0			
Incr Delay (d2), s/veh				0.0	1.0	1.9	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	18.2	19.7	2.6	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	28.1	29.1	40.2	39.7	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2117			190				
Approach Delay, s/veh					28.4			40.0				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						84.0		26.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						78.5		21.1				
Max Q Clear Time (g_c+I1), s						41.7		7.3				
Green Ext Time (p_c), s						23.4		0.8				
Intersection Summary												
HCM 6th Ctrl Delay											29.4	
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	224	2092	0	0	0	0	0	145	41
Future Volume (veh/h)	0	0	0	224	2092	0	0	0	0	0	145	41
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				236	2202	0				0	153	43
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				346	3459	0				0	649	279
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				477	4942	0				0	3647	1529
Grp Volume(v), veh/h				914	1524	0				0	153	43
Grp Sat Flow(s),veh/h/ln				1847	1702	0				0	1777	1529
Q Serve(g_s), s				49.5	44.0	0.0				0.0	4.0	2.6
Cycle Q Clear(g_c), s				49.5	44.0	0.0				0.0	4.0	2.6
Prop In Lane				0.26		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1338	2466	0				0	649	279
V/C Ratio(X)				0.68	0.62	0.00				0.00	0.24	0.15
Avail Cap(c_a), veh/h				1338	2466	0				0	649	279
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				30.4	28.3	0.0				0.0	38.4	37.8
Incr Delay (d2), s/veh				2.8	1.2	0.0				0.0	0.9	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				25.5	20.4	0.0				0.0	1.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.2	29.4	0.0				0.0	39.2	39.0
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2438						196	
Approach Delay, s/veh					30.8						39.2	
Approach LOS					C						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				25.0		85.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				20.1		79.7						
Max Q Clear Time (g_c+I1), s				6.0		51.5						
Green Ext Time (p_c), s				0.9		22.4						
Intersection Summary												
HCM 6th Ctrl Delay											31.5	
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	0	2204	64	62	41	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2204	64	62	41	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	2296	67	65	43	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3636	106	342	341	0			
Arrive On Green				0.00	0.71	0.71	0.19	0.19	0.00			
Sat Flow, veh/h				0	5264	148	1781	1870	0			
Grp Volume(v), veh/h				0	1531	832	65	43	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1840	1781	1777	0			
Q Serve(g_s), s				0.0	25.7	26.0	3.4	2.2	0.0			
Cycle Q Clear(g_c), s				0.0	25.7	26.0	3.4	2.2	0.0			
Prop In Lane				0.00		0.08	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2429	1313	342	341	0			
V/C Ratio(X)				0.00	0.63	0.63	0.19	0.13	0.00			
Avail Cap(c_a), veh/h				0	2429	1313	342	341	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	8.2	8.2	37.3	36.8	0.0			
Incr Delay (d2), s/veh				0.0	1.3	2.3	1.2	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	8.6	9.8	1.6	1.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	9.4	10.6	38.5	37.6	0.0			
LnGrp LOS				A	A	B	D	D	A			
Approach Vol, veh/h					2363			108				
Approach Delay, s/veh					9.8			38.1				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						84.0		26.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						78.5		21.1				
Max Q Clear Time (g_c+I1), s						28.0		5.4				
Green Ext Time (p_c), s						33.0		0.4				
Intersection Summary												
HCM 6th Ctrl Delay											11.1	
HCM 6th LOS											B	

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑			↑				↑
Traffic Vol, veh/h	0	0	0	0	125	554	2	91	0	0	1	12
Future Vol, veh/h	0	0	0	0	125	554	2	91	0	0	1	12
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
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	130	577	2	95	0	0	1	13

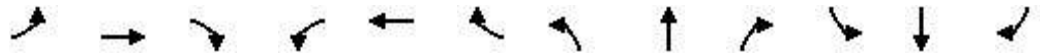
Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	-	0	81 713
Stage 1	-	-	0 0
Stage 2	-	-	81 713
Critical Hdwy	-	-	7.54 6.54
Critical Hdwy Stg 1	-	-	- 5.54
Critical Hdwy Stg 2	-	-	6.54 5.54
Follow-up Hdwy	-	-	3.52 4.02
Pot Cap-1 Maneuver	0	-	898 356
Stage 1	0	-	0 585
Stage 2	0	-	918 434
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	878 354
Mov Cap-2 Maneuver	-	-	878 354
Stage 1	-	-	- 581
Stage 2	-	-	898 431

Approach	WB	NB	SB
HCM Control Delay, s	0	18.8	10.9
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	354	-	-	619
HCM Lane V/C Ratio	0.268	-	-	0.02
HCM Control Delay (s)	18.8	-	-	10.9
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	0.1

SAN ADP EA
25: N Harbor Dr & W Grape St

Year 2026 with Project
Timing Plan: Airport PEAK



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	399	132	866	699	0
Future Volume (veh/h)	0	0	0	0	0	0	0	399	132	866	699	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		0.97	1.00		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	420	139	912	736	0
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	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	2126	656	2442	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.43	0.43	0.49	0.95	0.00
Sat Flow, veh/h		0					0	5149	1538	5023	1826	0
Grp Volume(v), veh/h		0.0					0	420	139	912	736	0
Grp Sat Flow(s),veh/h/ln							0	1662	1538	1674	1826	0
Q Serve(g_s), s							0.0	5.8	6.3	12.5	3.5	0.0
Cycle Q Clear(g_c), s							0.0	5.8	6.3	12.5	3.5	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	2126	656	2442	1740	0
V/C Ratio(X)							0.00	0.20	0.21	0.37	0.42	0.00
Avail Cap(c_a), veh/h							0	2126	656	2442	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	0.95	0.95	0.00
Uniform Delay (d), s/veh							0.0	19.8	19.9	17.7	0.2	0.0
Incr Delay (d2), s/veh							0.0	0.1	0.4	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	2.2	2.2	4.5	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	19.9	20.3	17.8	0.9	0.0
LnGrp LOS							A	B	C	B	A	A
Approach Vol, veh/h								559			1648	
Approach Delay, s/veh								20.0			10.3	
Approach LOS								B			B	
Timer - Assigned Phs	1	2						6				
Phs Duration (G+Y+Rc), s	57.9	52.1						110.0				
Change Period (Y+Rc), s	4.4	* 5.2						5.2				
Max Green Setting (Gmax), s	26.8	* 38						68.8				
Max Q Clear Time (g_c+I1), s	14.5	8.3						5.5				
Green Ext Time (p_c), s	2.9	7.1						7.8				
Intersection Summary												
HCM 6th Ctrl Delay											12.7	
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)	63	921	73	0	0	0	0	313	210	97	287	0
Future Volume (veh/h)	63	921	73	0	0	0	0	313	210	97	287	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.95	1.00		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	65	949	75				0	323	216	100	296	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	195	3029	945				0	614	273	130	1498	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.15	0.59	0.00
Sat Flow, veh/h	317	4941	1542				0	3572	1513	1781	5274	0
Grp Volume(v), veh/h	380	634	75				0	323	216	100	296	0
Grp Sat Flow(s),veh/h/ln	1854	1702	1542				0	1702	1513	1781	1702	0
Q Serve(g_s), s	19.3	17.4	4.3				0.0	9.5	15.0	5.9	3.0	0.0
Cycle Q Clear(g_c), s	19.3	17.4	4.3				0.0	9.5	15.0	5.9	3.0	0.0
Prop In Lane	0.17		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1137	2087	945				0	614	273	130	1498	0
V/C Ratio(X)	0.33	0.30	0.08				0.00	0.53	0.79	0.77	0.20	0.00
Avail Cap(c_a), veh/h	1137	2087	945				0	870	386	334	2442	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)	0.68	0.68	0.68				0.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	24.7	23.9	18.7				0.0	40.8	43.1	46.1	16.7	0.0
Incr Delay (d2), s/veh	0.5	0.3	0.1				0.0	0.8	7.7	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	9.7	8.0	1.6				0.0	4.0	6.1	2.6	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.2	24.2	18.8				0.0	41.6	50.8	49.3	16.7	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1089						539			396	
Approach Delay, s/veh		24.2						45.3			24.9	
Approach LOS		C						D			C	
Timer - Assigned Phs		2	4				7	8				
Phs Duration (G+Y+Rc), s		72.3	37.7				12.4	25.3				
Change Period (Y+Rc), s		4.9	5.4				4.4	* 5.4				
Max Green Setting (Gmax), s		47.1	52.6				20.6	* 28				
Max Q Clear Time (g_c+I1), s		21.3	5.0				7.9	17.0				
Green Ext Time (p_c), s		11.5	1.6				0.1	2.8				

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	1227	49	0	0	0	0	0	0	147	239	0
Future Volume (veh/h)	0	1227	49	0	0	0	0	0	0	147	239	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							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	1265	51							152	246	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	3113	125							520	993	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5196	203							1781	3572	0
Grp Volume(v), veh/h	0	856	460							152	246	0
Grp Sat Flow(s),veh/h/ln	0	1702	1827							1781	1702	0
Q Serve(g_s), s	0.0	24.0	24.0							8.7	7.4	0.0
Cycle Q Clear(g_c), s	0.0	24.0	24.0							8.7	7.4	0.0
Prop In Lane	0.00		0.11							1.00		0.00
Lane Grp Cap(c), veh/h	0	2107	1131							520	993	0
V/C Ratio(X)	0.00	0.41	0.41							0.29	0.25	0.00
Avail Cap(c_a), veh/h	0	2107	1131							520	993	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	26.2	26.2							39.1	38.5	0.0
Incr Delay (d2), s/veh	0.0	0.6	1.1							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	0.0	11.1	12.0							4.3	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.8	27.3							40.6	39.1	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1316									398	
Approach Delay, s/veh		27.0									39.7	
Approach LOS		C									D	
Timer - Assigned Phs		2	4									
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		26.0	10.7									
Green Ext Time (p_c), s		3.8	1.0									
Intersection Summary												
HCM 6th Ctrl Delay			29.9									
HCM 6th LOS			C									



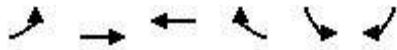
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	73	1589	0	0	0	0	0	103	222	0	0	0
Future Volume (veh/h)	73	1589	0	0	0	0	0	103	222	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.91			
Parking Bus, 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	75	1638	0				0	106	229			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	136	3170	0				0	502	409			
Arrive On Green	0.21	0.21	0.00				0.00	0.28	0.28			
Sat Flow, veh/h	217	5215	0				0	1870	1446			
Grp Volume(v), veh/h	643	1070	0				0	106	229			
Grp Sat Flow(s),veh/h/ln	1860	1702	0				0	1777	1446			
Q Serve(g_s), s	34.0	30.6	0.0				0.0	5.0	14.8			
Cycle Q Clear(g_c), s	34.0	30.6	0.0				0.0	5.0	14.8			
Prop In Lane	0.12		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1168	2138	0				0	502	409			
V/C Ratio(X)	0.55	0.50	0.00				0.00	0.21	0.56			
Avail Cap(c_a), veh/h	1168	2138	0				0	502	409			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	29.7	28.3	0.0				0.0	30.1	33.6			
Incr Delay (d2), s/veh	1.9	0.8	0.0				0.0	1.0	5.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ft	7.5	14.1	0.0				0.0	2.3	5.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	29.2	0.0				0.0	31.0	39.1			
LnGrp LOS	C	C	A				A	C	D			
Approach Vol, veh/h		1713						335				
Approach Delay, s/veh		30.1						36.5				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		74.0						36.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		69.1						31.1				
Max Q Clear Time (g_c+I1), s		36.0						16.8				
Green Ext Time (p_c), s		16.5						1.9				
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	1953	85	0	0	0	0	0	0	150	235	0
Future Volume (veh/h)	0	1953	85	0	0	0	0	0	0	150	235	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	1993	87							153	240	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	3422	149							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5181	218							1781	3647	0
Grp Volume(v), veh/h	0	1352	728							153	240	0
Grp Sat Flow(s),veh/h/ln	0	1702	1827							1781	1777	0
Q Serve(g_s), s	0.0	38.9	39.1							9.0	7.0	0.0
Cycle Q Clear(g_c), s	0.0	38.9	39.1							9.0	7.0	0.0
Prop In Lane	0.00		0.12							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1247							406	811	0
V/C Ratio(X)	0.00	0.58	0.58							0.38	0.30	0.00
Avail Cap(c_a), veh/h	0	2324	1247							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	28.6	28.7							43.4	42.5	0.0
Incr Delay (d2), s/veh	0.0	1.1	2.0							2.6	0.9	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	18.0	19.7							4.6	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.7	30.7							46.1	43.4	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		2080									393	
Approach Delay, s/veh		30.0									44.5	
Approach LOS		C									D	
Timer - Assigned Phs		2	4									
Phs Duration (G+Y+Rc), s		80.0	30.0									
Change Period (Y+Rc), s		4.9	4.9									
Max Green Setting (Gmax), s		75.1	25.1									
Max Q Clear Time (g_c+l1), s		41.1	11.0									
Green Ext Time (p_c), s		21.7	1.7									
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)	63	1798	0	0	0	0	0	55	46	0	0	0
Future Volume (veh/h)	63	1798	0	0	0	0	0	55	46	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	1893	0				0	58	48			
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	119	3620	0				0	390	290			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	167	5267	0				0	2036	1445			
Grp Volume(v), veh/h	736	1223	0				0	53	53			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1610			
Q Serve(g_s), s	38.3	34.3	0.0				0.0	2.7	3.0			
Cycle Q Clear(g_c), s	38.3	34.3	0.0				0.0	2.7	3.0			
Prop In Lane	0.09		0.00				0.00		0.90			
Lane Grp Cap(c), veh/h	1322	2417	0				0	357	324			
V/C Ratio(X)	0.56	0.51	0.00				0.00	0.15	0.17			
Avail Cap(c_a), veh/h	1322	2417	0				0	357	324			
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	26.9	25.4	0.0				0.0	36.2	36.3			
Incr Delay (d2), s/veh	1.7	0.8	0.0				0.0	0.9	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ft	9.7	15.9	0.0				0.0	1.3	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	26.1	0.0				0.0	37.1	37.4			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h	1959					106						
Approach Delay, s/veh	27.0					37.2						
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	40.3					5.0						
Green Ext Time (p_c), s	21.3					0.5						
Intersection Summary												
HCM 6th Ctrl Delay	27.6											
HCM 6th LOS	C											



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖↖	↗
Traffic Volume (veh/h)	33	755	739	102	99	180
Future Volume (veh/h)	33	755	739	102	99	180
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	1826	1870	1870
Adj Flow Rate, veh/h	35	812	795	110	106	194
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	512	3842	1922	264	487	223
Arrive On Green	0.29	0.77	0.87	0.87	0.14	0.14
Sat Flow, veh/h	1781	5149	4582	607	3456	1585
Grp Volume(v), veh/h	35	812	597	308	106	194
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1701	1728	1585
Q Serve(g_s), s	1.7	5.4	4.4	4.4	3.3	14.4
Cycle Q Clear(g_c), s	1.7	5.4	4.4	4.4	3.3	14.4
Prop In Lane	1.00			0.36	1.00	1.00
Lane Grp Cap(c), veh/h	512	3842	1446	740	487	223
V/C Ratio(X)	0.07	0.21	0.41	0.42	0.22	0.87
Avail Cap(c_a), veh/h	512	3842	1446	740	1212	556
HCM Platoon Ratio	1.00	1.00	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	31.1	3.8	4.7	4.7	45.7	50.5
Incr Delay (d2), s/veh	0.0	0.1	0.8	1.7	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	0.7	1.4	1.3	1.5	1.4	12.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.1	3.9	5.5	6.4	45.8	54.4
LnGrp LOS	C	A	A	A	D	D
Approach Vol, veh/h		847	905		300	
Approach Delay, s/veh		5.0	5.8		51.4	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		98.2		21.8	40.2	58.0
Change Period (Y+Rc), s		5.7		4.9	5.7	* 5.8
Max Green Setting (Gmax), s		67.3		42.1	10.6	* 52
Max Q Clear Time (g_c+l1), s		7.4		16.4	3.7	6.4
Green Ext Time (p_c), s		17.3		0.5	0.0	16.6

Intersection Summary

HCM 6th Ctrl Delay	12.1
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)	105	861	26	29	871	17	13	0	19	9	0	9
Future Volume (veh/h)	105	861	26	29	871	17	13	0	19	9	0	9
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		0.88	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	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	888	27	30	898	0	13	0	20	9	0	9
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	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	132	2169	66	510	3289		40	0	31	267	0	116
Arrive On Green	0.15	0.87	0.87	0.29	0.66	0.00	0.02	0.00	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	4966	151	1781	4985	1585	1781	0	1400	3456	0	1505
Grp Volume(v), veh/h	108	594	321	30	898	0	13	0	20	9	0	9
Grp Sat Flow(s),veh/h/ln	1781	1662	1794	1781	1662	1585	1781	0	1400	1728	0	1505
Q Serve(g_s), s	7.1	4.2	4.2	1.5	9.0	0.0	0.9	0.0	1.7	0.3	0.0	0.7
Cycle Q Clear(g_c), s	7.1	4.2	4.2	1.5	9.0	0.0	0.9	0.0	1.7	0.3	0.0	0.7
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	1451	783	510	3289		40	0	31	267	0	116
V/C Ratio(X)	0.82	0.41	0.41	0.06	0.27		0.33	0.00	0.64	0.03	0.00	0.08
Avail Cap(c_a), veh/h	276	1451	783	510	3289		105	0	83	979	0	426
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.3	4.5	4.6	31.1	8.5	0.0	57.8	0.0	58.2	51.2	0.0	51.4
Incr Delay (d2), s/veh	4.7	0.8	1.6	0.0	0.2	0.0	1.8	0.0	8.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.2	1.5	0.6	2.9	0.0	0.4	0.0	0.7	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	5.4	6.1	31.1	8.7	0.0	59.6	0.0	66.1	51.2	0.0	51.5
LnGrp LOS	D	A	A	C	A		E	A	E	D	A	D
Approach Vol, veh/h	1023		928			A	33			18		
Approach Delay, s/veh	10.9		9.4				63.5			51.4		
Approach LOS	B		A				E			D		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	40.2	58.1	14.2		13.3	85.0	7.6					
Change Period (Y+Rc), s	5.8	* 5.7	4.9		4.4	5.8	4.9					
Max Green Setting (Gmax), s	6.6	* 52	34.0		18.6	40.3	7.1					
Max Q Clear Time (g_c+1), s	13.5	6.2	2.7		9.1	11.0	3.7					
Green Ext Time (p_c), s	0.0	13.3	0.0		0.1	11.3	0.0					

Intersection Summary

HCM 6th Ctrl Delay	11.4
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)	236	828	98	222	1207	0	103	39	182	0	26	152
Future Volume (veh/h)	236	828	98	222	1207	0	103	39	182	0	26	152
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		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj	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		No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	262	920	109	247	1341	0	114	43	0	0	29	169
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	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	290	1429	527	1458	3497	0	201	109		0	111	154
Arrive On Green	0.16	0.29	0.29	0.42	0.56	0.00	0.06	0.06	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1519	3456	6537	0	3456	1870	1585	0	1870	2606
Grp Volume(v), veh/h	262	920	109	247	1341	0	114	43	0	0	29	169
Grp Sat Flow(s),veh/h/ln	1781	1662	1519	1728	1570	0	1728	1870	1585	0	1870	1303
Q Serve(g_s), s	17.3	19.4	6.1	5.3	14.4	0.0	3.9	2.7	0.0	0.0	1.8	7.1
Cycle Q Clear(g_c), s	17.3	19.4	6.1	5.3	14.4	0.0	3.9	2.7	0.0	0.0	1.8	7.1
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	290	1429	527	1458	3497	0	201	109		0	111	154
V/C Ratio(X)	0.90	0.64	0.21	0.17	0.38	0.00	0.57	0.40		0.00	0.26	1.10
Avail Cap(c_a), veh/h	380	1429	527	1458	3497	0	1066	577		0	111	154
HCM Platoon Ratio	1.00	1.00	1.00	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	49.3	37.4	27.8	21.6	15.0	0.0	55.1	54.5	0.0	0.0	53.9	56.5
Incr Delay (d2), s/veh	17.8	2.2	0.9	0.0	0.0	0.0	0.9	0.9	0.0	0.0	1.2	100.5
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	8.9	7.9	2.5	2.1	4.8	0.0	1.7	1.3	0.0	0.0	0.9	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.1	39.7	28.6	21.6	15.0	0.0	56.0	55.4	0.0	0.0	55.2	157.0
LnGrp LOS	E	D	C	C	B	A	E	E		A	E	F
Approach Vol, veh/h		1291			1588			157	A		198	
Approach Delay, s/veh		44.3			16.0			55.8			142.1	
Approach LOS		D			B			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	56.0	40.1		12.0	23.9	72.2		11.9				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	1.6	* 34		7.1	25.6	30.7		37.0				
Max Q Clear Time (g_c+1), s	17.3	21.4		9.1	19.3	16.4		5.9				
Green Ext Time (p_c), s	0.4	7.9		0.0	0.2	11.6		0.3				

Intersection Summary

HCM 6th Ctrl Delay	37.0
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.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



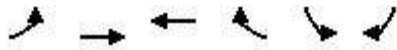
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	0	27	7	8	23	16	249	10	27	294	48
Future Volume (veh/h)	60	0	27	7	8	23	16	249	10	27	294	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.95	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	46	24	28	7	15	20	17	262	11	28	309	51
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	127	56	65	23	48	61	201	1038	43	207	918	149
Arrive On Green	0.07	0.07	0.07	0.04	0.04	0.04	0.11	0.30	0.30	0.12	0.30	0.30
Sat Flow, veh/h	1781	784	914	586	1255	1573	1781	3468	145	1781	3034	493
Grp Volume(v), veh/h	46	0	52	22	0	20	17	134	139	28	179	181
Grp Sat Flow(s),veh/h/ln	1781	0	1698	1841	0	1573	1781	1777	1836	1781	1777	1750
Q Serve(g_s), s	0.8	0.0	1.0	0.4	0.0	0.4	0.3	1.9	1.9	0.5	2.6	2.7
Cycle Q Clear(g_c), s	0.8	0.0	1.0	0.4	0.0	0.4	0.3	1.9	1.9	0.5	2.6	2.7
Prop In Lane	1.00		0.54	0.32		1.00	1.00		0.08	1.00		0.28
Lane Grp Cap(c), veh/h	127	0	121	71	0	61	201	532	550	207	538	530
V/C Ratio(X)	0.36	0.00	0.43	0.31	0.00	0.33	0.08	0.25	0.25	0.14	0.33	0.34
Avail Cap(c_a), veh/h	211	0	201	1584	0	1354	211	1529	1580	899	2214	2181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	15.8	0.0	15.8	13.4	8.9	9.0	13.4	9.1	9.1
Incr Delay (d2), s/veh	1.3	0.0	1.8	0.9	0.0	1.2	0.1	0.2	0.2	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/lr	0.3	0.0	0.4	0.2	0.0	0.1	0.1	0.5	0.5	0.2	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	16.8	16.7	0.0	16.9	13.5	9.1	9.1	13.5	9.4	9.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		98			42			290			388	
Approach Delay, s/veh		16.5			16.8			9.4			9.7	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	14.1		6.4	7.8	14.2		5.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	29.0		4.0	4.0	42.0		29.0				
Max Q Clear Time (g_c+1), s	12.5	3.9		3.0	2.3	4.7		2.4				
Green Ext Time (p_c), s	0.0	1.2		0.0	0.0	1.7		0.1				

Intersection Summary

HCM 6th Ctrl Delay	10.8
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)	185	10	10	88	132	196
Future Volume (veh/h)	185	10	10	88	132	196
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	211	0	11	0	145	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	835	439	688		285	
Arrive On Green	0.23	0.00	0.37	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	211	0	11	0	145	0
Grp Sat Flow(s),veh/h/ln	1870	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.8	0.0	0.1	0.0	1.5	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.1	0.0	1.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	835	439	688		285	
V/C Ratio(X)	0.25	0.00	0.02		0.51	
Avail Cap(c_a), veh/h	1030	541	688		1180	
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	11.9	0.0	7.7	0.0	16.7	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	0.6	0.0	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.7	0.0	18.1	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		211	11	A	145	A
Approach Delay, s/veh		12.0	7.7		18.1	
Approach LOS		B	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.9		7.1		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		3.8		3.5		2.1
Green Ext Time (p_c), s		0.4		0.3		0.0

Intersection Summary

HCM 6th Ctrl Delay	14.3
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	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	13	133	79	0	2	2
Future Vol, veh/h	13	133	79	0	2	2
Conflicting Peds, #/hr	6	0	0	6	0	1
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	156	93	0	2	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	99	0	-	0	207 54
Stage 1	-	-	-	-	99 -
Stage 2	-	-	-	-	108 -
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	1492	-	-	-	762 1002
Stage 1	-	-	-	-	914 -
Stage 2	-	-	-	-	904 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1483	-	-	-	744 995
Mov Cap-2 Maneuver	-	-	-	-	744 -
Stage 1	-	-	-	-	898 -
Stage 2	-	-	-	-	899 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1483	-	-	-	851
HCM Lane V/C Ratio	0.01	-	-	-	0.006
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖↗	↑↑↑↑	↖	↗
Traffic Volume (veh/h)	2639	22	56	748	17	59
Future Volume (veh/h)	2639	22	56	748	17	59
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	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	2721	23	58	771	18	61
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	3544	833	868	5399	99	79
Arrive On Green	0.56	0.56	0.50	1.00	0.06	0.06
Sat Flow, veh/h	6537	1477	3456	6537	1781	1427
Grp Volume(v), veh/h	2721	23	58	771	18	61
Grp Sat Flow(s),veh/h/ln	1570	1477	1728	1570	1781	1427
Q Serve(g_s), s	40.0	0.8	1.0	0.0	1.2	5.1
Cycle Q Clear(g_c), s	40.0	0.8	1.0	0.0	1.2	5.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3544	833	868	5399	99	79
V/C Ratio(X)	0.77	0.03	0.07	0.14	0.18	0.77
Avail Cap(c_a), veh/h	3544	833	868	5399	475	380
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	11.6	22.6	0.0	54.1	55.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.3	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.3	0.4	0.0	0.5	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.3	11.6	22.6	0.1	54.4	61.7
LnGrp LOS	C	B	C	A	D	E
Approach Vol, veh/h	2744			829	79	
Approach Delay, s/veh	20.2			1.6	60.1	
Approach LOS	C			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	35.4	73.0		108.4	11.6	
Change Period (Y+Rc), s	5.3	* 5.3		5.3	4.9	
Max Green Setting (Gmax), s	5.3	* 68		77.8	32.0	
Max Q Clear Time (g_c+13), s	42.0			2.0	7.1	
Green Ext Time (p_c), s	0.0	25.3		14.9	0.1	

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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗				↕		↖ ↗	↕	↗
Traffic Volume (veh/h)	15	2508	1	8	371	99	1	0	1	5	0	5
Future Volume (veh/h)	15	2508	1	8	371	99	1	0	1	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		0.98	1.00		0.99	0.98		0.97	0.98		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	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	2612	1	8	386	103	1	0	1	5	0	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	477	4165	2	59	2861	710	62	11	28	110	0	55
Arrive On Green	0.54	1.00	1.00	0.03	0.57	0.57	0.04	0.00	0.04	0.04	0.00	0.04
Sat Flow, veh/h	1781	5147	2	1781	5041	1251	466	305	771	1381	0	1545
Grp Volume(v), veh/h	16	1686	927	8	359	130	2	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1570	1581	1542	0	0	1381	0	1545
Q Serve(g_s), s	0.5	0.0	0.0	0.5	4.3	4.7	0.0	0.0	0.0	0.2	0.0	0.4
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.5	4.3	4.7	0.1	0.0	0.0	0.4	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.79	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	477	2689	1477	59	2673	897	100	0	0	110	0	55
V/C Ratio(X)	0.03	0.63	0.63	0.13	0.13	0.15	0.02	0.00	0.00	0.05	0.00	0.09
Avail Cap(c_a), veh/h	477	2689	1477	59	2673	897	436	0	0	429	0	412
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)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	0.0	56.3	12.1	12.2	55.8	0.0	0.0	56.0	0.0	56.0
Incr Delay (d2), s/veh	0.0	0.9	1.6	0.4	0.1	0.3	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.7	0.2	1.4	1.6	0.1	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	0.9	1.6	56.7	12.3	12.6	55.9	0.0	0.0	56.0	0.0	56.2
LnGrp LOS	C	A	A	E	B	B	E	A	A	E	A	E
Approach Vol, veh/h	2629		497		2		10					
Approach Delay, s/veh	1.3		13.1		55.9		56.1					
Approach LOS	A		B		E		E					
Timer - Assigned Phs	1	2	4	5	6	8						
Phs Duration (G+Y+Rc), s	8.4	102.4	9.2	37.4	73.4	9.2						
Change Period (Y+Rc), s	4.4	5.3	4.9	5.3	* 5.3	4.9						
Max Green Setting (Gmax), s	69.4	69.4	32.0	5.3	* 68	32.0						
Max Q Clear Time (g_c+I), s	2.0	2.0	2.4	2.5	6.7	2.1						
Green Ext Time (p_c), s	0.0	62.8	0.0	0.0	7.4	0.0						

Intersection Summary

HCM 6th Ctrl Delay	3.4
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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	
Traffic Volume (veh/h)	2493	11	27	568	0	28
Future Volume (veh/h)	2493	11	27	568	0	28
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	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	2570	11	28	586	0	29
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	3980	17	41	4264	0	37
Arrive On Green	0.78	0.78	0.02	0.86	0.00	0.02
Sat Flow, veh/h	5286	22	1781	5149	0	1540
Grp Volume(v), veh/h	1667	914	28	586	0	30
Grp Sat Flow(s),veh/h/ln	1662	1820	1781	1662	0	1593
Q Serve(g_s), s	17.9	18.0	1.2	1.5	0.0	1.5
Cycle Q Clear(g_c), s	17.9	18.0	1.2	1.5	0.0	1.5
Prop In Lane		0.01	1.00		0.00	0.97
Lane Grp Cap(c), veh/h	2583	1415	41	4264	0	39
V/C Ratio(X)	0.65	0.65	0.68	0.14	0.00	0.77
Avail Cap(c_a), veh/h	2642	1447	96	4506	0	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.0	4.0	38.7	0.9	0.0	38.7
Incr Delay (d2), s/veh	1.0	1.8	7.0	0.1	0.0	27.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.2	0.6	0.0	0.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	5.8	45.8	1.0	0.0	65.8
LnGrp LOS	A	A	D	A	A	E
Approach Vol, veh/h	2581			614	30	
Approach Delay, s/veh	5.3			3.0	65.8	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	6.3	67.3		73.5	6.3	
Change Period (Y+Rc), s	4.4	5.2		5.2	4.4	
Max Green Setting (Gmax), s	4.3	63.5		72.2	18.2	
Max Q Clear Time (g_c+I), s	13.2	20.0		3.5	3.5	
Green Ext Time (p_c), s	0.0	42.1		11.5	0.0	
Intersection Summary						
HCM 6th Ctrl Delay			5.4			
HCM 6th LOS			A			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	Y			↑↑↑	
Traffic Volume (veh/h)	0	562	0	0	1133	798
Future Volume (veh/h)	0	562	0	0	1133	798
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	598			1205	849
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2882	1338
Arrive On Green	0.00	0.00			0.85	0.85
Sat Flow, veh/h	0				3572	1580
Grp Volume(v), veh/h	0.0				1205	849
Grp Sat Flow(s),veh/h/ln					1702	1580
Q Serve(g_s), s					2.5	5.2
Cycle Q Clear(g_c), s					2.5	5.2
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2882	1338
V/C Ratio(X)					0.42	0.63
Avail Cap(c_a), veh/h					3651	1695
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	0.7
Incr Delay (d2), s/veh					0.1	0.5
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.6	1.3
LnGrp LOS					A	A
Approach Vol, veh/h					2054	
Approach Delay, s/veh					0.9	
Approach LOS					A	
Timer - Assigned Phs						6
Phs Duration (G+Y+Rc), s						29.4
Change Period (Y+Rc), s						4.5
Max Green Setting (Gmax), s						31.5
Max Q Clear Time (g_c+I1), s						7.2
Green Ext Time (p_c), s						17.6
Intersection Summary						
HCM 6th Ctrl Delay			0.9			
HCM 6th LOS			A			
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)	99	469	46	55	504	204	40	40	31	165	41	149
Future Volume (veh/h)	99	469	46	55	504	204	40	40	31	165	41	149
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	0.99		0.99	0.99		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	101	479	47	56	514	208	41	41	32	168	42	152
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	2171	658	72	2012	611	364	390	328	544	681	602
Arrive On Green	0.07	0.43	0.43	0.04	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	5106	1548	1781	5106	1550	791	1017	854	1317	1777	1571
Grp Volume(v), veh/h	101	479	47	56	514	208	56	0	58	168	42	152
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1550	1123	0	1539	1317	1777	1571
Q Serve(g_s), s	5.7	6.1	1.8	3.2	6.9	9.6	2.0	0.0	2.4	9.6	1.5	6.7
Cycle Q Clear(g_c), s	5.7	6.1	1.8	3.2	6.9	9.6	8.7	0.0	2.4	12.0	1.5	6.7
Prop In Lane	1.00		1.00	1.00		1.00	0.73		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	128	2171	658	72	2012	611	492	0	590	544	681	602
V/C Ratio(X)	0.79	0.22	0.07	0.78	0.26	0.34	0.11	0.00	0.10	0.31	0.06	0.25
Avail Cap(c_a), veh/h	272	2171	658	185	2012	611	492	0	590	544	681	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	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	46.6	18.6	17.4	48.5	20.8	21.6	22.7	0.0	20.1	24.0	19.9	21.5
Incr Delay (d2), s/veh	4.0	0.2	0.2	6.3	0.3	1.5	0.5	0.0	0.3	0.9	0.1	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	2.6	2.3	0.7	1.5	2.6	3.5	1.0	0.0	0.9	3.1	0.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	18.8	17.6	54.7	21.1	23.1	23.1	0.0	20.5	24.9	20.0	22.1
LnGrp LOS	D	B	B	D	C	C	C	A	C	C	B	C
Approach Vol, veh/h		627			778			114			362	
Approach Delay, s/veh		23.8			24.1			21.8			23.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	49.5		44.0	11.7	46.3		44.0				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	10.6	* 37		39.1	15.6	31.9		39.1				
Max Q Clear Time (g_c+1), s	15.2	8.1		14.0	7.7	11.6		10.7				
Green Ext Time (p_c), s	0.0	5.6		4.2	0.1	8.5		0.4				

Intersection Summary

HCM 6th Ctrl Delay	23.7
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)	24	362	0	0	451	255	0	0	0	244	0	36
Future Volume (veh/h)	24	362	0	0	451	255	0	0	0	244	0	36
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	0.99		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	26	398	0	0	496	0	0	0	0	305	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	35	2754	0	2	2553		0	2	1	439	234	0
Arrive On Green	0.02	0.78	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3511	1870	0
Grp Volume(v), veh/h	26	398	0	0	496	0	0	0	0	305	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1756	1870	0
Q Serve(g_s), s	1.7	3.3	0.0	0.0	5.4	0.0	0.0	0.0	0.0	9.8	0.0	0.0
Cycle Q Clear(g_c), s	1.7	3.3	0.0	0.0	5.4	0.0	0.0	0.0	0.0	9.8	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	35	2754	0	2	2553		0	2	1	439	234	0
V/C Ratio(X)	0.75	0.14	0.00	0.00	0.19		0.00	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	62	2754	0	62	2553		0	476	403	1101	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	0.92	0.00	0.00	0.00	0.00	0.79	0.00	0.00
Uniform Delay (d), s/veh	57.6	3.4	0.0	0.0	5.4	0.0	0.0	0.0	0.0	49.5	0.0	0.0
Incr Delay (d2), s/veh	11.4	0.1	0.0	0.0	0.2	0.0	0.0	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/lr	0.9	0.9	0.0	0.0	1.7	0.0	0.0	0.0	0.0	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.0	3.5	0.0	0.0	5.6	0.0	0.0	0.0	0.0	50.1	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		424			496	A		0			305	
Approach Delay, s/veh		7.5			5.6			0.0			50.1	
Approach LOS		A			A						D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	97.4		20.6	6.7	90.7		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s		* 27		37.0	4.1	25.8		30.0				
Max Q Clear Time (g_c+I), s		5.3		11.8	3.7	7.4		0.0				
Green Ext Time (p_c), s	0.0	5.8		0.6	0.0	5.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	17.3
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	265	152	87	234	136	172	721	90	150	794	109
Future Volume (veh/h)	248	265	152	87	234	136	172	721	90	150	794	109
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		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	258	276	158	91	244	142	179	751	94	156	827	114
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	481	266	114	430	282	206	1547	194	212	1538	670
Arrive On Green	0.16	0.22	0.22	0.06	0.12	0.12	0.12	0.49	0.49	0.06	0.43	0.43
Sat Flow, veh/h	1781	2179	1203	1781	3554	1530	1781	3174	397	3456	3554	1549
Grp Volume(v), veh/h	258	223	211	91	244	142	179	420	425	156	827	114
Grp Sat Flow(s),veh/h/ln	1781	1777	1606	1781	1777	1530	1781	1777	1795	1728	1777	1549
Q Serve(g_s), s	16.5	13.0	13.7	5.8	7.5	6.3	11.5	18.4	18.4	5.1	20.0	2.9
Cycle Q Clear(g_c), s	16.5	13.0	13.7	5.8	7.5	6.3	11.5	18.4	18.4	5.1	20.0	2.9
Prop In Lane	1.00		0.75	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	285	393	355	114	430	282	206	866	874	212	1538	670
V/C Ratio(X)	0.91	0.57	0.59	0.80	0.57	0.50	0.87	0.49	0.49	0.74	0.54	0.17
Avail Cap(c_a), veh/h	316	554	501	201	888	480	224	866	874	232	1538	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	47.9	40.3	40.5	53.5	48.1	20.8	50.4	20.0	20.0	53.5	24.3	6.3
Incr Delay (d2), s/veh	25.3	0.5	0.6	4.6	0.4	0.5	25.3	1.9	1.9	8.7	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	9.3	5.7	5.4	2.8	3.4	0.6	6.5	8.0	8.1	2.5	8.6	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	40.7	41.1	58.2	48.6	21.3	75.7	21.9	21.9	62.3	25.7	6.8
LnGrp LOS	E	D	D	E	D	C	E	C	C	E	C	A
Approach Vol, veh/h		692			477			1024			1097	
Approach Delay, s/veh		52.9			42.3			31.3			28.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.5	61.8	11.8	30.8	17.8	55.5	23.7	18.9				
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	* 40	13.1	36.2	14.6	32.8	20.6	* 29				
Max Q Clear Time (g_c+11), s	11.7	20.4	7.8	15.7	13.5	22.0	18.5	9.5				
Green Ext Time (p_c), s	0.0	1.9	0.0	1.0	0.0	2.0	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D

Notes

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

SAN ADP EA
1: Pacific Hwy & Rosecrans St/Taylor St

Year 2026 with Project
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	543	148	234	237	74	171	181	571	122	239	100
Future Volume (veh/h)	81	543	148	234	237	74	171	181	571	122	239	100
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	87	584	159	252	255	80	184	195	614	131	257	108
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	111	947	596	319	555	453	214	1240	655	160	1131	418
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	1457	1781	3554	1313
Grp Volume(v), veh/h	87	584	159	252	255	80	184	195	614	131	257	108
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1457	1781	1777	1313
Q Serve(g_s), s	5.6	16.7	8.3	8.2	12.8	4.5	11.7	4.4	40.3	8.3	6.1	7.1
Cycle Q Clear(g_c), s	5.6	16.7	8.3	8.2	12.8	4.5	11.7	4.4	40.3	8.3	6.1	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	947	596	319	555	453	214	1240	655	160	1131	418
V/C Ratio(X)	0.78	0.62	0.27	0.79	0.46	0.18	0.86	0.16	0.94	0.82	0.23	0.26
Avail Cap(c_a), veh/h	463	1231	717	898	648	529	463	1240	655	463	1231	455
HCM Platoon Ratio	1.00	1.00	1.00	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	53.4	37.2	24.2	51.3	33.1	30.1	49.8	25.9	31.1	51.6	28.9	29.2
Incr Delay (d2), s/veh	4.5	0.8	0.3	1.7	0.3	0.1	3.9	0.1	21.3	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	2.6	7.3	3.0	3.6	5.9	1.7	5.4	1.9	19.8	3.9	2.6	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	38.0	24.5	52.9	33.4	30.2	53.7	26.0	52.4	55.6	29.0	29.4
LnGrp LOS	E	D	C	D	C	C	D	C	D	E	C	C
Approach Vol, veh/h		830			587			993			496	
Approach Delay, s/veh		37.5			41.3			47.4			36.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.1	36.7	19.3	43.4	12.6	40.2	15.7	47.0				
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	10.2	18.7	13.7	9.1	7.6	14.8	10.3	42.3				
Green Ext Time (p_c), s	0.4	5.5	0.2	1.4	0.1	1.2	0.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			41.4									
HCM 6th LOS			D									

SAN ADP EA
 2: Pacific Hwy & Dwy/Old Town Transit Center Bus Access

Year 2026 with Project
 Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	86	0	130	68	0	73	28	651	30	69	535	25
Future Volume (veh/h)	86	0	130	68	0	73	28	651	30	69	535	25
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		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	0	148	77	0	83	32	740	34	78	608	28
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	240	40	265	517	0	547	52	1694	78	100	1830	84
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.03	0.34	0.34	0.06	0.37	0.37
Sat Flow, veh/h	452	135	886	1226	0	1532	1781	5001	229	1781	5001	229
Grp Volume(v), veh/h	246	0	0	77	0	83	32	503	271	78	413	223
Grp Sat Flow(s),veh/h/ln	1473	0	0	1226	0	1532	1781	1702	1826	1781	1702	1826
Q Serve(g_s), s	3.5	0.0	0.0	0.0	0.0	1.8	0.9	5.5	5.5	2.1	4.2	4.2
Cycle Q Clear(g_c), s	6.5	0.0	0.0	2.2	0.0	1.8	0.9	5.5	5.5	2.1	4.2	4.2
Prop In Lane	0.40		0.60	1.00		1.00	1.00		0.13	1.00		0.13
Lane Grp Cap(c), veh/h	545	0	0	517	0	547	52	1153	619	100	1245	668
V/C Ratio(X)	0.45	0.00	0.00	0.15	0.00	0.15	0.62	0.44	0.44	0.78	0.33	0.33
Avail Cap(c_a), veh/h	1307	0	0	1169	0	1365	1112	4252	2281	1112	4252	2281
HCM Platoon Ratio	1.00	1.00	1.00	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	14.0	0.0	0.0	12.6	0.0	10.6	23.1	12.3	12.3	22.4	11.0	11.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	4.5	0.3	0.7	4.9	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	1.9	0.0	0.0	0.5	0.0	0.5	0.4	1.8	2.0	0.9	1.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	0.0	0.0	12.6	0.0	10.6	27.5	12.7	13.0	27.3	11.2	11.3
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		246			160			806			714	
Approach Delay, s/veh		14.2			11.6			13.4			13.0	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	21.7		19.3	5.8	23.0		19.3				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+14), s	14.5	7.5		8.5	2.9	6.2		4.2				
Green Ext Time (p_c), s	0.1	8.4		1.1	0.0	5.6		0.5				

Intersection Summary

HCM 6th Ctrl Delay	13.2
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)	159	22	209	256	63	201	224	595	24	35	1274	73
Future Volume (veh/h)	159	22	209	256	63	201	224	595	24	35	1274	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.71	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	183	0	220	192	219	163	236	626	25	37	1341	77
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	352	0	321	391	410	342	236	1738	757	48	1333	76
Arrive On Green	0.10	0.00	0.10	0.22	0.22	0.22	0.13	0.49	0.49	0.03	0.39	0.39
Sat Flow, veh/h	3563	0	1133	1781	1870	1365	1781	3554	1547	1781	3415	196
Grp Volume(v), veh/h	183	0	220	192	219	163	236	626	25	37	696	722
Grp Sat Flow(s),veh/h/ln	1781	0	1133	1781	1870	1365	1781	1777	1547	1781	1777	1834
Q Serve(g_s), s	7.0	0.0	14.2	13.6	14.9	14.7	19.0	15.7	1.2	3.0	56.1	56.1
Cycle Q Clear(g_c), s	7.0	0.0	14.2	13.6	14.9	14.7	19.0	15.7	1.2	3.0	56.1	56.1
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	352	0	321	391	410	342	236	1738	757	48	694	716
V/C Ratio(X)	0.52	0.00	0.68	0.49	0.53	0.48	1.00	0.36	0.03	0.78	1.00	1.01
Avail Cap(c_a), veh/h	352	0	321	419	440	363	236	1738	757	107	694	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	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	61.5	0.0	52.0	49.1	49.6	46.4	62.4	22.8	19.1	69.5	43.8	43.8
Incr Delay (d2), s/veh	0.6	0.0	4.9	0.4	0.4	0.4	59.2	0.2	0.0	9.7	35.1	35.6
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	3.2	0.0	7.8	6.1	7.1	5.1	12.5	6.7	0.4	1.5	31.2	32.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	0.0	56.9	49.5	50.0	46.8	121.5	22.9	19.1	79.2	78.9	79.4
LnGrp LOS	E	A	E	D	D	D	F	C	B	E	F	F
Approach Vol, veh/h		403			574			887			1455	
Approach Delay, s/veh		59.3			48.9			49.1			79.2	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	79.0		19.1	23.4	64.8		36.4				
Change Period (Y+Rc), s	5.4	8.7		4.9	4.4	* 8.7		4.9				
Max Green Setting (Gmax), s	64.5	64.5		14.2	19.0	* 56		33.8				
Max Q Clear Time (g_c+1/3), s	17.7	17.7		16.2	21.0	58.1		16.9				
Green Ext Time (p_c), s	0.0	6.5		0.0	0.0	0.0		1.4				

Intersection Summary

HCM 6th Ctrl Delay	63.5
HCM 6th LOS	E

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗		↙↙↙					↘	↙	↗
Traffic Volume (veh/h)	0	268	35	221	90	0	0	0	0	544	99	40
Future Volume (veh/h)	0	268	35	221	90	0	0	0	0	544	99	40
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	288	38	238	97	0				661	0	43
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	274	546	241	403	770	0				916	0	651
Arrive On Green	0.00	0.15	0.15	0.23	0.23	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1564	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	288	38	238	97	0				661	0	43
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	3.0	0.8	4.8	0.9	0.0				6.8	0.0	0.7
Cycle Q Clear(g_c), s	0.0	3.0	0.8	4.8	0.9	0.0				6.8	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	274	546	241	403	770	0				916	0	651
V/C Ratio(X)	0.00	0.53	0.16	0.59	0.13	0.00				0.72	0.00	0.07
Avail Cap(c_a), veh/h	2676	5339	2350	2676	5114	0				3122	0	1631
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	15.6	14.7	13.8	12.3	0.0				13.5	0.0	7.1
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.6	0.1	0.0				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/lr	0.0	0.9	0.2	1.6	0.3	0.0				2.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.9	14.8	15.4	12.4	0.0				13.9	0.0	7.1
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		326			335						704	
Approach Delay, s/veh		15.7			14.5						13.5	
Approach LOS		B			B						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				10.1		16.5		13.3				
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				5.0		8.8		6.8				
Green Ext Time (p_c), s				1.2		1.4		2.3				
Intersection Summary												
HCM 6th Ctrl Delay				14.3								
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)	103	769	0	0	281	273	28	15	157	38	0	260
Future Volume (veh/h)	103	769	0	0	281	273	28	15	157	38	0	260
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	113	845	0	0	309	300	31	16	173	42	0	286
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	150	1437	0	0	465	415	283	21	232	49	0	335
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	135	1457	202	0	1378
Grp Volume(v), veh/h	113	845	0	0	309	300	31	0	189	328	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	4.8	14.2	0.0	0.0	11.9	13.2	1.1	0.0	8.7	15.2	0.0	0.0
Cycle Q Clear(g_c), s	4.8	14.2	0.0	0.0	11.9	13.2	1.1	0.0	8.7	15.2	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.92	0.13		0.87
Lane Grp Cap(c), veh/h	150	1437	0	0	465	415	283	0	253	385	0	0
V/C Ratio(X)	0.75	0.59	0.00	0.00	0.66	0.72	0.11	0.00	0.75	0.85	0.00	0.00
Avail Cap(c_a), veh/h	698	2783	0	0	1392	1241	930	0	831	825	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(l)	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	34.3	17.8	0.0	0.0	25.3	25.8	27.6	0.0	30.7	27.7	0.0	0.0
Incr Delay (d2), s/veh	8.9	0.1	0.0	0.0	2.0	2.9	0.1	0.0	1.7	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.1	0.0	0.0	4.8	4.8	0.5	0.0	3.3	5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	18.0	0.0	0.0	27.3	28.7	27.6	0.0	32.4	29.8	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		958			609			220			328	
Approach Delay, s/veh		20.9			28.0			31.7			29.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		35.4		22.6	10.9	24.4		18.6				
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		16.2		17.2	6.8	15.2		10.7				
Green Ext Time (p_c), s		3.8		1.5	0.3	4.8		0.8				

Intersection Summary

HCM 6th Ctrl Delay	25.5
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	833	131	258	397	0	0	0	0	897	415	179
Future Volume (veh/h)	0	833	131	258	397	0	0	0	0	897	415	179
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	877	138	272	418	0				944	437	188
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	1479	646	357	2032	0				1109	582	491
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	877	138	272	418	0				944	437	188
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	16.1	4.8	6.4	2.8	0.0				20.9	17.6	7.8
Cycle Q Clear(g_c), s	0.0	16.1	4.8	6.4	2.8	0.0				20.9	17.6	7.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1479	646	357	2032	0				1109	582	491
V/C Ratio(X)	0.00	0.59	0.21	0.76	0.21	0.00				0.85	0.75	0.38
Avail Cap(c_a), veh/h	0	1479	646	703	2032	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	0.87	0.87	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	19.0	15.7	35.2	4.6	0.0				27.1	26.0	22.6
Incr Delay (d2), s/veh	0.0	1.5	0.7	1.2	0.2	0.0				3.8	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	6.2	1.6	2.5	0.9	0.0				9.1	7.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.5	16.4	36.5	4.9	0.0				30.9	28.6	22.8
LnGrp LOS	A	C	B	D	A	A				C	C	C
Approach Vol, veh/h		1015			690						1569	
Approach Delay, s/veh		20.0			17.3						29.3	
Approach LOS		B			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	3.1	39.9		31.1		52.9						
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9						
Max Green Setting (Gmax), s	7.5	20.6		32.1		42.1						
Max Q Clear Time (g_c+1/3), s	13.4	18.1		22.9		4.8						
Green Ext Time (p_c), s	0.3	1.6		3.3		3.0						

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.

SAN ADP EA
7: San Diego Ave & Washington St

Year 2026 with Project
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔		↔↔↔				
Traffic Volume (veh/h)	324	1392	0	0	521	477	128	213	40	0	0	0
Future Volume (veh/h)	324	1392	0	0	521	477	128	213	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	1900	1870	1900			
Adj Flow Rate, veh/h	341	1465	0	0	548	502	135	224	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	0	2	0			
Cap, veh/h	1220	2651	0	0	1189	530	227	416	77			
Arrive On Green	0.71	1.00	0.00	0.00	0.33	0.33	0.14	0.14	0.14			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1653	3026	559			
Grp Volume(v), veh/h	341	1465	0	0	548	502	146	124	131			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1788	1702	1747			
Q Serve(g_s), s	3.0	0.0	0.0	0.0	10.2	25.9	6.4	5.7	5.9			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	10.2	25.9	6.4	5.7	5.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.92		0.32			
Lane Grp Cap(c), veh/h	1220	2651	0	0	1189	530	246	234	240			
V/C Ratio(X)	0.28	0.55	0.00	0.00	0.46	0.95	0.59	0.53	0.55			
Avail Cap(c_a), veh/h	1220	2651	0	0	1189	530	598	569	585			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.56	0.56	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.4	0.0	0.0	0.0	22.0	27.2	34.0	33.7	33.8			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.3	27.9	0.9	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	4.1	12.9	2.8	2.3	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	0.5	0.0	0.0	23.3	55.1	34.9	34.4	34.5			
LnGrp LOS	A	A	A	A	C	E	C	C	C			
Approach Vol, veh/h		1806			1050			401				
Approach Delay, s/veh		2.0			38.5			34.6				
Approach LOS		A			D			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.6			34.6	33.0		16.4				
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			5.0	27.9		8.4				
Green Ext Time (p_c), s		17.8			0.7	0.1		1.5				

Intersection Summary

HCM 6th Ctrl Delay	17.8
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)	0	0	0	0	24	45	21	1279	25	0	0	0
Future Volume (veh/h)	0	0	0	0	24	45	21	1279	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	47	22	1346	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	60	111	3351	64			
Arrive On Green				0.00	0.05	0.05	0.67	0.67	0.67			
Sat Flow, veh/h				0	581	1093	28	4971	95			
Grp Volume(v), veh/h				0	0	72	510	423	460			
Grp Sat Flow(s),veh/h/ln				0	0	1674	1861	1549	1683			
Q Serve(g_s), s				0.0	0.0	1.7	0.0	5.0	5.0			
Cycle Q Clear(g_c), s				0.0	0.0	1.7	5.0	5.0	5.0			
Prop In Lane				0.00		0.65	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	92	1347	1044	1135			
V/C Ratio(X)				0.00	0.00	0.78	0.38	0.41	0.41			
Avail Cap(c_a), veh/h				0	0	1635	2806	2269	2466			
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	19.1	3.0	3.0	3.0			
Incr Delay (d2), s/veh				0.0	0.0	5.4	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	0.7	0.6	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	24.5	3.3	3.4	3.3			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					72			1394				
Approach Delay, s/veh					24.5			3.3				
Approach LOS					C			A				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		33.2						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		7.0						3.7				
Green Ext Time (p_c), s		20.6						0.3				
Intersection Summary												
HCM 6th Ctrl Delay				4.4								
HCM 6th LOS				A								

SAN ADP EA
 9: Pacific Hwy & W Admiral Boland Wy/Sassafrass St

Year 2026 with Project
 Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	217	92	272	333	85	163	428	72	159	1035	54
Future Volume (veh/h)	116	217	92	272	333	85	163	428	72	159	1035	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		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	1.00	1.00	1.00
Work Zone On Approach		No		No		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	123	231	98	289	354	90	173	455	77	169	1101	57
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	154	392	174	470	414	105	206	1131	477	203	1495	77
Arrive On Green	0.09	0.11	0.11	0.26	0.29	0.29	0.12	0.30	0.30	0.11	0.30	0.30
Sat Flow, veh/h	1781	3554	1576	1781	1438	366	1781	3741	1579	1781	4969	257
Grp Volume(v), veh/h	123	231	98	289	0	444	173	455	77	169	754	404
Grp Sat Flow(s),veh/h/ln	1781	1777	1576	1781	0	1804	1781	1870	1579	1781	1702	1822
Q Serve(g_s), s	6.2	5.6	4.0	12.9	0.0	21.1	8.6	8.8	1.5	8.4	18.1	18.1
Cycle Q Clear(g_c), s	6.2	5.6	4.0	12.9	0.0	21.1	8.6	8.8	1.5	8.4	18.1	18.1
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	154	392	174	470	0	519	206	1131	477	203	1024	548
V/C Ratio(X)	0.80	0.59	0.56	0.62	0.00	0.85	0.84	0.40	0.16	0.83	0.74	0.74
Avail Cap(c_a), veh/h	224	1292	573	470	0	771	210	1131	477	279	1129	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	40.7	38.4	21.8	29.4	0.0	30.5	39.3	25.1	5.1	39.3	28.5	28.5
Incr Delay (d2), s/veh	7.5	0.5	1.1	1.8	0.0	6.2	23.3	0.4	0.3	10.6	2.8	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.5	2.1	5.7	0.0	9.9	5.0	3.8	1.2	4.2	7.4	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	38.9	22.9	31.1	0.0	36.8	62.7	25.6	5.4	49.9	31.3	33.7
LnGrp LOS	D	D	C	C	A	D	E	C	A	D	C	C
Approach Vol, veh/h		452		733		705		1327				
Approach Delay, s/veh		38.0		34.5		32.5		34.4				
Approach LOS		D		C		C		C				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.8	32.7	28.3	14.9	14.9	32.6	12.2	31.0				
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	11.2	26.6	17.2	33.0	10.7	30.1	11.4	38.8				
Max Q Clear Time (g_c+110), s	10.4	10.8	14.9	7.6	10.6	20.1	8.2	23.1				
Green Ext Time (p_c), s	0.1	4.6	0.1	1.2	0.0	6.9	0.0	2.7				

Intersection Summary

HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

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)	0	220	316	83	185	0	0	0	0	225	2163	343
Future Volume (veh/h)	0	220	316	83	185	0	0	0	0	225	2163	343
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	237	340	89	199	0				242	2326	369
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	460	389	161	452	0				1103	2767	423
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1581	393	1923	0				1781	4468	683
Grp Volume(v), veh/h	0	237	340	125	163	0				242	1752	943
Grp Sat Flow(s),veh/h/ln	0	1870	1581	615	1617	0				1781	1702	1747
Q Serve(g_s), s	0.0	10.6	19.9	10.2	8.2	0.0				5.8	38.9	43.1
Cycle Q Clear(g_c), s	0.0	10.6	19.9	20.8	8.2	0.0				5.8	38.9	43.1
Prop In Lane	0.00		1.00	0.71		0.00				1.00		0.39
Lane Grp Cap(c), veh/h	0	460	389	215	398	0				1103	2108	1082
V/C Ratio(X)	0.00	0.52	0.87	0.58	0.41	0.00				0.22	0.83	0.87
Avail Cap(c_a), veh/h	0	581	492	280	503	0				1108	2117	1086
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	35.0	38.5	30.5	0.0				8.1	14.4	15.2
Incr Delay (d2), s/veh	0.0	0.3	11.6	1.8	0.5	0.0				0.2	3.2	8.3
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	4.8	8.9	3.0	3.2	0.0				2.1	14.1	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.8	46.5	40.3	31.0	0.0				8.3	17.6	23.5
LnGrp LOS	A	C	D	D	C	A				A	B	C
Approach Vol, veh/h		577		288						2937		
Approach Delay, s/veh		40.5		35.1						18.7		
Approach LOS		D		D						B		
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				30.4		66.1		30.4				
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				21.9		45.1		22.8				
Green Ext Time (p_c), s				1.1		14.6		0.9				
Intersection Summary												
HCM 6th Ctrl Delay		23.2										
HCM 6th LOS		C										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↘		↖	↑↑				
Traffic Volume (veh/h)	160	47	250	0	22	13	247	1359	47	0	0	0
Future Volume (veh/h)	160	47	250	0	22	13	247	1359	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	168	49	263	0	23	14	260	1431	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	379	84	1218	0	253	154	958	1885	64			
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	1049	360	1568	0	1089	663	1781	3504	120			
Grp Volume(v), veh/h	217	0	263	0	0	37	260	724	756			
Grp Sat Flow(s),veh/h/ln	1409	0	1568	0	0	1751	1781	1777	1847			
Q Serve(g_s), s	6.0	0.0	0.0	0.0	0.0	0.8	3.8	15.1	15.2			
Cycle Q Clear(g_c), s	6.8	0.0	0.0	0.0	0.0	0.8	3.8	15.1	15.2			
Prop In Lane	0.77		1.00	0.00		0.38	1.00		0.06			
Lane Grp Cap(c), veh/h	462	0	1218	0	0	408	958	956	993			
V/C Ratio(X)	0.47	0.00	0.22	0.00	0.00	0.09	0.27	0.76	0.76			
Avail Cap(c_a), veh/h	1044	0	1842	0	0	1106	1106	1103	1147			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	16.7	0.0	1.5	0.0	0.0	14.3	5.9	8.6	8.6			
Incr Delay (d2), s/veh	0.7	0.0	0.1	0.0	0.0	0.0	0.2	2.7	2.6			
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	2.0	0.0	0.0	0.0	0.0	0.3	1.0	4.6	4.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	1.6	0.0	0.0	14.3	6.1	11.2	11.2			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		480			37			1740				
Approach Delay, s/veh		8.8			14.3			10.4				
Approach LOS		A			B			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		30.1		17.5				17.5				
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		17.2		8.8				2.8				
Green Ext Time (p_c), s		8.4		2.3				0.1				

Intersection Summary

HCM 6th Ctrl Delay	10.2
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)	32	48	49	236	3	10	19	590	441	215	1305	22
Future Volume (veh/h)	32	48	49	236	3	10	19	590	441	215	1305	22
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		0.99	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		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	56	57	274	3	12	22	686	513	250	1517	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	55	111	113	304	88	353	32	1297	574	278	2603	45
Arrive On Green	0.03	0.13	0.13	0.17	0.27	0.27	0.02	0.37	0.37	0.16	0.50	0.50
Sat Flow, veh/h	1781	841	856	1781	325	1298	1781	3554	1573	1781	5169	89
Grp Volume(v), veh/h	37	0	113	274	0	15	22	686	513	250	999	544
Grp Sat Flow(s),veh/h/ln	1781	0	1698	1781	0	1623	1781	1777	1573	1781	1702	1853
Q Serve(g_s), s	2.3	0.0	6.8	16.6	0.0	0.7	1.4	16.8	33.9	15.2	22.7	22.7
Cycle Q Clear(g_c), s	2.3	0.0	6.8	16.6	0.0	0.7	1.4	16.8	33.9	15.2	22.7	22.7
Prop In Lane	1.00		0.50	1.00		0.80	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	55	0	225	304	0	441	32	1297	574	278	1714	933
V/C Ratio(X)	0.68	0.00	0.50	0.90	0.00	0.03	0.69	0.53	0.89	0.90	0.58	0.58
Avail Cap(c_a), veh/h	111	0	477	331	0	644	94	1353	599	300	1714	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	52.9	0.0	44.5	44.9	0.0	29.5	53.9	27.6	33.0	45.7	19.2	19.2
Incr Delay (d2), s/veh	13.5	0.0	0.6	25.4	0.0	0.0	9.7	0.6	16.2	25.3	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.9	9.5	0.0	0.3	0.7	7.1	15.4	8.6	8.7	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	0.0	45.1	70.3	0.0	29.5	63.6	28.2	49.1	71.0	19.7	20.2
LnGrp LOS	E	A	D	E	A	C	E	C	D	E	B	C
Approach Vol, veh/h		150		289			1221			1793		
Approach Delay, s/veh		50.4		68.1			37.6			27.0		
Approach LOS		D		E			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.6	46.0	23.3	19.4	6.4	61.3	7.9	34.8				
Change Period (Y+Rc), s	4.4	* 5.7	4.5	* 4.8	4.4	5.7	4.5	* 4.8				
Max Green Setting (Gmax), s	30.6	* 42	20.5	* 31	5.8	54.1	6.9	* 44				
Max Q Clear Time (g_c+11), s	11.2	35.9	18.6	8.8	3.4	24.7	4.3	2.7				
Green Ext Time (p_c), s	0.1	4.4	0.2	0.4	0.0	13.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D

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)	1492	1868	1687	138	87	39
Future Volume (veh/h)	1492	1868	1687	138	87	39
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	1554	1946	1757	0	91	41
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	1756	2846	2103		128	668
Arrive On Green	0.35	0.82	0.42	0.00	0.07	0.07
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1554	1946	1757	0	91	41
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	26.2	20.7	28.3	0.0	4.5	1.4
Cycle Q Clear(g_c), s	26.2	20.7	28.3	0.0	4.5	1.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1756	2846	2103		128	668
V/C Ratio(X)	0.88	0.68	0.84		0.71	0.06
Avail Cap(c_a), veh/h	2322	2846	2103		336	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.75	0.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	3.3	23.2	0.0	40.9	15.5
Incr Delay (d2), s/veh	2.9	1.4	3.1	0.0	7.1	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	10.0	2.6	10.5	0.0	2.2	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.5	4.7	26.4	0.0	47.9	15.5
LnGrp LOS	C	A	C		D	B
Approach Vol, veh/h		3500	1757	A	132	
Approach Delay, s/veh		16.1	26.4		37.9	
Approach LOS		B	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		79.1		10.9	35.9	43.3
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		63.3		17.0	41.6	* 18
Max Q Clear Time (g_c+I1), s		22.7		6.5	28.2	30.3
Green Ext Time (p_c), s		38.1		0.2	3.2	0.0

Intersection Summary

HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B

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)	546	1332	94	104	643	100	96	325	146	206	779	675
Future Volume (veh/h)	546	1332	94	104	643	100	96	325	146	206	779	675
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	635	1549	109	121	748	116	112	378	170	240	906	785
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	700	2433	170	214	1974	306	115	329	276	230	868	1240
Arrive On Green	0.20	0.72	0.72	0.12	0.64	0.64	0.06	0.18	0.18	0.13	0.24	0.24
Sat Flow, veh/h	3456	3366	235	1781	3083	478	1781	1870	1572	1781	3554	2761
Grp Volume(v), veh/h	635	813	845	121	431	433	112	378	170	240	906	785
Grp Sat Flow(s),veh/h/ln	1728	1777	1824	1781	1777	1784	1781	1870	1572	1781	1777	1381
Q Serve(g_s), s	25.1	32.7	33.5	9.0	16.1	16.1	8.8	24.6	15.8	18.1	34.2	30.8
Cycle Q Clear(g_c), s	25.1	32.7	33.5	9.0	16.1	16.1	8.8	24.6	15.8	18.1	34.2	30.8
Prop In Lane	1.00		0.13	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	700	1284	1319	214	1138	1142	115	329	276	230	868	1240
V/C Ratio(X)	0.91	0.63	0.64	0.57	0.38	0.38	0.98	1.15	0.62	1.04	1.04	0.63
Avail Cap(c_a), veh/h	805	1284	1319	214	1138	1142	115	329	276	230	868	1240
HCM Platoon Ratio	1.00	1.00	1.00	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	0.88	0.88	0.88	0.98	0.98	0.98	0.74	0.74	0.74
Uniform Delay (d), s/veh	54.5	9.9	10.0	58.2	12.0	12.0	65.4	57.7	67.8	61.0	52.9	29.9
Incr Delay (d2), s/veh	12.8	2.4	2.4	9.2	0.8	0.8	75.9	96.4	4.2	62.4	38.4	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/ft	2.0	12.0	12.6	4.6	6.3	6.4	6.4	20.3	6.6	12.1	19.7	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	12.3	12.4	67.4	12.8	12.8	141.3	154.1	72.0	123.4	91.3	30.8
LnGrp LOS	E	B	B	E	B	B	F	F	E	F	F	C
Approach Vol, veh/h		2293			985			660			1931	
Approach Delay, s/veh		27.6			19.5			130.8			70.7	
Approach LOS		C			B			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.1	29.5	21.2	108.2	13.4	39.2	32.8	96.6				
Change Period (Y+Rc), s	5.0	* 4.9	4.4	* 5.8	4.4	5.0	4.4	5.8				
Max Green Setting (Gmax), s	18.5	* 25	16.8	* 62	9.0	33.6	32.6	45.2				
Max Q Clear Time (g_c+Q), s	20.6	26.6	11.0	35.5	10.8	36.2	27.1	18.1				
Green Ext Time (p_c), s	0.0	0.0	0.1	17.7	0.0	0.0	1.2	4.9				

Intersection Summary

HCM 6th Ctrl Delay	52.0
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	1448	156	38	180	0	0	0	0	298	670	697
Future Volume (veh/h)	0	1448	156	38	180	0	0	0	0	298	670	697
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	1540	166	40	191	0				317	713	741
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	3313	353	70	3916	0				330	801	862
Arrive On Green	0.00	1.00	1.00	0.04	1.00	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3332	345	1781	3647	0				1048	2547	2741
Grp Volume(v), veh/h	0	837	869	40	191	0				550	480	741
Grp Sat Flow(s),veh/h/ln	0	1777	1808	1781	1777	0				1818	1777	1370
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	0.0				32.7	27.9	27.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.4	0.0	0.0				32.7	27.9	27.9
Prop In Lane	0.00		0.19	1.00		0.00				0.58		1.00
Lane Grp Cap(c), veh/h	0	1817	1849	70	3916	0				572	559	862
V/C Ratio(X)	0.00	0.46	0.47	0.57	0.05	0.00				0.96	0.86	0.86
Avail Cap(c_a), veh/h	0	1817	1849	70	3916	0				572	559	862
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	0.09	0.09	0.60	0.60	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	52.0	0.0	0.0				37.1	35.4	35.4
Incr Delay (d2), s/veh	0.0	0.1	0.1	4.4	0.0	0.0				29.3	15.7	10.9
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	0.0	0.0	1.1	0.0	0.0				19.1	14.5	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	0.1	56.4	0.0	0.0				66.4	51.1	46.3
LnGrp LOS	A	A	A	E	A	A				E	D	D
Approach Vol, veh/h		1706			231						1771	
Approach Delay, s/veh		0.1			9.8						53.8	
Approach LOS		A			A						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	120.8			40.0		129.5						
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6						
Max Green Setting (Gmax), s	4.3	* 56		34.6		63.4						
Max Q Clear Time (g_c+14), s	14.4	2.0		34.7		2.0						
Green Ext Time (p_c), s	0.0	4.4		0.0		0.4						

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑			↑↑			↑↑	↗			
Traffic Volume (veh/h)	794	920	0	0	184	172	42	246	124	0	0	0
Future Volume (veh/h)	794	920	0	0	184	172	42	246	124	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	854	989	0	0	198	185	45	265	133			
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	1856	1456	0	0	352	310	66	413	192			
Arrive On Green	1.00	1.00	0.00	0.00	0.20	0.20	0.13	0.13	0.13			
Sat Flow, veh/h	3456	1870	0	0	1880	1577	502	3120	1451			
Grp Volume(v), veh/h	854	989	0	0	197	186	166	144	133			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1587	1845	1777	1451			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	11.0	11.7	9.4	8.4	9.6			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	11.0	11.7	9.4	8.4	9.6			
Prop In Lane	1.00		0.00	0.00		0.99	0.27		1.00			
Lane Grp Cap(c), veh/h	1856	1456	0	0	350	312	244	235	192			
V/C Ratio(X)	0.46	0.68	0.00	0.00	0.56	0.60	0.68	0.61	0.69			
Avail Cap(c_a), veh/h	1856	1456	0	0	603	538	354	341	278			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.26	0.26	0.00	0.00	1.00	1.00	0.93	0.93	0.93			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	39.9	40.2	45.5	45.1	45.6			
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.5	0.7	1.1	0.9	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	0.0	0.3	0.0	0.0	4.7	4.5	4.4	3.8	3.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.7	0.0	0.0	40.4	40.9	46.6	46.0	47.1			
LnGrp LOS	A	A	A	A	D	D	D	D	D			
Approach Vol, veh/h		1843			383			443				
Approach Delay, s/veh		0.4			40.6			46.6				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		90.5			64.0	26.5		19.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		79.1			37.4	* 37		21.1				
Max Q Clear Time (g_c+I1), s		2.0			2.0	13.7		11.6				
Green Ext Time (p_c), s		5.5			3.4	1.4		1.1				

Intersection Summary

HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
* 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)	188	1142	656	0	0	2057
Future Volume (veh/h)	188	1142	656	0	0	2057
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	196	0	683	0	0	2143
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	228		3181	0	187	4919
Arrive On Green	0.13	0.00	0.64	0.00	0.00	0.78
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	196	0	683	0	0	2143
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.9	0.0	6.3	0.0	0.0	12.4
Cycle Q Clear(g_c), s	11.9	0.0	6.3	0.0	0.0	12.4
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	228		3181	0	187	4919
V/C Ratio(X)	0.86		0.21	0.00	0.00	0.44
Avail Cap(c_a), veh/h	486		3181	0	643	4919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.74	0.00	0.83	0.00	0.00	0.67
Uniform Delay (d), s/veh	47.0	0.0	8.3	0.0	0.0	3.9
Incr Delay (d2), s/veh	2.8	0.0	0.0	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	5.4	0.0	2.0	0.0	0.0	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.8	0.0	8.4	0.0	0.0	4.1
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	196	A	683			2143
Approach Delay, s/veh	49.8		8.4			4.1
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.9	75.1			91.0	19.0
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	39.7	26.1			70.2	30.0
Max Q Clear Time (g_c+10), s	10.6	8.3			14.4	13.9
Green Ext Time (p_c), s	0.0	5.6			35.8	0.2

Intersection Summary

HCM 6th Ctrl Delay		8.0
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	178	1176	102	135	439	0	0	894	59
Future Volume (veh/h)	0	0	0	178	1176	102	135	439	0	0	894	59
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		0.97
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		No		No
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				187	1238	107	142	462	0	0	941	62
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	0	2	2	0	0	2	2
Cap, veh/h				285	2015	179	170	1921	0	0	1087	71
Arrive On Green				0.15	0.15	0.15	0.19	0.75	0.00	0.00	0.22	0.22
Sat Flow, veh/h				613	4337	385	1781	5274	0	0	5052	321
Grp Volume(v), veh/h				561	473	498	142	462	0	0	655	348
Grp Sat Flow(s),veh/h/ln				1840	1702	1794	1781	1702	0	0	1702	1801
Q Serve(g_s), s				31.6	28.5	28.5	8.4	3.0	0.0	0.0	20.4	20.5
Cycle Q Clear(g_c), s				31.6	28.5	28.5	8.4	3.0	0.0	0.0	20.4	20.5
Prop In Lane				0.33		0.21	1.00		0.00	0.00		0.18
Lane Grp Cap(c), veh/h				855	791	833	170	1921	0	0	757	401
V/C Ratio(X)				0.66	0.60	0.60	0.83	0.24	0.00	0.00	0.86	0.87
Avail Cap(c_a), veh/h				855	791	833	236	2186	0	0	823	436
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	0.61	0.61	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				38.3	37.0	37.0	43.7	8.9	0.0	0.0	41.2	41.2
Incr Delay (d2), s/veh				3.3	2.8	2.6	7.8	0.0	0.0	0.0	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
%ile BackOfQ(50%),veh/ln				16.3	13.6	14.3	3.7	1.0	0.0	0.0	8.5	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.6	39.8	39.6	51.5	8.9	0.0	0.0	42.1	42.9
LnGrp LOS				D	D	D	D	A	A	A	D	D
Approach Vol, veh/h				1532				604			1003	
Approach Delay, s/veh				40.4				18.9			42.3	
Approach LOS				D				B			D	
Timer - Assigned Phs				3	4		6	8				
Phs Duration (G+Y+Rc), s				16.4	30.9		57.0	47.3				
Change Period (Y+Rc), s				5.9	* 6.4		5.9	5.9				
Max Green Setting (Gmax), s				14.6	* 27		51.1	47.1				
Max Q Clear Time (g_c+I1), s				10.4	22.5		33.6	5.0				
Green Ext Time (p_c), s				0.1	2.0		7.9	3.8				
Intersection Summary												
HCM 6th Ctrl Delay				36.9								
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	260	1412	0	0	0	0	0	506	74
Future Volume (veh/h)	0	0	0	260	1412	0	0	0	0	0	506	74
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				271	1471	0				0	527	77
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				514	2999	0				0	1066	153
Arrive On Green				0.22	0.22	0.00				0.00	0.24	0.24
Sat Flow, veh/h				767	4638	0				0	4660	644
Grp Volume(v), veh/h				648	1094	0				0	397	207
Grp Sat Flow(s),veh/h/ln				1832	1702	0				0	1702	1732
Q Serve(g_s), s				34.3	30.8	0.0				0.0	11.1	11.4
Cycle Q Clear(g_c), s				34.3	30.8	0.0				0.0	11.1	11.4
Prop In Lane				0.42		0.00				0.00		0.37
Lane Grp Cap(c), veh/h				1229	2284	0				0	808	411
V/C Ratio(X)				0.53	0.48	0.00				0.00	0.49	0.50
Avail Cap(c_a), veh/h				1229	2284	0				0	808	411
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				27.4	26.1	0.0				0.0	36.2	36.3
Incr Delay (d2), s/veh				1.6	0.7	0.0				0.0	2.1	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				17.3	14.2	0.0				0.0	4.9	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.1	26.8	0.0				0.0	38.4	40.7
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1742						604	
Approach Delay, s/veh					27.6						39.2	
Approach LOS					C						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				31.0		79.0						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				26.1		73.8						
Max Q Clear Time (g_c+I1), s				13.4		36.3						
Green Ext Time (p_c), s				0.8		2.7						
Intersection Summary												
HCM 6th Ctrl Delay											30.6	
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	1595	101	91	194	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1595	101	91	194	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	1644	104	94	200	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	3414	216	229	526	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5077	310	1090	2596	0			
Grp Volume(v), veh/h				0	1140	608	157	137	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1815	1816	1777	0			
Q Serve(g_s), s				0.0	31.9	31.9	9.1	8.1	0.0			
Cycle Q Clear(g_c), s				0.0	31.9	31.9	9.1	8.1	0.0			
Prop In Lane				0.00		0.17	0.60		0.00			
Lane Grp Cap(c), veh/h				0	2367	1262	381	373	0			
V/C Ratio(X)				0.00	0.48	0.48	0.41	0.37	0.00			
Avail Cap(c_a), veh/h				0	2367	1262	381	373	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	25.2	25.2	44.7	44.2	0.0			
Incr Delay (d2), s/veh				0.0	0.7	1.3	3.2	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	14.7	15.9	4.8	4.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	25.9	26.5	47.9	47.0	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1748			294				
Approach Delay, s/veh					26.1			47.5				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.0		28.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						76.5		23.1				
Max Q Clear Time (g_c+I1), s						33.9		11.1				
Green Ext Time (p_c), s						19.2		1.3				
Intersection Summary												
HCM 6th Ctrl Delay											29.2	
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	247	1695	0	0	0	0	0	522	53
Future Volume (veh/h)	0	0	0	247	1695	0	0	0	0	0	522	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				263	1803	0				0	555	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				409	3009	0				0	908	398
Arrive On Green				0.22	0.22	0.00				0.00	0.26	0.26
Sat Flow, veh/h				627	4784	0				0	3647	1559
Grp Volume(v), veh/h				771	1295	0				0	555	56
Grp Sat Flow(s),veh/h/ln				1839	1702	0				0	1777	1559
Q Serve(g_s), s				42.0	37.6	0.0				0.0	15.2	3.1
Cycle Q Clear(g_c), s				42.0	37.6	0.0				0.0	15.2	3.1
Prop In Lane				0.34		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1199	2219	0				0	908	398
V/C Ratio(X)				0.64	0.58	0.00				0.00	0.61	0.14
Avail Cap(c_a), veh/h				1199	2219	0				0	908	398
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				31.5	29.8	0.0				0.0	36.1	31.6
Incr Delay (d2), s/veh				2.7	1.1	0.0				0.0	3.1	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.5	17.4	0.0				0.0	7.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.2	30.9	0.0				0.0	39.2	32.4
LnGrp LOS				C	C	A				A	D	C
Approach Vol, veh/h					2066						611	
Approach Delay, s/veh					32.1						38.6	
Approach LOS					C						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				33.0		77.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				28.1		71.7						
Max Q Clear Time (g_c+I1), s				17.2		44.0						
Green Ext Time (p_c), s				3.1		18.8						
Intersection Summary												
HCM 6th Ctrl Delay											33.6	
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	1903	58	68	105	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1903	58	68	105	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	2003	61	72	111	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	3541	108	279	472	0			
Arrive On Green				0.00	0.70	0.70	0.07	0.07	0.00			
Sat Flow, veh/h				0	5260	155	1331	2343	0			
Grp Volume(v), veh/h				0	1338	726	98	85	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1842	1804	1777	0			
Q Serve(g_s), s				0.0	21.7	21.8	5.6	5.0	0.0			
Cycle Q Clear(g_c), s				0.0	21.7	21.8	5.6	5.0	0.0			
Prop In Lane				0.00		0.08	0.74		0.00			
Lane Grp Cap(c), veh/h				0	2367	1281	379	373	0			
V/C Ratio(X)				0.00	0.57	0.57	0.26	0.23	0.00			
Avail Cap(c_a), veh/h				0	2367	1281	379	373	0			
HCM Platoon Ratio				1.00	1.00	1.00	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	8.4	8.4	43.1	42.8	0.0			
Incr Delay (d2), s/veh				0.0	1.0	1.8	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	7.4	8.3	2.8	2.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	9.4	10.2	44.7	44.2	0.0			
LnGrp LOS				A	A	B	D	D	A			
Approach Vol, veh/h					2064			183				
Approach Delay, s/veh					9.7			44.5				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.0		28.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						76.5		23.1				
Max Q Clear Time (g_c+I1), s						23.8		7.6				
Green Ext Time (p_c), s						27.4		0.8				
Intersection Summary												
HCM 6th Ctrl Delay											12.5	
HCM 6th LOS											B	

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑			↑				↑
Traffic Vol, veh/h	0	0	0	0	178	656	3	105	0	0	1	25
Future Vol, veh/h	0	0	0	0	178	656	3	105	0	0	1	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	185	683	3	109	0	0	1	26













Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	-	0	93 868
Stage 1	-	-	0 0
Stage 2	-	-	93 868
Critical Hdwy	-	-	7.54 6.54
Critical Hdwy Stg 1	-	-	- 5.54
Critical Hdwy Stg 2	-	-	6.54 5.54
Follow-up Hdwy	-	-	3.52 4.02
Pot Cap-1 Maneuver	0	-	881 289
Stage 1	0	-	0 527
Stage 2	0	-	904 368
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	840 289
Mov Cap-2 Maneuver	-	-	840 289
Stage 1	-	-	- 527
Stage 2	-	-	861 368

Approach	WB	NB	SB
HCM Control Delay, s	0	24.8	11.6
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	289	-	-	570
HCM Lane V/C Ratio	0.378	-	-	0.046
HCM Control Delay (s)	24.8	-	-	11.6
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.7	-	-	0.1

SAN ADP EA
25: N Harbor Dr & W Grape St

Year 2026 with Project
Timing Plan: PM PEAK

												
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	646	151	1064	1216	0
Future Volume (veh/h)	0	0	0	0	0	0	0	646	151	1064	1216	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		0.91	1.00		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	659	154	1086	1241	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	1804	524	2767	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.36	0.36	0.37	0.64	0.00
Sat Flow, veh/h		0					0	5149	1447	5023	1826	0
Grp Volume(v), veh/h		0.0					0	659	154	1086	1241	0
Grp Sat Flow(s),veh/h/ln							0	1662	1447	1674	1826	0
Q Serve(g_s), s							0.0	10.7	8.4	17.5	49.6	0.0
Cycle Q Clear(g_c), s							0.0	10.7	8.4	17.5	49.6	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1804	524	2767	1740	0
V/C Ratio(X)							0.00	0.37	0.29	0.39	0.71	0.00
Avail Cap(c_a), veh/h							0	1804	524	2767	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	25.8	25.1	21.1	9.9	0.0
Incr Delay (d2), s/veh							0.0	0.3	0.8	0.1	2.2	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	4.1	2.9	7.2	15.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	26.1	25.9	21.2	12.1	0.0
LnGrp LOS							A	C	C	C	B	A
Approach Vol, veh/h								813			2327	
Approach Delay, s/veh								26.1			16.4	
Approach LOS								C			B	
Timer - Assigned Phs	1	2										6
Phs Duration (G+Y+Rc), s	65.0	45.0										110.0
Change Period (Y+Rc), s	4.4	* 5.2										5.2
Max Green Setting (Gmax), s	36.4	* 27										67.8
Max Q Clear Time (g_c+I1), s	19.5	12.7										51.6
Green Ext Time (p_c), s	4.0	7.4										11.1
Intersection Summary												
HCM 6th Ctrl Delay												18.9
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)	59	1163	66	0	0	0	0	471	241	216	894	0
Future Volume (veh/h)	59	1163	66	0	0	0	0	471	241	216	894	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	1187	67				0	481	246	220	912	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	127	2681	840				0	661	286	247	1904	0
Arrive On Green	0.18	0.18	0.18				0.00	0.19	0.19	0.28	0.75	0.00
Sat Flow, veh/h	238	5024	1573				0	3572	1471	1781	5274	0
Grp Volume(v), veh/h	468	779	67				0	481	246	220	912	0
Grp Sat Flow(s),veh/h/ln	1858	1702	1573				0	1702	1471	1781	1702	0
Q Serve(g_s), s	24.9	22.4	3.9				0.0	14.6	17.8	13.0	7.8	0.0
Cycle Q Clear(g_c), s	24.9	22.4	3.9				0.0	14.6	17.8	13.0	7.8	0.0
Prop In Lane	0.13		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	992	1816	840				0	661	286	247	1904	0
V/C Ratio(X)	0.47	0.43	0.08				0.00	0.73	0.86	0.89	0.48	0.00
Avail Cap(c_a), veh/h	992	1816	840				0	715	309	398	2395	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	0.40	0.40	0.00
Uniform Delay (d), s/veh	31.4	30.4	22.7				0.0	41.6	42.9	38.9	9.8	0.0
Incr Delay (d2), s/veh	1.2	0.6	0.1				0.0	3.6	20.4	3.9	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/ft	2.7	10.4	1.5				0.0	6.4	8.0	5.0	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	30.9	22.9				0.0	45.2	63.3	42.8	9.8	0.0
LnGrp LOS	C	C	C				A	D	E	D	A	A
Approach Vol, veh/h		1314						727			1132	
Approach Delay, s/veh		31.1						51.3			16.2	
Approach LOS		C						D			B	
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		63.6		46.4			19.7	26.8				
Change Period (Y+Rc), s		4.9		5.4			4.4	*5.4				
Max Green Setting (Gmax), s		48.1		51.6			24.6	*23				
Max Q Clear Time (g_c+I1), s		26.9		9.8			15.0	19.8				
Green Ext Time (p_c), s		12.6		5.8			0.2	1.6				

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)	0	1624	46	0	0	0	0	0	0	279	504	0
Future Volume (veh/h)	0	1624	46	0	0	0	0	0	0	279	504	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	1785	51							307	554	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	3157	90							505	1008	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5267	146							1732	3624	0
Grp Volume(v), veh/h	0	1191	645							316	545	0
Grp Sat Flow(s),veh/h/ln	0	1702	1840							1784	1702	0
Q Serve(g_s), s	0.0	34.6	34.7							18.7	16.8	0.0
Cycle Q Clear(g_c), s	0.0	34.6	34.7							18.7	16.8	0.0
Prop In Lane	0.00		0.08							0.97		0.00
Lane Grp Cap(c), veh/h	0	2107	1139							521	993	0
V/C Ratio(X)	0.00	0.57	0.57							0.61	0.55	0.00
Avail Cap(c_a), veh/h	0	2107	1139							521	993	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	30.4	30.5							43.7	42.8	0.0
Incr Delay (d2), s/veh	0.0	1.1	2.0							5.2	2.2	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	16.0	17.7							9.7	8.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.6	32.5							48.9	45.0	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1836									861	
Approach Delay, s/veh		31.9									46.4	
Approach LOS		C									D	
Timer - Assigned Phs		2	4									
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		36.7	20.7									
Green Ext Time (p_c), s		6.1	2.1									
Intersection Summary												
HCM 6th Ctrl Delay			36.5									
HCM 6th LOS			D									



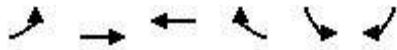
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	71	2146	0	0	0	0	0	202	255	0	0	0
Future Volume (veh/h)	71	2146	0	0	0	0	0	202	255	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, 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	78	2358	0				0	222	280			
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	105	3394	0				0	438	368			
Arrive On Green	0.22	0.22	0.00				0.00	0.25	0.25			
Sat Flow, veh/h	159	5276	0				0	1870	1492			
Grp Volume(v), veh/h	916	1520	0				0	222	280			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1492			
Q Serve(g_s), s	50.4	45.0	0.0				0.0	11.8	19.1			
Cycle Q Clear(g_c), s	50.4	45.0	0.0				0.0	11.8	19.1			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1238	2262	0				0	438	368			
V/C Ratio(X)	0.74	0.67	0.00				0.00	0.51	0.76			
Avail Cap(c_a), veh/h	1238	2262	0				0	438	368			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	34.1	32.0	0.0				0.0	35.7	38.5			
Incr Delay (d2), s/veh	4.0	1.6	0.0				0.0	4.2	13.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	26.4	20.9	0.0				0.0	5.7	8.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	33.6	0.0				0.0	39.9	52.3			
LnGrp LOS	D	C	A				A	D	D			
Approach Vol, veh/h		2436						502				
Approach Delay, s/veh		35.3						46.8				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		78.0						32.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		73.1						27.1				
Max Q Clear Time (g_c+I1), s		52.4						21.1				
Green Ext Time (p_c), s		17.3						1.7				
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	2678	73	0	0	0	0	0	0	350	408	0
Future Volume (veh/h)	0	2678	73	0	0	0	0	0	0	350	408	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	2911	79							380	443	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	3489	94							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5279	137							1781	3647	0
Grp Volume(v), veh/h	0	1930	1060							380	443	0
Grp Sat Flow(s),veh/h/ln	0	1702	1844							1781	1777	0
Q Serve(g_s), s	0.0	59.4	60.5							23.3	13.2	0.0
Cycle Q Clear(g_c), s	0.0	59.4	60.5							23.3	13.2	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1259							406	811	0
V/C Ratio(X)	0.00	0.83	0.84							0.93	0.55	0.00
Avail Cap(c_a), veh/h	0	2324	1259							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	36.5	37.0							50.0	45.4	0.0
Incr Delay (d2), s/veh	0.0	3.6	7.0							30.9	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0	0.0	28.1	32.2							14.7	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.2	43.9							81.0	48.0	0.0
LnGrp LOS	A	D	D							F	D	A
Approach Vol, veh/h		2990									823	
Approach Delay, s/veh		41.5									63.2	
Approach LOS		D									E	
Timer - Assigned Phs		2	4									
Phs Duration (G+Y+Rc), s		80.0	30.0									
Change Period (Y+Rc), s		4.9	4.9									
Max Green Setting (Gmax), s		75.1	25.1									
Max Q Clear Time (g_c+l1), s		62.5	25.3									
Green Ext Time (p_c), s		12.0	0.0									
Intersection Summary												
HCM 6th Ctrl Delay			46.2									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	73	2606	0	0	0	0	0	111	66	0	0	0
Future Volume (veh/h)	73	2606	0	0	0	0	0	111	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	86	3066	0				0	131	78			
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	99	3775	0				0	385	216			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	135	5301	0				0	2289	1230			
Grp Volume(v), veh/h	1187	1965	0				0	104	105			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1649			
Q Serve(g_s), s	67.2	59.4	0.0				0.0	5.7	6.1			
Cycle Q Clear(g_c), s	67.2	59.4	0.0				0.0	5.7	6.1			
Prop In Lane	0.07		0.00				0.00		0.75			
Lane Grp Cap(c), veh/h	1371	2504	0				0	312	289			
V/C Ratio(X)	0.87	0.79	0.00				0.00	0.34	0.36			
Avail Cap(c_a), veh/h	1371	2504	0				0	312	289			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	36.4	33.5	0.0				0.0	39.7	39.9			
Incr Delay (d2), s/veh	7.5	2.6	0.0				0.0	2.9	3.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	66.2	27.8	0.0				0.0	2.7	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	36.1	0.0				0.0	42.6	43.4			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		3152						209				
Approach Delay, s/veh		39.1						43.0				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.8						24.2				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.9						19.3				
Max Q Clear Time (g_c+I1), s		69.2						8.1				
Green Ext Time (p_c), s		11.4						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			39.3									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖↗	↘
Traffic Volume (veh/h)	21	1100	924	49	147	145
Future Volume (veh/h)	21	1100	924	49	147	145
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	1826	1870	1870
Adj Flow Rate, veh/h	23	1196	1004	53	160	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	460	4028	2465	130	402	184
Arrive On Green	0.26	0.81	0.68	0.68	0.12	0.12
Sat Flow, veh/h	1781	5149	5012	256	3456	1585
Grp Volume(v), veh/h	23	1196	688	369	160	158
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1780	1728	1585
Q Serve(g_s), s	1.4	8.5	12.9	13.0	6.0	13.7
Cycle Q Clear(g_c), s	1.4	8.5	12.9	13.0	6.0	13.7
Prop In Lane	1.00			0.14	1.00	1.00
Lane Grp Cap(c), veh/h	460	4028	1690	905	402	184
V/C Ratio(X)	0.05	0.30	0.41	0.41	0.40	0.86
Avail Cap(c_a), veh/h	460	4028	1690	905	1064	488
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	39.0	3.4	13.2	13.2	57.3	60.7
Incr Delay (d2), s/veh	0.0	0.2	0.7	1.3	0.2	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	0.6	2.1	4.2	4.7	2.7	11.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.1	3.6	13.9	14.5	57.6	65.1
LnGrp LOS	D	A	B	B	E	E
Approach Vol, veh/h		1219	1057		318	
Approach Delay, s/veh		4.2	14.1		61.3	
Approach LOS		A	B		E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.8		21.2	41.8	77.0
Change Period (Y+Rc), s		5.7		4.9	5.7	* 5.8
Max Green Setting (Gmax), s		86.3		43.1	10.6	* 71
Max Q Clear Time (g_c+I1), s		10.5		15.7	3.4	15.0
Green Ext Time (p_c), s		32.7		0.6	0.0	21.8

Intersection Summary

HCM 6th Ctrl Delay	15.3
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)	101	1138	18	17	916	11	0	13	27	85	0	20
Future Volume (veh/h)	101	1138	18	17	916	11	0	13	27	85	0	20
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	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	1308	21	20	1053	0	0	15	31	98	0	23
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	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	655	2574	41	464	2001		62	19	39	184	0	84
Arrive On Green	0.73	1.00	1.00	0.26	0.40	0.00	0.00	0.03	0.03	0.05	0.00	0.05
Sat Flow, veh/h	1781	5053	81	1781	4985	1585	1781	541	1117	3456	0	1576
Grp Volume(v), veh/h	116	860	469	20	1053	0	0	0	46	98	0	23
Grp Sat Flow(s),veh/h/ln	1781	1662	1811	1781	1662	1585	1781	0	1658	1728	0	1576
Q Serve(g_s), s	2.8	0.0	0.0	1.2	22.4	0.0	0.0	0.0	3.9	3.9	0.0	2.0
Cycle Q Clear(g_c), s	2.8	0.0	0.0	1.2	22.4	0.0	0.0	0.0	3.9	3.9	0.0	2.0
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	655	1692	922	464	2001		62	0	58	184	0	84
V/C Ratio(X)	0.18	0.51	0.51	0.04	0.53		0.00	0.00	0.79	0.53	0.00	0.27
Avail Cap(c_a), veh/h	655	1692	922	464	2001		103	0	96	842	0	384
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	12.1	0.0	0.0	38.7	31.8	0.0	0.0	0.0	67.1	64.6	0.0	63.7
Incr Delay (d2), s/veh	0.0	1.1	1.9	0.0	1.0	0.0	0.0	0.0	8.8	0.9	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.2	0.5	0.5	9.0	0.0	0.0	0.0	1.8	1.7	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	1.1	1.9	38.8	32.8	0.0	0.0	0.0	75.8	65.4	0.0	64.3
LnGrp LOS	B	A	A	D	C		A	A	E	E	A	E
Approach Vol, veh/h	1445				1073	A	46				121	
Approach Delay, s/veh	2.2				32.9		75.8				65.2	
Approach LOS	A				C		E				E	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	40.8	77.0	12.4		55.8	62.0	9.8					
Change Period (Y+Rc), s	4.4	5.7	4.9		4.4	5.8	4.9					
Max Green Setting (Gmax), s	66.6	71.3	34.1		21.6	56.2	8.1					
Max Q Clear Time (g_c+1), s	13.2	2.0	5.9		4.8	24.4	5.9					
Green Ext Time (p_c), s	0.0	26.0	0.3		0.1	14.1	0.0					

Intersection Summary

HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 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)	185	1399	132	287	1038	0	145	32	336	0	24	148
Future Volume (veh/h)	185	1399	132	287	1038	0	145	32	336	0	24	148
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		0.89
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	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	1504	142	309	1116	0	156	34	0	0	26	159
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	5	2	2	2	2	2	2
Cap, veh/h	224	1577	598	1462	3914	0	212	115		0	94	124
Arrive On Green	0.13	0.32	0.32	0.42	0.62	0.00	0.06	0.06	0.00	0.00	0.05	0.05
Sat Flow, veh/h	1781	4985	1584	3456	6537	0	3456	1870	1585	0	1870	2488
Grp Volume(v), veh/h	199	1504	142	309	1116	0	156	34	0	0	26	159
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	0	1728	1870	1585	0	1870	1244
Q Serve(g_s), s	15.4	41.4	8.6	7.9	11.4	0.0	6.2	2.4	0.0	0.0	1.9	7.0
Cycle Q Clear(g_c), s	15.4	41.4	8.6	7.9	11.4	0.0	6.2	2.4	0.0	0.0	1.9	7.0
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	224	1577	598	1462	3914	0	212	115		0	94	124
V/C Ratio(X)	0.89	0.95	0.24	0.21	0.29	0.00	0.74	0.30		0.00	0.28	1.28
Avail Cap(c_a), veh/h	358	1577	598	1462	3914	0	913	494		0	94	124
HCM Platoon Ratio	1.00	1.00	1.00	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	0.98	0.98	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	60.3	46.8	29.8	25.6	12.1	0.0	64.6	62.8	0.0	0.0	64.1	66.5
Incr Delay (d2), s/veh	10.0	14.0	0.9	0.0	0.0	0.0	1.8	0.5	0.0	0.0	1.6	173.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	18.6	3.7	3.2	3.8	0.0	2.8	1.2	0.0	0.0	0.9	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	60.9	30.7	25.6	12.1	0.0	66.4	63.3	0.0	0.0	65.7	239.6
LnGrp LOS	E	E	C	C	B	A	E	E		A	E	F
Approach Vol, veh/h		1845			1425			190	A		185	
Approach Delay, s/veh		59.6			15.0			65.9			215.2	
Approach LOS		E			B			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	64.6	50.0		11.9	22.0	92.6		13.5				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	31.8	* 44		7.0	28.1	48.3		37.0				
Max Q Clear Time (g_c+I), s	19.9	43.4		9.0	17.4	13.4		8.2				
Green Ext Time (p_c), s	0.5	0.9		0.0	0.2	19.9		0.4				

Intersection Summary

HCM 6th Ctrl Delay	50.4
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.
- Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

SAN ADP EA
 34: Harbor Island Dr & Sheraton Hotel/Old Rent A Car Access

Year 2026 with Project
 Timing Plan: PM PEAK



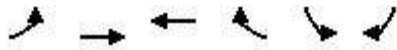
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	0	42	5	0	20	22	384	14	14	405	65
Future Volume (veh/h)	82	0	42	5	0	20	22	384	14	14	405	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	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	29	45	5	12	13	23	409	15	15	431	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	55	85	16	38	44	200	1113	41	201	978	155
Arrive On Green	0.08	0.08	0.08	0.03	0.03	0.03	0.11	0.32	0.32	0.11	0.32	0.32
Sat Flow, veh/h	1781	647	1004	542	1301	1538	1781	3493	128	1781	3061	487
Grp Volume(v), veh/h	66	0	74	17	0	13	23	208	216	15	249	251
Grp Sat Flow(s),veh/h/ln	1781	0	1651	1843	0	1538	1781	1777	1844	1781	1777	1771
Q Serve(g_s), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.2	3.2	0.3	3.9	4.0
Cycle Q Clear(g_c), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.2	3.2	0.3	3.9	4.0
Prop In Lane	1.00		0.61	0.29		1.00	1.00		0.07	1.00		0.27
Lane Grp Cap(c), veh/h	151	0	140	53	0	44	200	566	588	201	568	566
V/C Ratio(X)	0.44	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	253	0	235	1519	0	1268	304	1414	1467	2885	3988	3975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	15.4	16.8	0.0	16.7	14.0	9.2	9.3	14.0	9.5	9.5
Incr Delay (d2), s/veh	1.5	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/lr	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	16.8	0.0	17.7	18.0	0.0	18.1	14.1	9.5	9.5	14.0	9.9	9.9
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		140			30			447			515	
Approach Delay, s/veh		17.3			18.0			9.8			10.0	
Approach LOS		B			B			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	15.2		7.0	8.0	15.2		5.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	57.0	28.0		5.0	6.0	79.0		29.0				
Max Q Clear Time (g_c+1), s	12.3	5.2		3.5	2.4	6.0		2.3				
Green Ext Time (p_c), s	0.0	1.9		0.1	0.0	2.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	11.0
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)	259	17	9	155	175	279
Future Volume (veh/h)	259	17	9	155	175	279
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	299	0	10	0	192	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	662		344	
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	299	0	10	0	192	0
Grp Sat Flow(s),veh/h/ln	1870	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.7	0.0	0.1	0.0	2.1	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.1	0.0	2.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	867	455	662		344	
V/C Ratio(X)	0.34	0.00	0.02		0.56	
Avail Cap(c_a), veh/h	991	520	662		1136	
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	12.4	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	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.6	0.0	8.3	0.0	18.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		299	10	A	192	A
Approach Delay, s/veh		12.6	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		4.1		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	194	160	10	1	2
Future Vol, veh/h	9	194	160	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	226	186	12	1	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	198	0	-	0	325 99
Stage 1	-	-	-	-	192 -
Stage 2	-	-	-	-	133 -
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	1372	-	-	-	644 937
Stage 1	-	-	-	-	822 -
Stage 2	-	-	-	-	879 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1372	-	-	-	639 937
Mov Cap-2 Maneuver	-	-	-	-	639 -
Stage 1	-	-	-	-	815 -
Stage 2	-	-	-	-	879 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1372	-	-	-	811
HCM Lane V/C Ratio	0.008	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖↗	↑↑↑↑	↖	↗
Traffic Volume (veh/h)	3372	15	28	890	14	38
Future Volume (veh/h)	3372	15	28	890	14	38
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	3626	16	30	957	15	41
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	3944	994	771	5583	68	55
Arrive On Green	0.63	0.63	0.45	1.00	0.04	0.04
Sat Flow, veh/h	6537	1583	3456	6537	1781	1427
Grp Volume(v), veh/h	3626	16	30	957	15	41
Grp Sat Flow(s),veh/h/ln	1570	1583	1728	1570	1781	1427
Q Serve(g_s), s	71.2	0.5	0.7	0.0	1.1	4.0
Cycle Q Clear(g_c), s	71.2	0.5	0.7	0.0	1.1	4.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3944	994	771	5583	68	55
V/C Ratio(X)	0.92	0.02	0.04	0.17	0.22	0.75
Avail Cap(c_a), veh/h	3944	994	771	5583	407	326
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.31	0.31	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	9.8	30.3	0.0	65.3	66.7
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.1	0.6	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	23.8	0.2	0.3	0.0	0.5	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.5	9.8	30.3	0.1	65.9	74.1
LnGrp LOS	C	A	C	A	E	E
Approach Vol, veh/h	3642			987	56	
Approach Delay, s/veh	24.4			1.0	71.9	
Approach LOS	C			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	36.5	93.2		129.7	10.3	
Change Period (Y+Rc), s	5.3	* 5.3		5.3	4.9	
Max Green Setting (Gmax), s	5.5	* 88		97.8	32.0	
Max Q Clear Time (g_c+I), s	12.7	73.2		2.0	6.0	
Green Ext Time (p_c), s	0.0	14.7		21.2	0.1	

Intersection Summary

HCM 6th Ctrl Delay	20.0
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)	9	3302	0	11	579	60	0	0	0	5	0	5
Future Volume (veh/h)	9	3302	0	11	579	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	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	3513	0	12	616	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	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	400	4193	0	51	3726	379	0	49	0	97	0	40
Arrive On Green	0.45	1.00	0.00	0.03	0.64	0.64	0.00	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5149	0	1781	5836	594	0	1870	0	1740	0	1552
Grp Volume(v), veh/h	10	3513	0	12	495	185	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1719	0	1870	0	1740	0	1552
Q Serve(g_s), s	0.4	0.0	0.0	0.9	5.9	6.1	0.0	0.0	0.0	0.4	0.0	0.4
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.9	5.9	6.1	0.0	0.0	0.0	0.4	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	400	4193	0	51	3008	1098	0	49	0	97	0	40
V/C Ratio(X)	0.02	0.84	0.00	0.24	0.16	0.17	0.00	0.00	0.00	0.05	0.00	0.12
Avail Cap(c_a), veh/h	400	4193	0	51	3008	1098	0	428	0	449	0	355
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(l)	0.65	0.65	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	30.0	0.0	0.0	66.5	10.2	10.2	0.0	0.0	0.0	66.6	0.0	66.6
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.9	0.1	0.3	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	0.2	0.5	0.0	0.4	2.0	2.3	0.0	0.0	0.0	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	1.4	0.0	67.4	10.3	10.6	0.0	0.0	0.0	66.7	0.0	67.1
LnGrp LOS	C	A	A	E	B	B	A	A	A	E	A	E
Approach Vol, veh/h		3523			692			0				10
Approach Delay, s/veh		1.5			11.4			0.0				66.9
Approach LOS		A			B							E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4			8.5	36.8	94.7		8.5				
Change Period (Y+Rc), s	4.4	5.3		4.9	5.3	* 5.3		4.9				
Max Green Setting (Gmax), s	89.4			32.0	4.0	* 89		32.0				
Max Q Clear Time (g_c+1/2g), s	2.0			2.4	2.4	8.1		0.0				
Green Ext Time (p_c), s	0.0	86.9		0.0	0.0	11.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	3.3
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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	
Traffic Volume (veh/h)	3281	2	14	722	0	18
Future Volume (veh/h)	3281	2	14	722	0	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	0.80
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	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	3418	2	15	752	0	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4086	2	22	4174	0	117
Arrive On Green	0.79	0.79	0.01	0.84	0.00	0.10
Sat Flow, veh/h	5310	3	1781	5149	0	1223
Grp Volume(v), veh/h	2207	1213	15	752	0	20
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1288
Q Serve(g_s), s	58.3	58.4	1.2	4.1	0.0	2.0
Cycle Q Clear(g_c), s	58.3	58.4	1.2	4.1	0.0	2.0
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2639	1449	22	4174	0	123
V/C Ratio(X)	0.84	0.84	0.67	0.18	0.00	0.16
Avail Cap(c_a), veh/h	2643	1452	50	4256	0	163
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	9.0	9.0	70.4	2.2	0.0	59.5
Incr Delay (d2), s/veh	3.0	5.4	12.2	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lt	6.3	18.9	0.6	0.9	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.1	14.4	82.6	2.3	0.0	60.1
LnGrp LOS	B	B	F	A	A	E
Approach Vol, veh/h	3420			767	20	
Approach Delay, s/veh	12.9			3.9	60.1	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	6.2	118.9		125.1	18.1	
Change Period (Y+Rc), s	4.4	5.2		5.2	4.4	
Max Green Setting (Gmax), s	113.9	113.9		122.3	18.1	
Max Q Clear Time (g_c+1/3), s	60.4	60.4		6.1	4.0	
Green Ext Time (p_c), s	0.0	53.3		16.7	0.0	
Intersection Summary						
HCM 6th Ctrl Delay			11.5			
HCM 6th LOS			B			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	Y			↑↑↑	
Traffic Volume (veh/h)	0	686	0	0	2179	528
Future Volume (veh/h)	0	686	0	0	2179	528
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	730			2318	562
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3779	852
Arrive On Green	0.00	0.00			0.91	0.91
Sat Flow, veh/h	0				4334	939
Grp Volume(v), veh/h	0.0				1862	1018
Grp Sat Flow(s),veh/h/ln					1702	1701
Q Serve(g_s), s					5.4	6.7
Cycle Q Clear(g_c), s					5.4	6.7
Prop In Lane						0.55
Lane Grp Cap(c), veh/h					3088	1543
V/C Ratio(X)					0.60	0.66
Avail Cap(c_a), veh/h					3478	1738
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	0.5
Incr Delay (d2), s/veh					0.2	0.8
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.7	1.3
LnGrp LOS					A	A
Approach Vol, veh/h					2880	
Approach Delay, s/veh					0.9	
Approach LOS					A	
Timer - Assigned Phs						6
Phs Duration (G+Y+Rc), s						48.4
Change Period (Y+Rc), s						4.5
Max Green Setting (Gmax), s						49.5
Max Q Clear Time (g_c+I1), s						8.7
Green Ext Time (p_c), s						35.2
Intersection Summary						
HCM 6th Ctrl Delay			0.9			
HCM 6th LOS			A			

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)	107	711	28	19	699	338	34	58	40	227	28	153
Future Volume (veh/h)	107	711	28	19	699	338	34	58	40	227	28	153
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		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	120	799	31	21	785	380	38	65	45	255	31	172
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	147	1277	393	578	2566	793	197	337	251	374	509	447
Arrive On Green	0.03	0.08	0.08	0.32	0.50	0.50	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	5106	1570	1781	5106	1577	527	1178	877	1267	1777	1560
Grp Volume(v), veh/h	120	799	31	21	785	380	70	0	78	255	31	172
Grp Sat Flow(s),veh/h/ln	1781	1702	1570	1781	1702	1577	1068	0	1514	1267	1777	1560
Q Serve(g_s), s	8.0	18.2	2.2	1.0	10.8	18.9	2.7	0.0	4.6	22.7	1.5	10.6
Cycle Q Clear(g_c), s	8.0	18.2	2.2	1.0	10.8	18.9	13.3	0.0	4.6	27.4	1.5	10.6
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	147	1277	393	578	2566	793	352	0	434	374	509	447
V/C Ratio(X)	0.81	0.63	0.08	0.04	0.31	0.48	0.20	0.00	0.18	0.68	0.06	0.38
Avail Cap(c_a), veh/h	261	2183	671	578	2566	793	502	0	594	508	697	612
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(l)	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	57.4	49.6	42.3	27.7	17.5	19.6	35.5	0.0	32.2	42.5	31.1	34.3
Incr Delay (d2), s/veh	4.0	2.3	0.4	0.0	0.3	2.0	0.1	0.0	0.1	6.2	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	3.9	8.5	0.9	0.4	4.1	7.0	1.7	0.0	1.7	7.7	0.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	51.9	42.7	27.7	17.8	21.6	35.6	0.0	32.3	48.7	31.2	35.9
LnGrp LOS	E	D	D	C	B	C	D	A	C	D	C	D
Approach Vol, veh/h		950			1186			148			458	
Approach Delay, s/veh		52.8			19.2			33.8			42.7	
Approach LOS		D			B			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	45.0	35.7		39.3	14.3	66.4		39.3				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	6.6	* 51		47.1	17.6	39.9		47.1				
Max Q Clear Time (g_c+13), s	13.0	20.2		29.4	10.0	20.9		15.3				
Green Ext Time (p_c), s	0.0	9.9		4.6	0.1	12.4		0.6				

Intersection Summary

HCM 6th Ctrl Delay	35.6
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	521	1	0	483	407	1	0	0	313	0	33
Future Volume (veh/h)	50	521	1	0	483	407	1	0	0	313	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		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	573	1	0	531	0	1	0	0	378	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	906	2	842	2170		52	0	46	516	271	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	5264	9	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	55	371	203	0	531	0	1	0	0	378	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	12.1	12.1	0.0	15.1	0.0	0.1	0.0	0.0	12.2	0.0	0.0
Cycle Q Clear(g_c), s	3.7	12.1	12.1	0.0	15.1	0.0	0.1	0.0	0.0	12.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	71	586	322	842	2170		52	0	46	516	271	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	98	814	447	842	2170		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(l)	1.00	1.00	1.00	0.00	0.96	0.00	1.00	0.00	0.00	0.86	0.00	0.00
Uniform Delay (d), s/veh	57.1	46.1	46.1	0.0	24.7	0.0	56.6	0.0	0.0	49.1	0.0	0.0
Incr Delay (d2), s/veh	14.9	5.1	9.1	0.0	0.3	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	1.9	5.4	6.3	0.0	7.2	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	51.3	55.3	0.0	24.9	0.0	56.7	0.0	0.0	49.8	0.0	0.0
LnGrp LOS	E	D	E	A	C		E	A	A	D	A	A
Approach Vol, veh/h		629			531	A		1			378	
Approach Delay, s/veh		54.4			24.9			56.7			49.8	
Approach LOS		D			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	62.6	25.8		23.3	9.2	79.2		8.4				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	40.0	* 29		37.0	6.6	25.3		30.0				
Max Q Clear Time (g_c+10), s	14.1			14.2	5.7	17.1		2.1				
Green Ext Time (p_c), s	0.0	6.5		0.7	0.0	3.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	43.1
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	253	127	77	372	184	198	889	77	120	820	185
Future Volume (veh/h)	284	253	127	77	372	184	198	889	77	120	820	185
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		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	302	269	135	82	396	196	211	946	82	128	872	197
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	323	636	309	102	528	307	232	1616	140	172	1450	642
Arrive On Green	0.18	0.28	0.28	0.06	0.15	0.15	0.13	0.49	0.49	0.05	0.41	0.41
Sat Flow, veh/h	1781	2304	1120	1781	3554	1537	1781	3307	287	3456	3554	1575
Grp Volume(v), veh/h	302	205	199	82	396	196	211	508	520	128	872	197
Grp Sat Flow(s),veh/h/ln	1781	1777	1647	1781	1777	1537	1781	1777	1817	1728	1777	1575
Q Serve(g_s), s	25.1	14.2	14.9	6.8	16.0	11.5	17.5	30.7	30.7	5.5	28.9	7.3
Cycle Q Clear(g_c), s	25.1	14.2	14.9	6.8	16.0	11.5	17.5	30.7	30.7	5.5	28.9	7.3
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	323	490	454	102	528	307	232	868	888	172	1450	642
V/C Ratio(X)	0.94	0.42	0.44	0.81	0.75	0.64	0.91	0.59	0.59	0.74	0.60	0.31
Avail Cap(c_a), veh/h	387	570	528	181	734	396	280	868	888	203	1450	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	44.5	44.7	69.9	61.2	27.6	64.3	27.5	27.5	70.3	34.8	10.0
Incr Delay (d2), s/veh	25.7	0.2	0.2	5.4	1.5	0.8	25.7	2.9	2.8	9.1	1.9	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/ft	3.7	6.4	6.2	3.3	7.4	4.3	9.6	13.8	14.1	2.7	13.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.3	44.7	45.0	75.3	62.7	28.4	90.1	30.3	30.3	79.5	36.7	11.2
LnGrp LOS	F	D	D	E	E	C	F	C	C	E	D	B
Approach Vol, veh/h		706			674			1239			1197	
Approach Delay, s/veh		62.6			54.2			40.5			37.1	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.9	78.6	12.9	46.6	24.0	66.5	32.4	27.2				
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	8.8	* 59	15.2	48.1	23.6	43.8	32.6	* 31				
Max Q Clear Time (g_c+11), s	5	32.7	8.8	16.9	19.5	30.9	27.1	18.0				
Green Ext Time (p_c), s	0.0	2.5	0.0	0.9	0.0	2.3	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay	45.9
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.

SAN ADP EA
1: Pacific Hwy & Rosecrans St/Taylor St

No Action: Year 2031
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	221	89	218	189	77	102	139	181	85	103	76
Future Volume (veh/h)	52	221	89	218	189	77	102	139	181	85	103	76
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	55	235	95	232	201	82	109	148	193	90	110	81
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	71	1302	659	318	783	614	139	761	475	117	715	309
Arrive On Green	0.04	0.37	0.37	0.09	0.42	0.42	0.08	0.21	0.21	0.07	0.20	0.20
Sat Flow, veh/h	1781	3554	1460	3456	1870	1468	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	55	235	95	232	201	82	109	148	193	90	110	81
Grp Sat Flow(s),veh/h/ln	1781	1777	1460	1728	1870	1468	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	2.7	4.0	3.5	5.8	6.3	3.1	5.4	3.1	8.9	4.4	2.3	4.0
Cycle Q Clear(g_c), s	2.7	4.0	3.5	5.8	6.3	3.1	5.4	3.1	8.9	4.4	2.3	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	1302	659	318	783	614	139	761	475	117	715	309
V/C Ratio(X)	0.77	0.18	0.14	0.73	0.26	0.13	0.78	0.19	0.41	0.77	0.15	0.26
Avail Cap(c_a), veh/h	598	1591	778	1161	838	657	598	1591	834	598	1591	687
HCM Platoon Ratio	1.00	1.00	1.00	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	19.2	14.7	39.5	16.9	16.0	40.4	28.8	24.6	41.1	29.4	30.1
Incr Delay (d2), s/veh	6.5	0.1	0.1	1.2	0.1	0.1	3.6	0.1	0.6	4.0	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	1.3	1.6	1.1	2.5	2.6	1.0	2.5	1.3	3.2	2.1	1.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	19.3	14.8	40.7	17.0	16.0	44.0	28.9	25.2	45.1	29.4	30.2
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		385			515			450			281	
Approach Delay, s/veh		22.4			27.5			31.0			34.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	38.6	12.4	24.7	9.0	43.3	11.2	25.8				
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	7.8	6.0	7.4	6.0	4.7	8.3	6.4	10.9				
Green Ext Time (p_c), s	0.4	2.4	0.1	0.6	0.1	1.0	0.1	1.6				
Intersection Summary												
HCM 6th Ctrl Delay				28.5								
HCM 6th LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↑↑↑		↙	↑↑↑	
Traffic Volume (veh/h)	19	0	8	20	0	38	80	317	24	69	291	38
Future Volume (veh/h)	19	0	8	20	0	38	80	317	24	69	291	38
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	21	0	9	22	0	41	87	345	26	75	316	41
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	334	31	78	467	0	373	118	1555	115	107	1441	182
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.07	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	840	171	433	1404	0	1548	1781	4837	358	1781	4572	576
Grp Volume(v), veh/h	30	0	0	22	0	41	87	241	130	75	233	124
Grp Sat Flow(s),veh/h/ln	1445	0	0	1404	0	1548	1781	1702	1791	1781	1702	1744
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.7	1.6	1.7	1.8	1.4	1.7	1.8
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.4	0.0	0.7	1.6	1.7	1.8	1.4	1.7	1.8
Prop In Lane	0.70		0.30	1.00		1.00	1.00		0.20	1.00		0.33
Lane Grp Cap(c), veh/h	442	0	0	467	0	373	118	1094	576	107	1073	550
V/C Ratio(X)	0.07	0.00	0.00	0.05	0.00	0.11	0.74	0.22	0.23	0.70	0.22	0.23
Avail Cap(c_a), veh/h	1857	0	0	1863	0	1945	1596	6101	3210	1596	6101	3126
HCM Platoon Ratio	1.00	1.00	1.00	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	11.5	0.0	0.0	11.4	0.0	9.9	15.3	8.3	8.3	15.4	8.4	8.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.3	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	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.4	0.0	10.0	18.7	8.4	8.6	18.5	8.5	8.7
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		30			63			458			432	
Approach Delay, s/veh		11.5			10.5			10.4			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	16.2		10.9	6.6	16.0		10.9				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+1), s	13.4	3.8		2.5	3.6	3.8		2.7				
Green Ext Time (p_c), s	0.1	3.5		0.1	0.1	2.9		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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	12	40	42	53	11	394	632	114	40	426	202
Future Volume (veh/h)	19	12	40	42	53	11	394	632	114	40	426	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.46	1.00		0.80	1.00		0.93	1.00		0.90
Parking Bus, Adj	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	18	43	45	57	12	424	680	123	43	458	217
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	58	61	353	567	595	451	370	1508	627	55	870	366
Arrive On Green	0.03	0.03	0.03	0.32	0.32	0.32	0.21	0.42	0.42	0.03	0.26	0.26
Sat Flow, veh/h	1781	1870	729	1781	1870	1262	1781	3554	1478	1781	3404	1431
Grp Volume(v), veh/h	16	18	43	45	57	12	424	680	123	43	458	217
Grp Sat Flow(s),veh/h/ln	1781	1870	729	1781	1870	1262	1781	1777	1478	1781	1702	1431
Q Serve(g_s), s	1.1	1.2	4.0	2.2	2.6	0.8	25.6	16.8	6.4	3.0	14.3	16.4
Cycle Q Clear(g_c), s	1.1	1.2	4.0	2.2	2.6	0.8	25.6	16.8	6.4	3.0	14.3	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	61	353	567	595	451	370	1508	627	55	870	366
V/C Ratio(X)	0.28	0.30	0.12	0.08	0.10	0.03	1.15	0.45	0.20	0.78	0.53	0.59
Avail Cap(c_a), veh/h	58	61	353	579	607	459	370	1508	627	106	926	389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	58.2	58.2	37.6	29.4	29.5	26.3	48.8	25.2	22.3	59.2	39.4	40.2
Incr Delay (d2), s/veh	1.0	1.0	0.1	0.0	0.0	0.0	92.4	0.3	0.2	8.5	1.4	4.5
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/lr	0.5	0.6	1.1	0.9	1.2	0.2	20.8	7.1	2.3	1.5	6.1	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	59.2	37.7	29.4	29.5	26.3	141.2	25.5	22.5	67.7	40.8	44.7
LnGrp LOS	E	E	D	C	C	C	F	C	C	E	D	D
Approach Vol, veh/h		77			114			1227			718	
Approach Delay, s/veh		47.2			29.1			65.2			43.6	
Approach LOS		D			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	60.9		8.9	30.0	40.2		44.1				
Change Period (Y+Rc), s	5.4	8.7		4.9	4.4	* 8.7		4.9				
Max Green Setting (Gmax), s	3	49.8		4.0	25.6	* 34		40.0				
Max Q Clear Time (g_c+1/3), s	15	18.8		6.0	27.6	18.4		4.6				
Green Ext Time (p_c), s	0.0	7.3		0.0	0.0	7.2		0.3				

Intersection Summary

HCM 6th Ctrl Delay	55.4
HCM 6th LOS	E

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.

4: Pacific Hwy/Pacific Hwy SB Off Ramp & Washington St

Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↑↑	↘↑↑					↘	↗	↗
Traffic Volume (veh/h)	0	188	18	154	121	0	0	0	0	196	50	32
Future Volume (veh/h)	0	188	18	154	121	0	0	0	0	196	50	32
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	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	207	20	169	133	0				135	167	35
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	241	481	211	346	661	0				490	514	642
Arrive On Green	0.00	0.14	0.14	0.19	0.19	0.00				0.27	0.27	0.27
Sat Flow, veh/h	1781	3554	1562	1781	3572	0				1781	1870	1557
Grp Volume(v), veh/h	0	207	20	169	133	0				135	167	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1562	1781	1702	0				1781	1870	1557
Q Serve(g_s), s	0.0	2.0	0.4	3.1	1.2	0.0				2.2	2.6	0.5
Cycle Q Clear(g_c), s	0.0	2.0	0.4	3.1	1.2	0.0				2.2	2.6	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	241	481	211	346	661	0				490	514	642
V/C Ratio(X)	0.00	0.43	0.09	0.49	0.20	0.00				0.28	0.32	0.05
Avail Cap(c_a), veh/h	2916	5817	2556	2916	5572	0				1701	1786	1701
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	14.5	13.9	13.1	12.4	0.0				10.4	10.6	6.5
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.2	0.2	0.0				0.1	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/lr	0.0	0.6	0.1	1.0	0.3	0.0				0.7	0.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.8	14.0	14.3	12.5	0.0				10.5	10.7	6.5
LnGrp LOS	A	B	B	B	B	A				B	B	A
Approach Vol, veh/h		227		302						337		
Approach Delay, s/veh		14.7		13.6						10.2		
Approach LOS		B		B						B		
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				9.0		16.3		11.4				
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				4.0		4.6		5.1				
Green Ext Time (p_c), s				0.8		0.8		2.0				
Intersection Summary												
HCM 6th Ctrl Delay				12.6								
HCM 6th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												

SAN ADP EA
5: Frontage Rd & Washington St

No Action: Year 2031
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	333	0	0	270	331	33	8	62	19	0	293
Future Volume (veh/h)	93	333	0	0	270	331	33	8	62	19	0	293
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	103	370	0	0	300	368	37	9	69	21	0	326
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	137	1633	0	0	572	506	154	16	120	25	0	381
Arrive On Green	0.08	0.46	0.00	0.00	0.32	0.32	0.09	0.09	0.09	0.26	0.00	0.26
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	181	1387	96	0	1491
Grp Volume(v), veh/h	103	370	0	0	300	368	37	0	78	347	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1567	1587	0	0
Q Serve(g_s), s	4.2	4.7	0.0	0.0	10.3	15.5	1.4	0.0	3.6	15.5	0.0	0.0
Cycle Q Clear(g_c), s	4.2	4.7	0.0	0.0	10.3	15.5	1.4	0.0	3.6	15.5	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.88	0.06		0.94
Lane Grp Cap(c), veh/h	137	1633	0	0	572	506	154	0	135	406	0	0
V/C Ratio(X)	0.75	0.23	0.00	0.00	0.52	0.73	0.24	0.00	0.58	0.85	0.00	0.00
Avail Cap(c_a), veh/h	716	2857	0	0	1428	1262	955	0	840	850	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	33.7	12.2	0.0	0.0	20.6	22.4	31.8	0.0	32.8	26.5	0.0	0.0
Incr Delay (d2), s/veh	9.4	0.0	0.0	0.0	0.9	2.4	0.3	0.0	1.4	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	2.1	1.6	0.0	0.0	3.9	5.4	0.6	0.0	1.4	5.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	12.2	0.0	0.0	21.5	24.8	32.1	0.0	34.2	28.5	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		473			668			115			347	
Approach Delay, s/veh		18.9			23.3			33.6			28.5	
Approach LOS		B			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		38.7		23.1	10.3	28.4		12.8				
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		6.7		17.5	6.2	17.5		5.6				
Green Ext Time (p_c), s		1.5		1.6	0.3	5.5		0.4				

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	358	62	305	413	0	0	0	0	389	243	198
Future Volume (veh/h)	0	358	62	305	413	0	0	0	0	389	243	198
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	365	63	311	421	0				397	248	202
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	1898	843	391	2486	0				655	344	284
Arrive On Green	0.00	0.53	0.53	0.23	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	365	63	311	421	0				397	248	202
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	4.5	1.6	7.1	0.0	0.0				8.6	10.5	10.3
Cycle Q Clear(g_c), s	0.0	4.5	1.6	7.1	0.0	0.0				8.6	10.5	10.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1898	843	391	2486	0				655	344	284
V/C Ratio(X)	0.00	0.19	0.07	0.80	0.17	0.00				0.61	0.72	0.71
Avail Cap(c_a), veh/h	0	1898	843	703	2486	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	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.2	9.5	31.6	0.0	0.0				31.5	32.3	32.2
Incr Delay (d2), s/veh	0.0	0.2	0.2	1.4	0.1	0.0				0.3	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.5	2.6	0.0	0.0				3.6	4.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.4	9.7	33.0	0.1	0.0				31.8	33.3	33.4
LnGrp LOS	A	B	A	C	A	A				C	C	C
Approach Vol, veh/h		428			732						847	
Approach Delay, s/veh		10.3			14.1						32.6	
Approach LOS		B			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	3.9	49.8		20.3		63.7						
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9						
Max Green Setting (Gmax), s	7.5	20.6		32.1		42.1						
Max Q Clear Time (g_c+1), s	19.5	6.5		12.5		2.0						
Green Ext Time (p_c), s	0.4	2.3		2.0		3.1						

Intersection Summary

HCM 6th Ctrl Delay		21.1	
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.

SAN ADP EA
7: San Diego Ave & Washington St

No Action: Year 2031
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔		↔↔↔				
Traffic Volume (veh/h)	214	544	0	0	586	568	126	203	27	0	0	0
Future Volume (veh/h)	214	544	0	0	586	568	126	203	27	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	1900	1870	1900			
Adj Flow Rate, veh/h	216	549	0	0	592	574	127	205	27			
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	0	2	0			
Cap, veh/h	1280	2712	0	0	1189	519	209	375	49			
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	1553	1738	3124	406			
Grp Volume(v), veh/h	216	549	0	0	592	574	130	110	119			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1783	1702	1783			
Q Serve(g_s), s	1.6	0.0	0.0	0.0	11.2	28.1	5.8	5.1	5.3			
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	11.2	28.1	5.8	5.1	5.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		0.23			
Lane Grp Cap(c), veh/h	1280	2712	0	0	1189	519	214	204	214			
V/C Ratio(X)	0.17	0.20	0.00	0.00	0.50	1.11	0.61	0.54	0.55			
Avail Cap(c_a), veh/h	1280	2712	0	0	1189	519	597	569	596			
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	7.1	0.0	0.0	0.0	22.3	28.0	35.1	34.8	34.8			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.5	71.4	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	4.5	19.6	2.5	2.1	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.1	0.2	0.0	0.0	23.8	99.3	36.1	35.6	35.7			
LnGrp LOS	A	A	A	A	C	F	D	D	D			
Approach Vol, veh/h		765			1166			359				
Approach Delay, s/veh		2.1			61.0			35.8				
Approach LOS		A			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			36.0	33.0		15.0				
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		7.8				
Green Ext Time (p_c), s		4.5			0.5	0.0		1.3				

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	0	17	44	12	994	20	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	12	994	20	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	15	1274	26			
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	77	106	3244	66			
Arrive On Green				0.00	0.06	0.06	0.65	0.65	0.65			
Sat Flow, veh/h				0	465	1184	17	4977	101			
Grp Volume(v), veh/h				0	0	78	482	399	433			
Grp Sat Flow(s),veh/h/ln				0	0	1649	1865	1549	1681			
Q Serve(g_s), s				0.0	0.0	1.8	0.0	4.7	4.7			
Cycle Q Clear(g_c), s				0.0	0.0	1.8	4.7	4.7	4.7			
Prop In Lane				0.00		0.72	0.03		0.06			
Lane Grp Cap(c), veh/h				0	0	107	1311	1010	1096			
V/C Ratio(X)				0.00	0.00	0.73	0.37	0.40	0.40			
Avail Cap(c_a), veh/h				0	0	1684	2941	2373	2575			
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	18.0	3.2	3.2	3.2			
Incr Delay (d2), s/veh				0.0	0.0	3.6	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	0.7	0.6	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	21.6	3.5	3.6	3.5			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					78			1315				
Approach Delay, s/veh					21.6			3.5				
Approach LOS					C			A				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		31.1						8.0				
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		6.7						3.8				
Green Ext Time (p_c), s		18.8						0.3				
Intersection Summary												
HCM 6th Ctrl Delay											4.5	
HCM 6th LOS											A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	152	59	343	288	70	161	247	68	69	255	59
Future Volume (veh/h)	43	152	59	343	288	70	161	247	68	69	255	59
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		0.98	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	46	163	63	369	310	75	173	266	73	74	274	63
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	63	531	235	425	512	124	218	931	388	95	749	164
Arrive On Green	0.04	0.15	0.15	0.24	0.35	0.35	0.12	0.25	0.25	0.05	0.18	0.18
Sat Flow, veh/h	1781	3554	1569	1781	1454	352	1781	3741	1559	1781	4168	909
Grp Volume(v), veh/h	46	163	63	369	0	385	173	266	73	74	221	116
Grp Sat Flow(s),veh/h/ln	1781	1777	1569	1781	0	1805	1781	1870	1559	1781	1702	1673
Q Serve(g_s), s	1.6	2.5	2.2	12.2	0.0	10.8	5.8	3.5	2.3	2.5	3.5	3.7
Cycle Q Clear(g_c), s	1.6	2.5	2.2	12.2	0.0	10.8	5.8	3.5	2.3	2.5	3.5	3.7
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	63	531	235	425	0	636	218	931	388	95	612	301
V/C Ratio(X)	0.73	0.31	0.27	0.87	0.00	0.60	0.80	0.29	0.19	0.78	0.36	0.39
Avail Cap(c_a), veh/h	256	1914	845	686	0	1409	395	2107	878	288	1711	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	23.2	23.1	22.4	0.0	16.3	26.1	18.6	18.1	28.7	22.0	22.1
Incr Delay (d2), s/veh	5.9	0.1	0.2	3.9	0.0	0.9	2.5	0.3	0.4	5.2	0.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	0.8	5.3	0.0	4.2	2.4	1.4	0.8	1.1	1.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	23.3	23.3	26.3	0.0	17.3	28.7	18.9	18.6	33.9	22.7	23.6
LnGrp LOS	D	C	C	C	A	B	C	B	B	C	C	C
Approach Vol, veh/h		272			754			512			411	
Approach Delay, s/veh		25.3			21.7			22.2			24.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	20.5	19.0	14.1	11.9	16.3	6.6	26.5				
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	9.9	34.5	23.6	33.0	13.6	30.8	8.8	47.8				
Max Q Clear Time (g_c+14.5), s	14.5	5.5	14.2	4.5	7.8	5.7	3.6	12.8				
Green Ext Time (p_c), s	0.0	3.5	0.4	0.8	0.1	3.5	0.0	2.8				

Intersection Summary

HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

SAN ADP EA
10: Kettner Blvd & Sassafrass St

No Action: Year 2031
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖					↖	↑↑↑	↗
Traffic Volume (veh/h)	0	106	202	139	179	0	0	0	0	84	1557	505
Future Volume (veh/h)	0	106	202	139	179	0	0	0	0	84	1557	505
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	230	158	203	0				95	1769	574
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	452	383	261	407	0				1105	2384	742
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	774	1766	0				1781	3843	1196
Grp Volume(v), veh/h	0	120	230	171	190	0				95	1558	785
Grp Sat Flow(s),veh/h/ln	0	1870	1585	838	1617	0				1781	1702	1635
Q Serve(g_s), s	0.0	4.9	12.1	14.6	9.5	0.0				2.0	30.2	33.1
Cycle Q Clear(g_c), s	0.0	4.9	12.1	19.5	9.5	0.0				2.0	30.2	33.1
Prop In Lane	0.00		1.00	0.92		0.00				1.00		0.73
Lane Grp Cap(c), veh/h	0	452	383	276	391	0				1105	2111	1014
V/C Ratio(X)	0.00	0.27	0.60	0.62	0.49	0.00				0.09	0.74	0.77
Avail Cap(c_a), veh/h	0	595	504	358	514	0				1133	2166	1040
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	29.0	31.7	36.9	30.7	0.0				7.2	12.5	13.1
Incr Delay (d2), s/veh	0.0	0.1	0.6	1.7	0.7	0.0				0.1	1.6	4.1
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/lr0.0		2.2	4.7	3.9	3.8	0.0				0.7	10.6	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.1	32.3	38.5	31.4	0.0				7.2	14.1	17.2
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		350		361						2438		
Approach Delay, s/veh		31.2		34.8						14.8		
Approach LOS		C		C						B		
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				29.5		64.8		29.5				
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				14.1		35.1		21.5				
Green Ext Time (p_c), s				0.8		23.4		1.3				
Intersection Summary												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↘		↖	↑↑				
Traffic Volume (veh/h)	92	17	83	0	34	22	277	1078	22	0	0	0
Future Volume (veh/h)	92	17	83	0	34	22	277	1078	22	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	97	18	87	0	36	23	292	1135	23			
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	344	49	1094	0	171	109	944	1886	38			
Arrive On Green	0.16	0.16	0.16	0.00	0.16	0.16	0.53	0.53	0.53			
Sat Flow, veh/h	965	300	1570	0	1058	676	1781	3560	72			
Grp Volume(v), veh/h	115	0	87	0	0	59	292	566	592			
Grp Sat Flow(s),veh/h/ln	1265	0	1570	0	0	1733	1781	1777	1855			
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	1.0	3.3	7.8	7.8			
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.0	0.0	1.0	3.3	7.8	7.8			
Prop In Lane	0.84		1.00	0.00		0.39	1.00		0.04			
Lane Grp Cap(c), veh/h	393	0	1094	0	0	281	944	941	983			
V/C Ratio(X)	0.29	0.00	0.08	0.00	0.00	0.21	0.31	0.60	0.60			
Avail Cap(c_a), veh/h	1354	0	2172	0	0	1471	1487	1483	1548			
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	13.9	0.0	1.8	0.0	0.0	12.9	4.7	5.7	5.7			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.1	0.2	0.6	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.0	0.0	0.4	0.7	1.6	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	1.8	0.0	0.0	13.0	4.9	6.4	6.3			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		202			59			1450				
Approach Delay, s/veh		8.9			13.0			6.0				
Approach LOS		A			B			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		23.2		12.1				12.1				
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		9.8		5.3				3.0				
Green Ext Time (p_c), s		8.9		0.9				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)	3	23	27	13	6	7	31	446	141	107	638	8
Future Volume (veh/h)	3	23	27	13	6	7	31	446	141	107	638	8
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	3	25	30	14	7	8	34	490	155	118	701	9
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	147	176	369	151	173	54	1476	647	151	2441	31
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.42	0.42	0.08	0.47	0.47
Sat Flow, veh/h	1392	772	927	1343	795	908	1781	3554	1557	1781	5194	67
Grp Volume(v), veh/h	3	0	55	14	0	15	34	490	155	118	459	251
Grp Sat Flow(s),veh/h/ln	1392	0	1699	1343	0	1703	1781	1777	1557	1781	1702	1856
Q Serve(g_s), s	0.1	0.0	1.3	0.4	0.0	0.3	0.9	4.5	3.1	3.1	4.0	4.0
Cycle Q Clear(g_c), s	0.4	0.0	1.3	1.7	0.0	0.3	0.9	4.5	3.1	3.1	4.0	4.0
Prop In Lane	1.00		0.55	1.00		0.53	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	404	0	323	369	0	324	54	1476	647	151	1600	872
V/C Ratio(X)	0.01	0.00	0.17	0.04	0.00	0.05	0.63	0.33	0.24	0.78	0.29	0.29
Avail Cap(c_a), veh/h	1059	0	1122	978	0	1096	237	2007	880	281	1958	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	16.1	0.0	16.3	17.0	0.0	15.9	23.1	9.5	9.1	21.6	7.8	7.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	4.4	0.2	0.3	3.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.1	0.0	0.1	0.4	1.4	0.9	1.3	1.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	16.4	17.1	0.0	15.9	27.5	9.8	9.5	24.9	7.9	8.0
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		58			29			679			828	
Approach Delay, s/veh		16.4			16.5			10.6			10.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	25.7		14.0	5.9	28.3		14.0				
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8				
Max Green Setting (Gmax), s	7.6	* 27		* 32	6.4	27.7		* 31				
Max Q Clear Time (g_c+1/3), s	15.5	6.5		3.3	2.9	6.0		3.7				
Green Ext Time (p_c), s	0.0	6.1		0.2	0.0	4.5		0.0				

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	WBT	WBR	SBL	SBR
Lane Configurations	←←←	↑↑	↑↑↑	↘	↘	↘
Traffic Volume (veh/h)	872	1830	2627	47	25	57
Future Volume (veh/h)	872	1830	2627	47	25	57
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	991	2080	2985	0	28	65
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	656	3077	3624		86	284
Arrive On Green	0.13	0.89	0.73	0.00	0.05	0.05
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	991	2080	2985	0	28	65
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	19.6	25.4	61.1	0.0	2.3	5.3
Cycle Q Clear(g_c), s	19.6	25.4	61.1	0.0	2.3	5.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	656	3077	3624		86	284
V/C Ratio(X)	1.51	0.68	0.82		0.33	0.23
Avail Cap(c_a), veh/h	656	3077	3624		202	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.13	0.00	1.00	1.00
Uniform Delay (d), s/veh	65.2	2.4	13.9	0.0	69.0	52.7
Incr Delay (d2), s/veh	237.3	1.2	0.3	0.0	2.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.6	3.5	19.5	0.0	1.1	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	302.5	3.6	14.2	0.0	71.2	53.1
LnGrp LOS	F	A	B		E	D
Approach Vol, veh/h		3071	2985	A	93	
Approach Delay, s/veh		100.0	14.2		58.6	
Approach LOS		F	B		E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		138.4		11.6	24.0	114.4
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		123.3		17.0	19.6	* 1E2
Max Q Clear Time (g_c+I1), s		27.4		7.3	21.6	63.1
Green Ext Time (p_c), s		87.2		0.1	0.0	36.3

Intersection Summary

HCM 6th Ctrl Delay	57.8
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.
- 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)	296	747	26	49	1110	43	126	222	71	45	182	517
Future Volume (veh/h)	296	747	26	49	1110	43	126	222	71	45	182	517
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		0.90
Parking Bus, Adj	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		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	318	803	28	53	1194	46	135	239	76	48	196	556
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	384	1848	64	170	1786	69	158	502	403	62	761	845
Arrive On Green	0.11	0.53	0.53	0.10	0.51	0.51	0.09	0.27	0.27	0.03	0.21	0.21
Sat Flow, veh/h	3456	3501	122	1781	3488	134	1781	1870	1502	1781	3554	2500
Grp Volume(v), veh/h	318	407	424	53	608	632	135	239	76	48	196	556
Grp Sat Flow(s),veh/h/ln	1728	1777	1846	1781	1777	1846	1781	1870	1502	1781	1777	1250
Q Serve(g_s), s	12.2	19.0	19.0	3.7	34.3	34.3	10.1	14.5	5.3	3.6	6.2	26.1
Cycle Q Clear(g_c), s	12.2	19.0	19.0	3.7	34.3	34.3	10.1	14.5	5.3	3.6	6.2	26.1
Prop In Lane	1.00		0.07	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	384	938	974	170	910	945	158	502	403	62	761	845
V/C Ratio(X)	0.83	0.43	0.43	0.31	0.67	0.67	0.85	0.48	0.19	0.78	0.26	0.66
Avail Cap(c_a), veh/h	681	938	974	170	910	945	161	502	403	119	763	847
HCM Platoon Ratio	1.00	1.00	1.00	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	0.77	0.77	0.77	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.7	19.5	19.5	56.9	24.4	24.4	60.6	41.4	38.1	64.6	44.1	39.5
Incr Delay (d2), s/veh	4.6	1.5	1.4	3.6	3.0	2.9	31.0	0.8	0.2	7.4	0.3	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	8.0	8.3	1.8	14.6	15.1	5.9	6.8	2.0	1.8	2.8	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	21.0	20.9	60.5	27.4	27.3	91.6	42.2	38.3	72.1	44.4	41.6
LnGrp LOS	E	C	C	E	C	C	F	D	D	E	D	D
Approach Vol, veh/h		1149			1293			450			800	
Approach Delay, s/veh		32.7			28.8			56.4			44.1	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	41.2	17.3	77.3	16.4	33.9	19.4	75.2				
Change Period (Y+Rc), s	4.4	* 5	4.4	* 5.8	4.4	5.0	4.4	5.8				
Max Green Setting (Gmax), s	30.0	* 32	12.9	* 62	12.2	29.0	26.6	47.6				
Max Q Clear Time (g_c+1/5), s	15.6	16.5	5.7	21.0	12.1	28.1	14.2	36.3				
Green Ext Time (p_c), s	0.0	1.5	0.0	8.2	0.0	0.5	0.9	5.3				

Intersection Summary

HCM 6th Ctrl Delay	36.7
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	762	77	31	168	0	0	0	0	189	231	1059
Future Volume (veh/h)	0	762	77	31	168	0	0	0	0	189	231	1059
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		0.97
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	856	87	35	189	0				212	260	1190
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	1346	137	100	1786	0				343	1162	1128
Arrive On Green	0.00	0.41	0.41	0.06	0.50	0.00				0.42	0.42	0.42
Sat Flow, veh/h	0	3345	330	1781	3647	0				822	2784	2703
Grp Volume(v), veh/h	0	468	475	35	189	0				472	0	1190
Grp Sat Flow(s),veh/h/ln	0	1777	1805	1781	1777	0				1829	1777	1351
Q Serve(g_s), s	0.0	31.4	31.4	2.8	4.2	0.0				30.4	0.0	62.6
Cycle Q Clear(g_c), s	0.0	31.4	31.4	2.8	4.2	0.0				30.4	0.0	62.6
Prop In Lane	0.00		0.18	1.00		0.00				0.45		1.00
Lane Grp Cap(c), veh/h	0	736	747	100	1786	0				763	742	1128
V/C Ratio(X)	0.00	0.64	0.64	0.35	0.11	0.00				0.62	0.00	1.05
Avail Cap(c_a), veh/h	0	736	747	126	1786	0				763	742	1128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	0.86	0.86	0.55	0.55	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.0	35.0	68.2	19.6	0.0				34.3	0.0	43.7
Incr Delay (d2), s/veh	0.0	3.6	3.5	0.4	0.1	0.0				3.7	0.0	42.6
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	14.1	14.3	1.3	1.7	0.0				14.5	0.0	27.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.6	38.5	68.6	19.7	0.0				38.1	0.0	86.3
LnGrp LOS		A	D	D	E	B	A			D	A	F
Approach Vol, veh/h		943				224				1662		
Approach Delay, s/veh		38.5				27.3				72.6		
Approach LOS		D				C				E		
Timer - Assigned Phs	1	2	4				6					
Phs Duration (G+Y+Rc), s	5.0	67.0	68.0				82.0					
Change Period (Y+Rc), s	6.6	* 4.9	5.4				6.6					
Max Green Setting (Gmax), s	60.6	* 62	62.6				75.4					
Max Q Clear Time (g_c+14), s	14.8	33.4	64.6				6.2					
Green Ext Time (p_c), s	0.0	1.8	0.0				0.4					

Intersection Summary

HCM 6th Ctrl Delay	57.6
HCM 6th LOS	E

Notes

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

SAN ADP EA
17: India St/I-5 NB Ramp & W Laurel St

No Action: Year 2031
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑			↑↓			↑↑	↖			
Traffic Volume (veh/h)	600	357	0	0	173	144	45	104	37	0	0	0
Future Volume (veh/h)	600	357	0	0	173	144	45	104	37	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		0.96			
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	638	380	0	0	184	153	48	111	39			
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	2069	1616	0	0	439	342	73	181	108			
Arrive On Green	1.00	1.00	0.00	0.00	0.23	0.23	0.07	0.07	0.07			
Sat Flow, veh/h	3456	1870	0	0	1979	1468	1029	2567	1529			
Grp Volume(v), veh/h	638	380	0	0	173	164	85	74	39			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1577	1819	1777	1529			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	12.4	13.4	6.8	6.1	3.6			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	12.4	13.4	6.8	6.1	3.6			
Prop In Lane	1.00		0.00	0.00		0.93	0.57		1.00			
Lane Grp Cap(c), veh/h	2069	1616	0	0	414	367	128	125	108			
V/C Ratio(X)	0.31	0.24	0.00	0.00	0.42	0.45	0.66	0.59	0.36			
Avail Cap(c_a), veh/h	2069	1616	0	0	414	367	329	321	276			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.75	0.75	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	48.9	49.3	68.0	67.6	66.5			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.2	0.3	2.1	1.6	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/lr	0.0	0.1	0.0	0.0	5.5	5.3	3.3	2.8	1.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.3	0.0	0.0	49.1	49.6	70.1	69.2	67.2			
LnGrp LOS	A	A	A	A	D	D	E	E	E			
Approach Vol, veh/h		1018			337			198				
Approach Delay, s/veh		0.1			49.4			69.2				
Approach LOS		A			D			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		134.5			94.7	39.8		15.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		113.1			74.6	* 34		27.1				
Max Q Clear Time (g_c+I1), s		2.0			2.0	15.4		8.8				
Green Ext Time (p_c), s		1.4			2.4	1.1		0.6				

Intersection Summary

HCM 6th Ctrl Delay	19.6
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)	100	1940	708	0	0	1832
Future Volume (veh/h)	100	1940	708	0	0	1832
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	108	0	761	0	0	1970
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	5172
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	108	0	761	0	0	1970
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.5	0.0	7.2	0.0	0.0	8.9
Cycle Q Clear(g_c), s	6.5	0.0	7.2	0.0	0.0	8.9
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		3181	0	259	5172
V/C Ratio(X)	0.69		0.24	0.00	0.00	0.38
Avail Cap(c_a), veh/h	486		3181	0	740	5172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.54	0.00	0.87	0.00	0.00	0.71
Uniform Delay (d), s/veh	48.7	0.0	8.5	0.0	0.0	2.5
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.3	0.0	0.0	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.9	0.0	8.5	0.0	0.0	2.7
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	108	A	761			1970
Approach Delay, s/veh	49.9		8.5			2.7
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	30.4	75.1			95.5	14.5
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.7	20.1			70.2	30.0
Max Q Clear Time (g_c+10), s	10.6	9.2			10.9	8.5
Green Ext Time (p_c), s	0.0	4.7			32.6	0.1

Intersection Summary

HCM 6th Ctrl Delay		6.0
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	258	1938	142	110	249	0	0	210	33
Future Volume (veh/h)	0	0	0	258	1938	142	110	249	0	0	210	33
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				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				274	2062	151	117	265	0	0	223	35
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	0	2	2	0	0	2	2
Cap, veh/h				315	2534	189	146	1438	0	0	624	92
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				555	4460	333	1781	5274	0	0	4573	648
Grp Volume(v), veh/h				910	759	819	117	265	0	0	169	89
Grp Sat Flow(s),veh/h/ln				1843	1702	1803	1781	1702	0	0	1702	1649
Q Serve(g_s), s				52.7	46.7	47.7	7.0	2.8	0.0	0.0	4.9	5.4
Cycle Q Clear(g_c), s				52.7	46.7	47.7	7.0	2.8	0.0	0.0	4.9	5.4
Prop In Lane				0.30		0.18	1.00		0.00	0.00		0.39
Lane Grp Cap(c), veh/h				1047	967	1024	146	1438	0	0	482	233
V/C Ratio(X)				0.87	0.78	0.80	0.80	0.18	0.00	0.00	0.35	0.38
Avail Cap(c_a), veh/h				1047	967	1024	204	1657	0	0	532	258
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.54	0.54	0.54	0.69	0.69	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh				40.7	38.3	38.7	45.1	17.9	0.0	0.0	42.6	42.8
Incr Delay (d2), s/veh				5.6	3.5	3.6	6.9	0.0	0.0	0.0	0.3	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				27.6	22.2	24.0	3.1	1.1	0.0	0.0	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.3	41.8	42.3	52.1	17.9	0.0	0.0	42.9	43.5
LnGrp LOS				D	D	D	D	B	A	A	D	D
Approach Vol, veh/h				2487			382			258		
Approach Delay, s/veh				43.6			28.4			43.1		
Approach LOS				D			C			D		
Timer - Assigned Phs				3	4	6	8					
Phs Duration (G+Y+Rc), s				14.9	22.0	68.4	36.9					
Change Period (Y+Rc), s				5.9	* 6.4	5.9	5.9					
Max Green Setting (Gmax), s				12.6	* 17	62.5	35.7					
Max Q Clear Time (g_c+I1), s				9.0	7.4	54.7	4.8					
Green Ext Time (p_c), s				0.0	0.8	6.7	2.0					
Intersection Summary												
HCM 6th Ctrl Delay				41.7								
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	283	2354	0	0	0	0	0	182	64
Future Volume (veh/h)	0	0	0	283	2354	0	0	0	0	0	182	64
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				298	2478	0				0	192	67
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				385	3451	0				0	671	212
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				527	4890	0				0	3953	1194
Grp Volume(v), veh/h				1043	1733	0				0	171	88
Grp Sat Flow(s),veh/h/ln				1844	1702	0				0	1702	1575
Q Serve(g_s), s				58.1	51.1	0.0				0.0	4.8	5.4
Cycle Q Clear(g_c), s				58.1	51.1	0.0				0.0	4.8	5.4
Prop In Lane				0.29		0.00				0.00		0.76
Lane Grp Cap(c), veh/h				1348	2488	0				0	603	279
V/C Ratio(X)				0.77	0.70	0.00				0.00	0.28	0.32
Avail Cap(c_a), veh/h				1348	2488	0				0	603	279
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				33.3	30.6	0.0				0.0	39.2	39.4
Incr Delay (d2), s/veh				4.4	1.6	0.0				0.0	1.2	3.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				30.2	23.7	0.0				0.0	2.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.6	32.2	0.0				0.0	40.4	42.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2776						259	
Approach Delay, s/veh					34.3						41.1	
Approach LOS					C						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.4		85.6						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				19.5		80.4						
Max Q Clear Time (g_c+I1), s				7.4		60.1						
Green Ext Time (p_c), s				0.3		5.5						
Intersection Summary												
HCM 6th Ctrl Delay											34.9	
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	2583	128	73	95	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2583	128	73	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	2748	136	78	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	3638	177	258	369	0			
Arrive On Green				0.00	0.24	0.24	0.18	0.18	0.00			
Sat Flow, veh/h				0	5151	242	1469	2198	0			
Grp Volume(v), veh/h				0	1862	1022	95	84	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1821	1797	1777	0			
Q Serve(g_s), s				0.0	55.7	57.5	5.1	4.5	0.0			
Cycle Q Clear(g_c), s				0.0	55.7	57.5	5.1	4.5	0.0			
Prop In Lane				0.00		0.13	0.82		0.00			
Lane Grp Cap(c), veh/h				0	2485	1330	315	312	0			
V/C Ratio(X)				0.00	0.75	0.77	0.30	0.27	0.00			
Avail Cap(c_a), veh/h				0	2485	1330	315	312	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	32.4	33.1	39.5	39.2	0.0			
Incr Delay (d2), s/veh				0.0	2.1	4.3	2.5	2.1	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	26.0	29.5	2.5	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	34.6	37.4	41.9	41.3	0.0			
LnGrp LOS				A	C	D	D	D	A			
Approach Vol, veh/h					2884			179				
Approach Delay, s/veh					35.6			41.7				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						59.5		7.1				
Green Ext Time (p_c), s						19.1		0.7				
Intersection Summary												
HCM 6th Ctrl Delay												35.9
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	351	2778	0	0	0	0	0	216	41
Future Volume (veh/h)	0	0	0	351	2778	0	0	0	0	0	216	41
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				358	2835	0				0	220	42
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				401	3430	0				0	630	267
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				549	4866	0				0	3647	1506
Grp Volume(v), veh/h				1202	1991	0				0	220	42
Grp Sat Flow(s),veh/h/ln				1843	1702	0				0	1777	1506
Q Serve(g_s), s				69.4	60.5	0.0				0.0	6.0	2.6
Cycle Q Clear(g_c), s				69.4	60.5	0.0				0.0	6.0	2.6
Prop In Lane				0.30		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1345	2485	0				0	630	267
V/C Ratio(X)				0.89	0.80	0.00				0.00	0.35	0.16
Avail Cap(c_a), veh/h				1345	2485	0				0	630	267
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				37.6	34.2	0.0				0.0	39.7	38.3
Incr Delay (d2), s/veh				9.4	2.8	0.0				0.0	1.5	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				37.7	28.5	0.0				0.0	2.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				47.0	37.1	0.0				0.0	41.2	39.6
LnGrp LOS				D	D	A				A	D	D
Approach Vol, veh/h					3193						262	
Approach Delay, s/veh					40.8						40.9	
Approach LOS					D						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.4		85.6						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				19.5		80.3						
Max Q Clear Time (g_c+I1), s				8.0		71.4						
Green Ext Time (p_c), s				1.1		8.7						
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	0	0	0	3028	59	140	82	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3028	59	140	82	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	3122	61	144	85	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	3762	73	313	312	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5322	100	1781	1870	0			
Grp Volume(v), veh/h				0	2054	1129	144	85	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1850	1781	1777	0			
Q Serve(g_s), s				0.0	45.2	46.5	8.0	4.6	0.0			
Cycle Q Clear(g_c), s				0.0	45.2	46.5	8.0	4.6	0.0			
Prop In Lane				0.00		0.05	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2485	1350	313	312	0			
V/C Ratio(X)				0.00	0.83	0.84	0.46	0.27	0.00			
Avail Cap(c_a), veh/h				0	2485	1350	313	312	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	10.1	10.3	40.7	39.3	0.0			
Incr Delay (d2), s/veh				0.0	3.3	6.3	4.8	2.2	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	15.0	17.9	3.9	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	13.4	16.5	45.5	41.4	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					3183			229				
Approach Delay, s/veh					14.5			44.0				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						48.5		10.0				
Green Ext Time (p_c), s						29.6		0.8				
Intersection Summary												
HCM 6th Ctrl Delay											16.5	
HCM 6th LOS											B	

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑			↑				↑
Traffic Vol, veh/h	0	0	0	0	142	479	1	101	0	0	3	17
Future Vol, veh/h	0	0	0	0	142	479	1	101	0	0	3	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	146	494	1	104	0	0	3	18













Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	-	0	96 645
Stage 1	-	-	0 0
Stage 2	-	-	96 645
Critical Hdwy	-	-	7.54 6.54
Critical Hdwy Stg 1	-	-	- 5.54
Critical Hdwy Stg 2	-	-	6.54 5.54
Follow-up Hdwy	-	-	3.52 4.02
Pot Cap-1 Maneuver	0	-	876 389
Stage 1	0	-	0 601
Stage 2	0	-	900 466
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	849 387
Mov Cap-2 Maneuver	-	-	849 387
Stage 1	-	-	- 598
Stage 2	-	-	871 464

Approach	WB	NB	SB
HCM Control Delay, s	0	17.7	10.7
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	387	-	-	647
HCM Lane V/C Ratio	0.269	-	-	0.027
HCM Control Delay (s)	17.7	-	-	10.7
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	0.1

SAN ADP EA
25: N Harbor Dr & W Grape St

No Action: Year 2031
Timing Plan: AM PEAK

												
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	692	71	1288	724	0
Future Volume (veh/h)	0	0	0	0	0	0	0	692	71	1288	724	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		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	786	81	1464	823	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	2083	654	2485	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.42	0.42	0.83	1.00	0.00
Sat Flow, veh/h		0					0	5149	1564	5023	1826	0
Grp Volume(v), veh/h		0.0					0	786	81	1464	823	0
Grp Sat Flow(s),veh/h/ln							0	1662	1564	1674	1826	0
Q Serve(g_s), s							0.0	12.0	3.5	10.9	0.0	0.0
Cycle Q Clear(g_c), s							0.0	12.0	3.5	10.9	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	2083	654	2485	1740	0
V/C Ratio(X)							0.00	0.38	0.12	0.59	0.47	0.00
Avail Cap(c_a), veh/h							0	2083	654	2485	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(l)							0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh							0.0	22.1	19.7	5.8	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.3	0.2	0.3	0.9	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	4.5	1.3	2.3	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	22.4	19.9	6.1	0.9	0.0
LnGrp LOS							A	C	B	A	A	A
Approach Vol, veh/h								867			2287	
Approach Delay, s/veh								22.2			4.2	
Approach LOS								C			A	
Timer - Assigned Phs	1	2						6				
Phs Duration (G+Y+Rc), s	58.8	51.2						110.0				
Change Period (Y+Rc), s	4.4	* 5.2						5.2				
Max Green Setting (Gmax), s	28.2	* 37						68.8				
Max Q Clear Time (g_c+I1), s	12.9	14.0						2.0				
Green Ext Time (p_c), s	5.6	10.5						9.5				
Intersection Summary												
HCM 6th Ctrl Delay				9.2								
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)	64	1184	48	0	0	0	0	303	185	84	352	0
Future Volume (veh/h)	64	1184	48	0	0	0	0	303	185	84	352	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	70	1301	53				0	333	203	92	387	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	158	3126	967				0	591	264	122	1441	0
Arrive On Green	0.21	0.21	0.21				0.00	0.17	0.17	0.14	0.56	0.00
Sat Flow, veh/h	253	5009	1549				0	3572	1518	1781	5274	0
Grp Volume(v), veh/h	514	857	53				0	333	203	92	387	0
Grp Sat Flow(s),veh/h/ln	1858	1702	1549				0	1702	1518	1781	1702	0
Q Serve(g_s), s	26.6	24.0	3.0				0.0	9.9	14.0	5.5	4.3	0.0
Cycle Q Clear(g_c), s	26.6	24.0	3.0				0.0	9.9	14.0	5.5	4.3	0.0
Prop In Lane	0.14		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1159	2125	967				0	591	264	122	1441	0
V/C Ratio(X)	0.44	0.40	0.05				0.00	0.56	0.77	0.75	0.27	0.00
Avail Cap(c_a), veh/h	1159	2125	967				0	901	402	317	2442	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)	0.09	0.09	0.09				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	27.0	25.9	17.6				0.0	41.6	43.3	46.6	18.1	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0				0.0	1.0	5.4	3.1	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/ft	3.2	10.9	1.0				0.0	4.2	5.6	2.4	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	26.0	17.6				0.0	42.6	48.8	49.6	18.2	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1424						536			479	
Approach Delay, s/veh		26.1						44.9			24.2	
Approach LOS		C						D			C	
Timer - Assigned Phs		2	4				7	8				
Phs Duration (G+Y+Rc), s		73.6	36.4				11.9	24.5				
Change Period (Y+Rc), s		4.9	5.4				4.4	*5.4				
Max Green Setting (Gmax), s		47.1	52.6				19.6	*29				
Max Q Clear Time (g_c+I1), s		28.6	6.3				7.5	16.0				
Green Ext Time (p_c), s		12.4	2.2				0.1	3.1				

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.

SAN ADP EA
27: Kettner Blvd & W Grape St

No Action: Year 2031
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑									↓↑↑	
Traffic Volume (veh/h)	0	1423	31	0	0	0	0	0	0	164	321	0
Future Volume (veh/h)	0	1423	31	0	0	0	0	0	0	164	321	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	1530	33							176	345	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	2996	65							536	1169	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5310	111							1632	3729	0
Grp Volume(v), veh/h	0	1013	550							193	328	0
Grp Sat Flow(s),veh/h/ln	0	1702	1849							1789	1702	0
Q Serve(g_s), s	0.0	29.3	29.3							11.0	9.8	0.0
Cycle Q Clear(g_c), s	0.0	29.3	29.3							11.0	9.8	0.0
Prop In Lane	0.00		0.06							0.91		0.00
Lane Grp Cap(c), veh/h	0	1984	1077							587	1117	0
V/C Ratio(X)	0.00	0.51	0.51							0.33	0.29	0.00
Avail Cap(c_a), veh/h	0	1984	1077							587	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	30.4	30.4							37.8	37.3	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.7							1.5	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	13.6	15.0							5.5	4.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.3	32.1							39.3	38.0	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1563									521	
Approach Delay, s/veh		31.6									38.5	
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		31.3	13.0									
Green Ext Time (p_c), s		4.8	1.4									
Intersection Summary												
HCM 6th Ctrl Delay			33.3									
HCM 6th LOS			C									



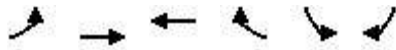
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	51	1840	0	0	0	0	0	95	214	0	0	0
Future Volume (veh/h)	51	1840	0	0	0	0	0	95	214	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	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	55	1978	0				0	102	230			
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	83	3178	0				0	519	433			
Arrive On Green	0.20	0.20	0.00				0.00	0.29	0.29			
Sat Flow, veh/h	134	5302	0				0	1870	1485			
Grp Volume(v), veh/h	764	1269	0				0	102	230			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1485			
Q Serve(g_s), s	41.5	37.2	0.0				0.0	4.7	14.3			
Cycle Q Clear(g_c), s	41.5	37.2	0.0				0.0	4.7	14.3			
Prop In Lane	0.07		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1154	2107	0				0	519	433			
V/C Ratio(X)	0.66	0.60	0.00				0.00	0.20	0.53			
Avail Cap(c_a), veh/h	1154	2107	0				0	519	433			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	33.2	31.5	0.0				0.0	29.3	32.6			
Incr Delay (d2), s/veh	3.0	1.3	0.0				0.0	0.8	4.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	21.6	17.3	0.0				0.0	2.2	5.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	32.8	0.0				0.0	30.1	37.2			
LnGrp LOS	D	C	A				A	C	D			
Approach Vol, veh/h		2033						332				
Approach Delay, s/veh		34.0						35.0				
Approach LOS		C						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		43.5						16.3				
Green Ext Time (p_c), s		17.0						2.0				
Intersection Summary												
HCM 6th Ctrl Delay			34.2									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑								↙	↑↑	
Traffic Volume (veh/h)	0	2177	80	0	0	0	0	0	0	200	357	0
Future Volume (veh/h)	0	2177	80	0	0	0	0	0	0	200	357	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	2221	82							204	364	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	3221	118							487	972	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5222	186							1781	3647	0
Grp Volume(v), veh/h	0	1493	810							204	364	0
Grp Sat Flow(s),veh/h/ln	0	1702	1836							1781	1777	0
Q Serve(g_s), s	0.0	44.5	44.9							11.9	10.6	0.0
Cycle Q Clear(g_c), s	0.0	44.5	44.9							11.9	10.6	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2169	1170							487	972	0
V/C Ratio(X)	0.00	0.69	0.69							0.42	0.37	0.00
Avail Cap(c_a), veh/h	0	2169	1170							487	972	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	33.3	33.5							41.8	41.2	0.0
Incr Delay (d2), s/veh	0.0	1.8	3.4							2.6	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/lr0.0	0.0	20.8	23.1							6.1	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.2	36.9							44.4	42.3	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2303									568	
Approach Delay, s/veh		35.7									43.0	
Approach LOS		D									D	
Timer - Assigned Phs		2	4									
Phs Duration (G+Y+Rc), s		75.0	35.0									
Change Period (Y+Rc), s		4.9	4.9									
Max Green Setting (Gmax), s		70.1	30.1									
Max Q Clear Time (g_c+l1), s		46.9	13.9									
Green Ext Time (p_c), s		18.2	2.8									
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)	171	1988	0	0	0	0	0	95	39	0	0	0
Future Volume (veh/h)	171	1988	0	0	0	0	0	95	39	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	186	2161	0				0	103	42			
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	274	3409	0				0	525	204			
Arrive On Green	0.23	0.23	0.00				0.00	0.21	0.21			
Sat Flow, veh/h	391	5032	0				0	2595	971			
Grp Volume(v), veh/h	880	1467	0				0	72	73			
Grp Sat Flow(s),veh/h/ln	1851	1702	0				0	1777	1696			
Q Serve(g_s), s	47.7	42.5	0.0				0.0	3.7	3.9			
Cycle Q Clear(g_c), s	47.7	42.5	0.0				0.0	3.7	3.9			
Prop In Lane	0.21		0.00				0.00		0.57			
Lane Grp Cap(c), veh/h	1297	2386	0				0	373	356			
V/C Ratio(X)	0.68	0.61	0.00				0.00	0.19	0.21			
Avail Cap(c_a), veh/h	1297	2386	0				0	373	356			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	31.0	29.0	0.0				0.0	35.8	35.9			
Incr Delay (d2), s/veh	2.9	1.2	0.0				0.0	1.1	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	24.5	19.7	0.0				0.0	1.7	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	30.2	0.0				0.0	36.9	37.2			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		2347						145				
Approach Delay, s/veh		31.5						37.0				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		82.0						28.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		77.1						23.1				
Max Q Clear Time (g_c+I1), s		49.7						5.9				
Green Ext Time (p_c), s		21.2						0.7				
Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖↖	↗
Traffic Volume (veh/h)	50	937	1096	85	83	103
Future Volume (veh/h)	50	937	1096	85	83	103
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	1826	1870	1870
Adj Flow Rate, veh/h	52	976	1142	89	86	107
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	67	4114	3535	275	296	136
Arrive On Green	0.04	0.83	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1781	5149	4872	367	3456	1585
Grp Volume(v), veh/h	52	976	806	425	86	107
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1751	1728	1585
Q Serve(g_s), s	3.5	5.1	0.0	0.0	2.8	7.9
Cycle Q Clear(g_c), s	3.5	5.1	0.0	0.0	2.8	7.9
Prop In Lane	1.00			0.21	1.00	1.00
Lane Grp Cap(c), veh/h	67	4114	2495	1315	296	136
V/C Ratio(X)	0.77	0.24	0.32	0.32	0.29	0.79
Avail Cap(c_a), veh/h	187	4114	2495	1315	1126	516
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	57.2	2.3	0.0	0.0	51.5	53.8
Incr Delay (d2), s/veh	6.5	0.1	0.3	0.6	0.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.0	0.1	0.2	1.2	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.8	2.4	0.3	0.6	51.7	57.6
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		1028	1231		193	
Approach Delay, s/veh		5.5	0.4		55.0	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.8		15.2	8.9	95.9
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 70		39.1	12.6	53.2
Max Q Clear Time (g_c+I1), s		7.1		9.9	5.5	2.0
Green Ext Time (p_c), s		22.7		0.3	0.0	25.9

Intersection Summary

HCM 6th Ctrl Delay	6.8
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)	65	905	13	12	1156	4	0	12	13	29	0	26
Future Volume (veh/h)	65	905	13	12	1156	4	0	12	13	29	0	26
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	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	933	13	12	1192	0	0	12	13	30	0	27
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	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	692	2338	33	514	1799		34	15	16	225	0	101
Arrive On Green	0.78	0.92	0.92	0.29	0.36	0.00	0.00	0.02	0.02	0.06	0.00	0.06
Sat Flow, veh/h	1781	5064	71	1781	4985	1585	1781	804	871	3456	0	1556
Grp Volume(v), veh/h	67	612	334	12	1192	0	0	0	25	30	0	27
Grp Sat Flow(s),veh/h/ln	1781	1662	1811	1781	1662	1585	1781	0	1675	1728	0	1556
Q Serve(g_s), s	1.1	2.7	2.7	0.6	24.1	0.0	0.0	0.0	1.8	1.0	0.0	2.0
Cycle Q Clear(g_c), s	1.1	2.7	2.7	0.6	24.1	0.0	0.0	0.0	1.8	1.0	0.0	2.0
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	692	1534	836	514	1799		34	0	32	225	0	101
V/C Ratio(X)	0.10	0.40	0.40	0.02	0.66		0.00	0.00	0.79	0.13	0.00	0.27
Avail Cap(c_a), veh/h	692	1534	836	514	1799		91	0	85	979	0	441
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)	0.98	0.98	0.98	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.3	2.6	2.6	30.6	32.2	0.0	0.0	0.0	58.6	52.9	0.0	53.4
Incr Delay (d2), s/veh	0.0	0.8	1.4	0.0	1.9	0.0	0.0	0.0	15.0	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/lr	0.4	0.8	1.0	0.2	9.6	0.0	0.0	0.0	0.9	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	3.3	4.0	30.6	34.2	0.0	0.0	0.0	73.6	53.0	0.0	53.9
LnGrp LOS	A	A	A	C	C		A	A	E	D	A	D
Approach Vol, veh/h	1013		1204			A	25		57			
Approach Delay, s/veh	3.9		34.1				73.6		53.4			
Approach LOS	A		C				E		D			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	39.0	61.1	12.7		51.0	49.1	7.2					
Change Period (Y+Rc), s	4.4	5.7	4.9		4.4	5.8	4.9					
Max Green Setting (Gmax), s	4.6	55.4	34.0		16.6	43.3	6.1					
Max Q Clear Time (g_c+1), s	12.6	4.7	4.0		3.1	26.1	3.8					
Green Ext Time (p_c), s	0.0	14.2	0.1		0.0	11.0	0.0					

Intersection Summary

HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 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)	45	823	207	593	2263	179	178	32	376	607	14	48
Future Volume (veh/h)	45	823	207	593	2263	179	178	32	376	607	14	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	848	213	611	2333	185	184	33	0	626	14	49
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	5	2	2	2	2	2	2
Cap, veh/h	48	1210	547	837	2784	220	398	216		455	10	715
Arrive On Green	0.03	0.24	0.24	0.24	0.47	0.47	0.12	0.12	0.00	0.26	0.26	0.26
Sat Flow, veh/h	1781	4985	1500	3456	5965	471	3456	1870	1585	1744	39	2742
Grp Volume(v), veh/h	46	848	213	611	1841	677	184	33	0	640	0	49
Grp Sat Flow(s),veh/h/ln	1781	1662	1500	1728	1570	1725	1728	1870	1585	1783	0	1371
Q Serve(g_s), s	3.9	23.3	15.9	24.4	51.3	51.7	7.5	2.4	0.0	39.1	0.0	2.0
Cycle Q Clear(g_c), s	3.9	23.3	15.9	24.4	51.3	51.7	7.5	2.4	0.0	39.1	0.0	2.0
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	0.98		1.00
Lane Grp Cap(c), veh/h	48	1210	547	837	2199	805	398	216		465	0	715
V/C Ratio(X)	0.97	0.70	0.39	0.73	0.84	0.84	0.46	0.15		1.38	0.00	0.07
Avail Cap(c_a), veh/h	48	1210	547	837	2199	805	852	461		465	0	715
HCM Platoon Ratio	1.00	1.00	1.00	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	0.09	0.92	0.92	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	51.8	36.0	52.3	35.0	35.1	62.0	59.8	0.0	55.5	0.0	41.7
Incr Delay (d2), s/veh	117.8	3.4	2.1	0.3	0.4	1.0	0.3	0.1	0.0	182.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	9.9	7.3	10.4	18.9	21.0	3.3	1.1	0.0	41.0	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	190.7	55.2	38.1	52.6	35.4	36.2	62.3	59.9	0.0	238.2	0.0	41.8
LnGrp LOS	F	E	D	D	D	D	E	E		F	A	D
Approach Vol, veh/h		1107			3129			217	A		689	
Approach Delay, s/veh		57.6			38.9			61.9			224.2	
Approach LOS		E			D			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.7	42.1		44.0	8.4	75.4		22.2				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	7.6	* 36		39.1	4.0	50.3		37.0				
Max Q Clear Time (g_c+Q), s	26.4	25.3		41.1	5.9	53.7		9.5				
Green Ext Time (p_c), s	0.0	7.1		0.0	0.0	0.0		0.4				

Intersection Summary

HCM 6th Ctrl Delay	68.7
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.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



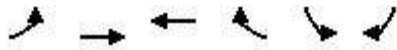
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	5	17	4	6	314	13	189	9	518	303	59
Future Volume (veh/h)	34	5	17	4	6	314	13	189	9	518	303	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.94	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	14	18	0	0	342	14	201	10	551	322	63
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	76	31	40	0	313	520	117	648	32	604	1363	263
Arrive On Green	0.04	0.04	0.04	0.00	0.00	0.17	0.07	0.19	0.19	0.34	0.46	0.46
Sat Flow, veh/h	1781	729	937	0	1870	3104	1781	3434	170	1781	2951	569
Grp Volume(v), veh/h	30	0	32	0	0	342	14	103	108	551	192	193
Grp Sat Flow(s),veh/h/ln	1781	0	1665	0	1870	1552	1781	1777	1827	1781	1777	1743
Q Serve(g_s), s	1.0	0.0	1.1	0.0	0.0	6.3	0.5	3.1	3.1	18.1	4.0	4.1
Cycle Q Clear(g_c), s	1.0	0.0	1.1	0.0	0.0	6.3	0.5	3.1	3.1	18.1	4.0	4.1
Prop In Lane	1.00		0.56	0.00		1.00	1.00		0.09	1.00		0.33
Lane Grp Cap(c), veh/h	76	0	71	0	313	520	117	335	345	604	821	805
V/C Ratio(X)	0.39	0.00	0.45	0.00	0.00	0.66	0.12	0.31	0.31	0.91	0.23	0.24
Avail Cap(c_a), veh/h	117	0	109	0	889	1475	117	845	868	788	1515	1485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	28.4	0.0	28.5	0.0	0.0	23.8	26.8	21.3	21.3	19.3	9.9	9.9
Incr Delay (d2), s/veh	2.5	0.0	3.3	0.0	0.0	0.5	0.2	0.4	0.4	10.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.5	0.0	0.0	2.2	0.2	1.2	1.3	8.3	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	31.8	0.0	0.0	24.3	27.0	21.7	21.7	30.2	10.0	10.0
LnGrp LOS	C	A	C	A	A	C	C	C	C	C	B	B
Approach Vol, veh/h		62			342			225			936	
Approach Delay, s/veh		31.4			24.3			22.0			21.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	15.5		6.6	8.0	32.2		14.2				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	27.0	29.0		4.0	4.0	52.0		29.0				
Max Q Clear Time (g_c+Q), s	20.1	5.1		3.1	2.5	6.1		8.3				
Green Ext Time (p_c), s	0.6	0.9		0.0	0.0	1.9		0.8				

Intersection Summary

HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↖	↗	↘
Traffic Volume (veh/h)	145	2	4	62	120	194
Future Volume (veh/h)	145	2	4	62	120	194
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	150	0	4	0	124	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	760	399	713		270	
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	150	0	4	0	124	0
Grp Sat Flow(s),veh/h/ln	1870	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.3	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.0	1.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	760	399	713		270	
V/C Ratio(X)	0.20	0.00	0.01		0.46	
Avail Cap(c_a), veh/h	1068	561	713		1224	
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	11.9	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	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.1	0.0	17.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		150	4	A	124	A
Approach Delay, s/veh		12.0	7.1		17.4	
Approach LOS		B	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		11.8		6.9		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		3.3		3.3		2.0
Green Ext Time (p_c), s		0.2		0.2		0.0

Intersection Summary

HCM 6th Ctrl Delay	14.3
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	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	9	114	54	0	0	1
Future Vol, veh/h	9	114	54	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	133	63	0	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	70	0	-	0	158 41
Stage 1	-	-	-	-	70 -
Stage 2	-	-	-	-	88 -
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	1529	-	-	-	818 1021
Stage 1	-	-	-	-	945 -
Stage 2	-	-	-	-	925 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1519	-	-	-	801 1012
Mov Cap-2 Maneuver	-	-	-	-	801 -
Stage 1	-	-	-	-	932 -
Stage 2	-	-	-	-	919 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1519	-	-	-	1012
HCM Lane V/C Ratio	0.007	-	-	-	0.001
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)	93	963	5150	0	0	99
Future Volume (veh/h)	93	963	5150	0	0	99
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	0	1900	1900
Adj Flow Rate, veh/h	101	1047	5598	0	0	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	0	0
Cap, veh/h	61	3368	4935	0	0	247
Arrive On Green	0.77	0.77	0.77	0.00	0.00	0.16
Sat Flow, veh/h	0	4630	6958	0	0	1573
Grp Volume(v), veh/h	101	1047	5598	0	0	109
Grp Sat Flow(s),veh/h/ln	0	1464	1609	0	0	1587
Q Serve(g_s), s	0.0	8.6	90.5	0.0	0.0	7.3
Cycle Q Clear(g_c), s	90.5	8.6	90.5	0.0	0.0	7.3
Prop In Lane	1.00			0.00	0.00	0.99
Lane Grp Cap(c), veh/h	61	3368	4935	0	0	249
V/C Ratio(X)	1.66	0.31	1.13	0.00	0.00	0.44
Avail Cap(c_a), veh/h	61	3368	4935	0	0	249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	59.0	4.2	13.7	0.0	0.0	45.0
Incr Delay (d2), s/veh	356.5	0.1	63.4	0.0	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	1.9	43.3	0.0	0.0	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	415.5	4.3	77.2	0.0	0.0	50.6
LnGrp LOS	F	A	F	A	A	D
Approach Vol, veh/h		1148	5598		109	
Approach Delay, s/veh		40.4	77.2		50.6	
Approach LOS		D	E		D	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				95.0	23.0	95.0
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				90.5	18.5	90.5
Max Q Clear Time (g_c+I1), s				92.5	9.3	92.5
Green Ext Time (p_c), s				0.0	0.2	0.0
Intersection Summary						
HCM 6th Ctrl Delay			70.6			
HCM 6th LOS			E			
Notes						
User approved volume balancing among the lanes for turning movement.						



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖↗	↑↑↑↑	↖	↗
Traffic Volume (veh/h)	2507	47	122	3545	27	167
Future Volume (veh/h)	2507	47	122	3545	27	167
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.95	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	2667	50	130	3771	29	178
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	3486	834	603	4859	252	202
Arrive On Green	0.56	0.56	0.35	1.00	0.14	0.14
Sat Flow, veh/h	6537	1502	3456	6537	1781	1427
Grp Volume(v), veh/h	2667	50	130	3771	29	178
Grp Sat Flow(s),veh/h/ln	1570	1502	1728	1570	1781	1427
Q Serve(g_s), s	39.4	1.8	3.2	0.0	1.7	14.7
Cycle Q Clear(g_c), s	39.4	1.8	3.2	0.0	1.7	14.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3486	834	603	4859	252	202
V/C Ratio(X)	0.77	0.06	0.22	0.78	0.12	0.88
Avail Cap(c_a), veh/h	3486	834	603	4859	475	380
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.95	0.95	0.27	0.27	1.00	1.00
Uniform Delay (d), s/veh	20.6	12.3	33.3	0.0	45.0	50.5
Incr Delay (d2), s/veh	1.6	0.1	0.0	0.3	0.1	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ft	3.4	0.6	1.3	0.1	0.8	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.2	12.4	33.3	0.3	45.0	55.4
LnGrp LOS	C	B	C	A	D	E
Approach Vol, veh/h	2717			3901	207	
Approach Delay, s/veh	22.0			1.4	54.0	
Approach LOS	C			A	D	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	36.2	71.9		98.1	21.9	
Change Period (Y+Rc), s	5.3	* 5.3		5.3	4.9	
Max Green Setting (Gmax), s	67.8	* 67		77.8	32.0	
Max Q Clear Time (g_c+1/2), s	41.4			2.0	16.7	
Green Ext Time (p_c), s	0.0	24.8		75.5	0.3	

Intersection Summary

HCM 6th Ctrl Delay	11.2
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.



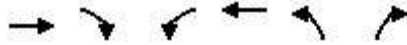
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗				↕		↖ ↗	↕	↗
Traffic Volume (veh/h)	166	2532	0	6	3550	338	0	0	0	46	0	194
Future Volume (veh/h)	166	2532	0	6	3550	338	0	0	0	46	0	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	175	2665	0	6	3737	356	0	0	0	48	0	204
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	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	249	3450	0	59	3410	310	0	286	0	332	0	242
Arrive On Green	0.28	1.00	0.00	0.03	0.58	0.58	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1781	5149	0	1781	5896	536	0	1870	0	1778	0	1582
Grp Volume(v), veh/h	175	2665	0	6	2950	1143	0	0	0	48	0	204
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1721	0	1870	0	1778	0	1582
Q Serve(g_s), s	10.6	0.0	0.0	0.4	69.4	69.4	0.0	0.0	0.0	2.8	0.0	15.1
Cycle Q Clear(g_c), s	10.6	0.0	0.0	0.4	69.4	69.4	0.0	0.0	0.0	2.8	0.0	15.1
Prop In Lane	1.00		0.00	1.00		0.31	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	3450	0	59	2724	995	0	286	0	332	0	242
V/C Ratio(X)	0.70	0.77	0.00	0.10	1.08	1.15	0.00	0.00	0.00	0.14	0.00	0.84
Avail Cap(c_a), veh/h	249	3450	0	59	2724	995	0	499	0	534	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)	0.75	0.75	0.00	0.37	0.37	0.37	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.0	0.0	0.0	56.3	25.3	25.3	0.0	0.0	0.0	44.3	0.0	49.4
Incr Delay (d2), s/veh	5.6	1.3	0.0	0.1	40.2	71.7	0.0	0.0	0.0	0.1	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	4.4	0.4	0.0	0.2	32.7	44.6	0.0	0.0	0.0	1.3	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	1.3	0.0	56.4	65.5	97.0	0.0	0.0	0.0	44.3	0.0	52.5
LnGrp LOS	D	A	A	E	F	F	A	A	A	D	A	D
Approach Vol, veh/h	2840				4099				0		252	
Approach Delay, s/veh	4.1				74.2				0.0		51.0	
Approach LOS	A				E						D	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.4	88.4	23.2		22.1	74.7	23.2					
Change Period (Y+Rc), s	4.4	5.3	4.9		5.3	* 5.3	4.9					
Max Green Setting (Gmax), s	69.4	69.4	32.0		4.0	* 69	32.0					
Max Q Clear Time (g_c+I), s	12.4	2.0	17.1		12.6	71.4	0.0					
Green Ext Time (p_c), s	0.0	63.8	0.8		0.0	0.0	0.0					

Intersection Summary

HCM 6th Ctrl Delay	45.7
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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	
Traffic Volume (veh/h)	2536	3	30	3756	0	19
Future Volume (veh/h)	2536	3	30	3756	0	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.94	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	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	2727	3	32	4039	0	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4055	4	45	4319	0	28
Arrive On Green	0.79	0.79	0.03	0.87	0.00	0.02
Sat Flow, veh/h	5306	6	1781	5149	0	1521
Grp Volume(v), veh/h	1762	968	32	4039	0	21
Grp Sat Flow(s),veh/h/ln	1662	1824	1781	1662	0	1597
Q Serve(g_s), s	19.9	19.9	1.5	47.6	0.0	1.1
Cycle Q Clear(g_c), s	19.9	19.9	1.5	47.6	0.0	1.1
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2621	1439	45	4319	0	29
V/C Ratio(X)	0.67	0.67	0.72	0.94	0.00	0.71
Avail Cap(c_a), veh/h	2621	1439	85	4321	0	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.0	4.0	40.4	3.9	0.0	40.7
Incr Delay (d2), s/veh	1.1	2.0	7.7	5.0	0.0	27.0
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	3.6	0.7	2.0	0.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	6.0	48.0	8.9	0.0	67.7
LnGrp LOS	A	A	D	A	A	E
Approach Vol, veh/h	2730			4071	21	
Approach Delay, s/veh	5.4			9.2	67.7	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	6.5	71.0		77.5	5.9	
Change Period (Y+Rc), s	4.4	5.2		5.2	4.4	
Max Green Setting (Gmax), s	4.0	63.9		72.3	18.1	
Max Q Clear Time (g_c+13), s	13.5	21.9		49.6	3.1	
Green Ext Time (p_c), s	0.0	41.1		22.7	0.0	

Intersection Summary

HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	Y			↑↑↑	
Traffic Volume (veh/h)	0	193	0	0	1430	749
Future Volume (veh/h)	0	193	0	0	1430	749
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				0.99
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	214			1589	832
Peak Hour Factor	0.90	0.90			0.90	0.90
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2933	1358
Arrive On Green	0.00	0.00			0.86	0.86
Sat Flow, veh/h	0				3572	1576
Grp Volume(v), veh/h	0.0				1589	832
Grp Sat Flow(s),veh/h/ln					1702	1576
Q Serve(g_s), s					3.9	5.0
Cycle Q Clear(g_c), s					3.9	5.0
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2933	1358
V/C Ratio(X)					0.54	0.61
Avail Cap(c_a), veh/h					3425	1585
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.6	0.7
Incr Delay (d2), s/veh					0.2	0.5
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.7	1.2
LnGrp LOS					A	A
Approach Vol, veh/h					2421	
Approach Delay, s/veh					0.9	
Approach LOS					A	
Timer - Assigned Phs						6
Phs Duration (G+Y+Rc), s						32.5
Change Period (Y+Rc), s						4.5
Max Green Setting (Gmax), s						32.7
Max Q Clear Time (g_c+I1), s						7.0
Green Ext Time (p_c), s						21.0
Intersection Summary						
HCM 6th Ctrl Delay			0.9			
HCM 6th LOS			A			

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)	133	725	120	67	804	317	50	35	26	179	90	134
Future Volume (veh/h)	133	725	120	67	804	317	50	35	26	179	90	134
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		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	149	815	135	75	903	356	56	39	29	201	101	151
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	175	2893	875	96	2667	808	245	227	171	346	443	385
Arrive On Green	0.20	1.00	1.00	0.05	0.52	0.52	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	741	909	687	1319	1777	1546
Grp Volume(v), veh/h	149	815	135	75	903	356	58	0	66	201	101	151
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	768	0	1569	1319	1777	1546
Q Serve(g_s), s	9.5	0.0	0.0	4.9	12.1	16.8	5.2	0.0	3.9	16.6	5.3	9.6
Cycle Q Clear(g_c), s	9.5	0.0	0.0	4.9	12.1	16.8	14.8	0.0	3.9	20.5	5.3	9.6
Prop In Lane	1.00		1.00	1.00		1.00	0.97		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	175	2893	875	96	2667	808	251	0	391	346	443	385
V/C Ratio(X)	0.85	0.28	0.15	0.78	0.34	0.44	0.23	0.00	0.17	0.58	0.23	0.39
Avail Cap(c_a), veh/h	326	2893	875	190	2667	808	364	0	546	477	619	538
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)	0.89	0.89	0.89	0.94	0.94	0.94	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	0.0	0.0	55.1	16.4	17.5	42.8	0.0	34.7	42.8	35.3	36.9
Incr Delay (d2), s/veh	4.0	0.2	0.3	4.9	0.3	1.6	0.2	0.0	0.1	4.4	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	3.9	0.1	0.1	2.3	4.5	6.0	1.5	0.0	1.5	5.8	2.4	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	0.2	0.3	60.0	16.7	19.1	43.0	0.0	34.8	47.2	36.0	38.7
LnGrp LOS	D	A	A	E	B	B	D	A	C	D	D	D
Approach Vol, veh/h		1099			1334			124			453	
Approach Delay, s/veh		7.1			19.8			38.6			41.9	
Approach LOS		A			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.7	72.9		34.3	16.0	67.7		34.3				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	12.6	* 49		41.1	21.6	39.9		41.1				
Max Q Clear Time (g_c+1/3), s	10.9	2.0		22.5	11.5	18.8		16.8				
Green Ext Time (p_c), s	0.0	12.5		4.7	0.1	14.4		0.5				

Intersection Summary

HCM 6th Ctrl Delay	19.2
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)	24	481	0	0	597	346	0	0	0	487	0	39
Future Volume (veh/h)	24	481	0	0	597	346	0	0	0	487	0	39
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	28	566	0	0	702	0	0	0	0	616	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	36	2499	0	2	2294		0	2	1	700	368	0
Arrive On Green	0.02	0.70	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3557	1870	0
Grp Volume(v), veh/h	28	566	0	0	702	0	0	0	0	616	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1779	1870	0
Q Serve(g_s), s	1.8	6.6	0.0	0.0	15.2	0.0	0.0	0.0	0.0	19.8	0.0	0.0
Cycle Q Clear(g_c), s	1.8	6.6	0.0	0.0	15.2	0.0	0.0	0.0	0.0	19.8	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	36	2499	0	2	2294		0	2	1	700	368	0
V/C Ratio(X)	0.77	0.23	0.00	0.00	0.31		0.00	0.00	0.00	0.88	0.00	0.00
Avail Cap(c_a), veh/h	62	2499	0	62	2294		0	476	403	1115	586	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.81	0.00	0.00
Uniform Delay (d), s/veh	57.5	6.2	0.0	0.0	16.2	0.0	0.0	0.0	0.0	46.0	0.0	0.0
Incr Delay (d2), s/veh	12.1	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	2.6	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/lr	0.9	2.2	0.0	0.0	6.7	0.0	0.0	0.0	0.0	9.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.6	6.4	0.0	0.0	16.5	0.0	0.0	0.0	0.0	48.6	0.0	0.0
LnGrp LOS	E	A	A	A	B		A	A	A	D	A	A
Approach Vol, veh/h		594			702	A		0			616	
Approach Delay, s/veh		9.4			16.5			0.0			48.6	
Approach LOS		A			B						D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	88.9		29.1	6.8	82.1		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s		* 27		37.0	4.1	25.8		30.0				
Max Q Clear Time (g_c+10), s		8.6		21.8	3.8	17.2		0.0				
Green Ext Time (p_c), s	0.0	7.6		1.2	0.0	4.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	24.6
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.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



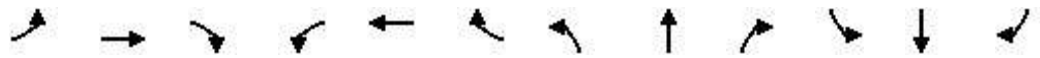
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	353	185	64	258	107	118	698	32	135	941	105
Future Volume (veh/h)	331	353	185	64	258	107	118	698	32	135	941	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	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		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	348	372	195	67	272	113	124	735	34	142	991	111
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	373	649	334	86	439	280	147	1519	70	197	1471	642
Arrive On Green	0.21	0.29	0.29	0.05	0.12	0.12	0.08	0.44	0.44	0.06	0.41	0.41
Sat Flow, veh/h	1781	2246	1156	1781	3554	1539	1781	3457	160	3456	3554	1551
Grp Volume(v), veh/h	348	293	274	67	272	113	124	378	391	142	991	111
Grp Sat Flow(s),veh/h/ln	1781	1777	1625	1781	1777	1539	1781	1777	1840	1728	1777	1551
Q Serve(g_s), s	22.3	16.3	16.7	4.3	8.4	4.5	8.0	17.5	17.6	4.7	26.3	2.6
Cycle Q Clear(g_c), s	22.3	16.3	16.7	4.3	8.4	4.5	8.0	17.5	17.6	4.7	26.3	2.6
Prop In Lane	1.00		0.71	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	373	513	469	86	439	280	147	781	809	197	1471	642
V/C Ratio(X)	0.93	0.57	0.58	0.78	0.62	0.40	0.84	0.48	0.48	0.72	0.67	0.17
Avail Cap(c_a), veh/h	378	623	570	193	888	475	147	781	809	214	1471	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	45.1	35.1	35.3	54.6	48.3	18.8	52.4	23.1	23.1	53.8	27.6	5.1
Incr Delay (d2), s/veh	29.3	0.4	0.4	5.5	0.5	0.3	31.7	2.1	2.1	8.3	2.5	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/ft	2.8	7.1	6.7	2.1	3.8	1.9	4.8	7.7	8.0	2.3	11.5	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.3	35.5	35.7	60.1	48.8	19.1	84.1	25.3	25.2	62.1	30.1	5.7
LnGrp LOS	E	D	D	E	D	B	F	C	C	E	C	A
Approach Vol, veh/h		915			452			893			1244	
Approach Delay, s/veh		50.3			43.0			33.4			31.6	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	56.3	10.0	38.7	14.0	53.3	29.5	19.2				
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	3	* 37	12.6	40.7	9.6	33.8	24.6	* 29				
Max Q Clear Time (g_c+1/3), s	19.6	6.3	18.7	10.0	28.3	24.3	10.4					
Green Ext Time (p_c), s	0.0	1.6	0.0	1.3	0.0	1.7	0.0	0.7				

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)	52	271	88	155	204	72	132	111	199	59	88	76
Future Volume (veh/h)	52	271	88	155	204	72	132	111	199	59	88	76
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		0.96	1.00		0.93
Parking Bus, Adj	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	288	94	165	217	77	140	118	212	63	94	81
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	71	1213	651	240	694	544	173	1064	566	82	882	365
Arrive On Green	0.04	0.34	0.34	0.07	0.37	0.37	0.10	0.30	0.30	0.05	0.25	0.25
Sat Flow, veh/h	1781	3554	1456	3456	1870	1466	1781	3554	1524	1781	3554	1471
Grp Volume(v), veh/h	55	288	94	165	217	77	140	118	212	63	94	81
Grp Sat Flow(s),veh/h/ln	1781	1777	1456	1728	1870	1466	1781	1777	1524	1781	1777	1471
Q Serve(g_s), s	2.9	5.6	3.7	4.5	7.9	3.3	7.4	2.3	9.8	3.4	2.0	4.2
Cycle Q Clear(g_c), s	2.9	5.6	3.7	4.5	7.9	3.3	7.4	2.3	9.8	3.4	2.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	1213	651	240	694	544	173	1064	566	82	882	365
V/C Ratio(X)	0.77	0.24	0.14	0.69	0.31	0.14	0.81	0.11	0.37	0.77	0.11	0.22
Avail Cap(c_a), veh/h	557	1481	761	1080	779	611	557	1481	745	557	1481	613
HCM Platoon Ratio	1.00	1.00	1.00	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	45.6	22.7	16.2	43.6	21.5	20.0	42.4	24.4	22.2	45.3	27.9	28.7
Incr Delay (d2), s/veh	6.5	0.1	0.1	1.3	0.1	0.1	3.4	0.0	0.4	5.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.3	1.2	1.9	3.4	1.1	3.4	1.0	3.5	1.6	0.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	22.8	16.3	44.9	21.6	20.1	45.8	24.4	22.6	50.9	27.9	28.8
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		437			459			470			238	
Approach Delay, s/veh		25.1			29.8			30.0			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	12.1	38.7	14.7	30.5	9.2	41.5	9.8	35.4				
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	6.5	7.6	9.4	6.2	4.9	9.9	5.4	11.8				
Green Ext Time (p_c), s	0.3	2.8	0.2	0.5	0.1	1.1	0.1	1.5				
Intersection Summary												
HCM 6th Ctrl Delay				29.2								
HCM 6th LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	11	0	21	21	2	48	32	338	23	48	257	29
Future Volume (veh/h)	11	0	21	21	2	48	32	338	23	48	257	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	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		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	0	23	23	2	53	35	371	25	53	282	32
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	220	51	272	529	39	493	58	1414	94	81	1407	155
Arrive On Green	0.27	0.00	0.27	0.27	0.27	0.27	0.03	0.29	0.29	0.05	0.30	0.30
Sat Flow, veh/h	334	185	994	1261	141	1536	1781	4876	324	1781	4647	513
Grp Volume(v), veh/h	35	0	0	25	0	53	35	257	139	53	204	110
Grp Sat Flow(s),veh/h/ln	1512	0	0	1402	0	1536	1781	1702	1796	1781	1702	1756
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.9	0.7	2.2	2.2	1.1	1.7	1.7
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.4	0.0	0.9	0.7	2.2	2.2	1.1	1.7	1.7
Prop In Lane	0.34		0.66	0.92		1.00	1.00		0.18	1.00		0.29
Lane Grp Cap(c), veh/h	543	0	0	568	0	493	58	987	521	81	1030	531
V/C Ratio(X)	0.06	0.00	0.00	0.04	0.00	0.11	0.60	0.26	0.27	0.66	0.20	0.21
Avail Cap(c_a), veh/h	1687	0	0	1656	0	1705	1420	5427	2863	1420	5427	2799
HCM Platoon Ratio	1.00	1.00	1.00	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	10.1	0.0	0.0	10.1	0.0	9.0	18.0	10.3	10.3	17.7	9.7	9.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.2	0.4	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.2	0.3	0.7	0.7	0.5	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	10.1	0.0	9.1	21.7	10.4	10.6	21.1	9.8	10.0
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	A
Approach Vol, veh/h		35			78			431			367	
Approach Delay, s/veh		10.1			9.4			11.4			11.5	
Approach LOS		B			A			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	16.3		15.2	5.6	16.8		15.2				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+1/3), s	13.1	4.2		2.6	2.7	3.7		2.9				
Green Ext Time (p_c), s	0.1	3.8		0.1	0.0	2.6		0.2				

Intersection Summary

HCM 6th Ctrl Delay	11.2
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)	16	25	49	49	39	16	205	585	65	29	466	103
Future Volume (veh/h)	16	25	49	49	39	16	205	585	65	29	466	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.66	1.00		0.90	1.00		0.95	1.00		0.94
Parking Bus, Adj	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	27	53	48	50	17	223	636	71	32	507	112
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	107	112	289	553	580	480	255	1329	562	42	1098	234
Arrive On Green	0.06	0.06	0.06	0.31	0.31	0.31	0.14	0.37	0.37	0.02	0.26	0.26
Sat Flow, veh/h	1781	1870	1042	1781	1870	1429	1781	3554	1503	1781	4157	888
Grp Volume(v), veh/h	17	27	53	48	50	17	223	636	71	32	412	207
Grp Sat Flow(s),veh/h/ln	1781	1870	1042	1781	1870	1429	1781	1777	1503	1781	1702	1641
Q Serve(g_s), s	0.9	1.4	4.4	2.0	1.9	0.8	12.6	14.0	3.2	1.8	10.4	10.9
Cycle Q Clear(g_c), s	0.9	1.4	4.4	2.0	1.9	0.8	12.6	14.0	3.2	1.8	10.4	10.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	107	112	289	553	580	480	255	1329	562	42	899	433
V/C Ratio(X)	0.16	0.24	0.18	0.09	0.09	0.04	0.88	0.48	0.13	0.77	0.46	0.48
Avail Cap(c_a), veh/h	312	328	409	694	729	594	271	1436	608	115	1144	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	45.8	46.0	34.4	25.1	25.1	23.1	43.1	24.5	21.1	49.9	31.6	31.8
Incr Delay (d2), s/veh	0.3	0.4	0.1	0.0	0.0	0.0	25.9	0.3	0.1	10.6	1.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.4	0.7	1.1	0.8	0.9	0.3	7.3	5.9	1.1	0.9	4.4	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	46.5	34.5	25.1	25.1	23.1	69.0	24.8	21.2	60.4	32.6	34.1
LnGrp LOS	D	D	C	C	C	C	E	C	C	E	C	C
Approach Vol, veh/h		97			115			930			651	
Approach Delay, s/veh		39.9			24.8			35.1			34.5	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	47.1		11.0	19.1	35.8		36.7				
Change Period (Y+Rc), s	5.4	8.7		4.9	4.4	* 8.7		4.9				
Max Green Setting (Gmax), s	6.6	41.5		18.0	15.6	* 35		40.0				
Max Q Clear Time (g_c+1), s	13.8	16.0		6.4	14.6	12.9		4.0				
Green Ext Time (p_c), s	0.0	6.1		0.2	0.1	8.0		0.3				

Intersection Summary

HCM 6th Ctrl Delay	34.5
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.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

4: Pacific Hwy/Pacific Hwy SB Off Ramp & Washington St

Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↑↑↑	↘↑↑↑					↘	↗	↗
Traffic Volume (veh/h)	0	313	21	175	108	0	0	0	0	222	32	30
Future Volume (veh/h)	0	313	21	175	108	0	0	0	0	222	32	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		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	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	329	22	184	114	0				258	0	32
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				2	2	2
Cap, veh/h	305	608	267	351	671	0				899	0	665
Arrive On Green	0.00	0.17	0.17	0.20	0.20	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1562	1781	3572	0				3563	0	1562
Grp Volume(v), veh/h	0	329	22	184	114	0				258	0	32
Grp Sat Flow(s),veh/h/ln	1781	1777	1562	1781	1702	0				1781	0	1562
Q Serve(g_s), s	0.0	3.2	0.5	3.5	1.1	0.0				2.2	0.0	0.5
Cycle Q Clear(g_c), s	0.0	3.2	0.5	3.5	1.1	0.0				2.2	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	305	608	267	351	671	0				899	0	665
V/C Ratio(X)	0.00	0.54	0.08	0.52	0.17	0.00				0.29	0.00	0.05
Avail Cap(c_a), veh/h	2797	5580	2452	2797	5345	0				3263	0	1702
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	14.5	13.3	13.7	12.7	0.0				11.5	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.4	0.1	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.0	1.0	0.1	1.1	0.3	0.0				0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.7	13.4	15.1	12.9	0.0				11.6	0.0	6.5
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		351		298						290		
Approach Delay, s/veh		14.7		14.3						11.0		
Approach LOS		B		B						B		
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				10.5		15.8		11.8				
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				5.2		4.2		5.5				
Green Ext Time (p_c), s				1.3		0.5		2.0				

Intersection Summary

HCM 6th Ctrl Delay	13.4
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)	106	466	0	1	270	260	32	13	80	21	0	225
Future Volume (veh/h)	106	466	0	1	270	260	32	13	80	21	0	225
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	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	507	0	1	293	283	35	14	87	23	0	245
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	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	1626	0	56	564	430	191	23	145	28	0	302
Arrive On Green	0.09	0.46	0.00	0.30	0.30	0.30	0.11	0.11	0.11	0.21	0.00	0.21
Sat Flow, veh/h	1781	3647	0	1	1868	1423	1781	218	1352	136	0	1451
Grp Volume(v), veh/h	115	507	0	294	0	283	35	0	101	268	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	0	1423	1781	0	1570	1587	0	0
Q Serve(g_s), s	4.1	5.9	0.0	0.0	0.0	11.3	1.2	0.0	4.0	10.5	0.0	0.0
Cycle Q Clear(g_c), s	4.1	5.9	0.0	8.5	0.0	11.3	1.2	0.0	4.0	10.5	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.86	0.09		0.91
Lane Grp Cap(c), veh/h	154	1626	0	620	0	430	191	0	168	331	0	0
V/C Ratio(X)	0.74	0.31	0.00	0.47	0.00	0.66	0.18	0.00	0.60	0.81	0.00	0.00
Avail Cap(c_a), veh/h	819	3269	0	1771	0	1309	1092	0	963	973	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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	11.2	0.0	18.9	0.0	19.8	26.5	0.0	27.8	24.6	0.0	0.0
Incr Delay (d2), s/veh	8.3	0.0	0.0	0.7	0.0	2.1	0.2	0.0	1.3	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	1.9	1.9	0.0	3.3	0.0	3.5	0.5	0.0	1.5	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	11.2	0.0	19.5	0.0	21.9	26.7	0.0	29.1	26.4	0.0	0.0
LnGrp LOS	D	B	A	B	A	C	C	A	C	C	A	A
Approach Vol, veh/h		622			577			136			268	
Approach Delay, s/veh		16.1			20.7			28.5			26.4	
Approach LOS		B			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		34.3		17.6	10.2	24.1		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		7.9		12.5	6.1	13.3		6.0				
Green Ext Time (p_c), s		2.1		1.2	0.3	4.6		0.5				

Intersection Summary

HCM 6th Ctrl Delay	20.5
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	477	93	276	343	0	0	0	0	329	185	201
Future Volume (veh/h)	0	477	93	276	343	0	0	0	0	329	185	201
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		0.97
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	502	98	291	361	0				346	195	212
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	1894	829	371	2462	0				679	356	293
Arrive On Green	0.00	0.53	0.53	0.21	1.00	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3647	1555	3456	3647	0				3563	1870	1537
Grp Volume(v), veh/h	0	502	98	291	361	0				346	195	212
Grp Sat Flow(s),veh/h/ln	0	1777	1555	1728	1777	0				1781	1870	1537
Q Serve(g_s), s	0.0	6.5	2.6	6.7	0.0	0.0				7.3	7.9	10.9
Cycle Q Clear(g_c), s	0.0	6.5	2.6	6.7	0.0	0.0				7.3	7.9	10.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1894	829	371	2462	0				679	356	293
V/C Ratio(X)	0.00	0.27	0.12	0.78	0.15	0.00				0.51	0.55	0.72
Avail Cap(c_a), veh/h	0	1894	829	703	2462	0				1361	715	587
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	0.97	0.97	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.7	9.8	32.1	0.0	0.0				30.5	30.7	31.9
Incr Delay (d2), s/veh	0.0	0.3	0.3	1.3	0.1	0.0				0.2	0.5	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	2.2	0.8	2.5	0.0	0.0				3.1	3.5	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.0	10.1	33.4	0.1	0.0				30.7	31.2	33.2
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		600			652						753	
Approach Delay, s/veh		10.8			15.0						31.5	
Approach LOS		B			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	3.4	49.7		20.9		63.1						
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9						
Max Green Setting (Gmax), s	7.5	20.6		32.1		42.1						
Max Q Clear Time (g_c+1/3), s	10.5	8.5		12.9		2.0						
Green Ext Time (p_c), s	0.3	3.1		1.7		2.6						

Intersection Summary

HCM 6th Ctrl Delay	20.0
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.

SAN ADP EA
7: San Diego Ave & Washington St

No Action: Year 2031
Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑			↑↑	↖		↖↗				
Traffic Volume (veh/h)	296	507	0	0	511	453	108	159	25	0	0	0
Future Volume (veh/h)	296	507	0	0	511	453	108	159	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	1900	1870	1900			
Adj Flow Rate, veh/h	322	551	0	0	555	492	117	173	27			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1324	2758	0	0	1189	517	191	323	50			
Arrive On Green	0.77	1.00	0.00	0.00	0.33	0.33	0.11	0.11	0.11			
Sat Flow, veh/h	3456	3647	0	0	3647	1547	1781	3013	462			
Grp Volume(v), veh/h	322	551	0	0	555	492	117	96	104			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1547	1781	1702	1773			
Q Serve(g_s), s	2.2	0.0	0.0	0.0	10.3	26.1	5.3	4.5	4.7			
Cycle Q Clear(g_c), s	2.2	0.0	0.0	0.0	10.3	26.1	5.3	4.5	4.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.26			
Lane Grp Cap(c), veh/h	1324	2758	0	0	1189	517	191	183	190			
V/C Ratio(X)	0.24	0.20	0.00	0.00	0.47	0.95	0.61	0.53	0.54			
Avail Cap(c_a), veh/h	1324	2758	0	0	1189	517	596	569	593			
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	6.3	0.0	0.0	0.0	22.0	27.3	35.8	35.5	35.5			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.3	29.1	1.2	0.9	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	0.7	0.1	0.0	0.0	4.1	12.8	2.3	1.9	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.4	0.2	0.0	0.0	23.4	56.3	37.0	36.4	36.4			
LnGrp LOS	A	A	A	A	C	E	D	D	D			
Approach Vol, veh/h		873			1047			317				
Approach Delay, s/veh		2.5			38.9			36.6				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.1			37.1	33.0		13.9				
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	28.1		7.3				
Green Ext Time (p_c), s		4.6			0.7	0.0		1.1				
Intersection Summary												
HCM 6th Ctrl Delay					24.3							
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)	0	0	0	0	22	61	23	1186	14	0	0	0
Future Volume (veh/h)	0	0	0	0	22	61	23	1186	14	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
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	24	67	25	1303	15			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	88	117	3269	37			
Arrive On Green				0.00	0.07	0.07	0.65	0.65	0.65			
Sat Flow, veh/h				0	436	1216	35	5006	57			
Grp Volume(v), veh/h				0	0	91	491	407	445			
Grp Sat Flow(s),veh/h/ln				0	0	1651	1859	1549	1690			
Q Serve(g_s), s				0.0	0.0	2.2	0.0	5.0	5.0			
Cycle Q Clear(g_c), s				0.0	0.0	2.2	5.0	5.0	5.0			
Prop In Lane				0.00		0.74	0.05		0.03			
Lane Grp Cap(c), veh/h				0	0	119	1308	1012	1104			
V/C Ratio(X)				0.00	0.00	0.76	0.38	0.40	0.40			
Avail Cap(c_a), veh/h				0	0	1635	2839	2300	2510			
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	18.4	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.8	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.9	0.8	0.7	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	22.2	3.6	3.7	3.6			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					91			1343				
Approach Delay, s/veh					22.2			3.6				
Approach LOS					C			A				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		32.0						8.4				
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		7.0						4.2				
Green Ext Time (p_c), s		19.4						0.4				
Intersection Summary												
HCM 6th Ctrl Delay				4.8								
HCM 6th LOS				A								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	216	90	334	276	95	161	250	131	62	277	56
Future Volume (veh/h)	44	216	90	334	276	95	161	250	131	62	277	56
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		0.99	1.00		0.98	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	47	232	97	359	297	102	173	275	137	67	298	60
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	63	560	246	412	470	161	217	998	414	85	824	158
Arrive On Green	0.04	0.16	0.16	0.23	0.35	0.35	0.12	0.27	0.27	0.05	0.19	0.19
Sat Flow, veh/h	1781	3554	1564	1781	1329	456	1781	3741	1550	1781	4263	818
Grp Volume(v), veh/h	47	232	97	359	0	399	173	275	137	67	235	123
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	0	1785	1781	1870	1550	1781	1702	1677
Q Serve(g_s), s	1.7	3.8	3.6	12.4	0.0	11.9	6.1	3.7	4.6	2.4	3.8	4.1
Cycle Q Clear(g_c), s	1.7	3.8	3.6	12.4	0.0	11.9	6.1	3.7	4.6	2.4	3.8	4.1
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	63	560	246	412	0	631	217	998	414	85	658	324
V/C Ratio(X)	0.75	0.41	0.39	0.87	0.00	0.63	0.80	0.28	0.33	0.78	0.36	0.38
Avail Cap(c_a), veh/h	325	1829	805	655	0	1250	392	2036	843	264	1608	792
HCM Platoon Ratio	1.00	1.00	1.00	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	30.6	24.3	24.3	23.7	0.0	17.3	27.4	18.6	18.9	30.2	22.4	22.5
Incr Delay (d2), s/veh	6.4	0.2	0.4	4.6	0.0	1.1	2.6	0.3	0.9	5.8	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	0.8	1.5	1.3	5.5	0.0	4.7	2.6	1.5	1.7	1.1	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	24.5	24.6	28.3	0.0	18.3	30.0	18.9	19.8	36.0	23.0	23.8
LnGrp LOS	D	C	C	C	A	B	C	B	B	D	C	C
Approach Vol, veh/h		376			758			585			425	
Approach Delay, s/veh		26.1			23.0			22.4			25.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	22.4	19.2	15.0	12.2	17.7	6.7	27.6				
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	9.5	34.9	23.6	33.0	14.1	30.3	11.7	44.9				
Max Q Clear Time (g_c+1), s	14.4	6.6	14.4	5.8	8.1	6.1	3.7	13.9				
Green Ext Time (p_c), s	0.0	4.1	0.4	1.2	0.1	3.7	0.0	2.9				

Intersection Summary

HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

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)	0	164	298	110	144	0	0	0	0	77	1443	492
Future Volume (veh/h)	0	164	298	110	144	0	0	0	0	77	1443	492
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	167	304	112	147	0				79	1472	502
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	429	364	217	384	0				1106	2336	785
Arrive On Green	0.00	0.23	0.23	0.23	0.23	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1585	597	1760	0				1781	3761	1264
Grp Volume(v), veh/h	0	167	304	120	139	0				79	1330	644
Grp Sat Flow(s),veh/h/ln	0	1870	1585	655	1617	0				1781	1702	1621
Q Serve(g_s), s	0.0	6.6	15.9	10.2	6.3	0.0				1.5	21.1	21.7
Cycle Q Clear(g_c), s	0.0	6.6	15.9	16.8	6.3	0.0				1.5	21.1	21.7
Prop In Lane	0.00		1.00	0.93		0.00				1.00		0.78
Lane Grp Cap(c), veh/h	0	429	364	230	371	0				1106	2114	1006
V/C Ratio(X)	0.00	0.39	0.84	0.52	0.37	0.00				0.07	0.63	0.64
Avail Cap(c_a), veh/h	0	646	548	341	559	0				1231	2352	1120
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	28.3	31.9	35.1	28.2	0.0				6.5	10.2	10.4
Incr Delay (d2), s/veh	0.0	0.2	4.3	1.4	0.5	0.0				0.0	0.7	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	2.9	6.4	2.5	2.5	0.0				0.5	7.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.5	36.2	36.5	28.7	0.0				6.6	10.9	11.9
LnGrp LOS	A	C	D	D	C	A				A	B	B
Approach Vol, veh/h		471			259						2053	
Approach Delay, s/veh		33.5			32.3						11.0	
Approach LOS		C			C						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				26.6		60.2		26.6				
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				17.9		23.7		18.8				
Green Ext Time (p_c), s				1.0		30.2		1.1				
Intersection Summary												
HCM 6th Ctrl Delay				16.8								
HCM 6th LOS				B								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖		↖	↑↑				
Traffic Volume (veh/h)	145	17	79	0	27	16	232	1185	34	0	0	0
Future Volume (veh/h)	145	17	79	0	27	16	232	1185	34	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		0.97			
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	169	20	92	0	31	19	270	1378	40			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	393	35	1198	0	235	144	962	1904	55			
Arrive On Green	0.22	0.22	0.22	0.00	0.22	0.22	0.54	0.54	0.54			
Sat Flow, veh/h	1111	162	1574	0	1083	664	1781	3523	102			
Grp Volume(v), veh/h	189	0	92	0	0	50	270	694	724			
Grp Sat Flow(s),veh/h/ln	1274	0	1574	0	0	1748	1781	1777	1849			
Q Serve(g_s), s	5.4	0.0	0.0	0.0	0.0	1.0	3.7	13.2	13.3			
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.0	0.0	1.0	3.7	13.2	13.3			
Prop In Lane	0.89		1.00	0.00		0.38	1.00		0.06			
Lane Grp Cap(c), veh/h	428	0	1198	0	0	379	962	960	999			
V/C Ratio(X)	0.44	0.00	0.08	0.00	0.00	0.13	0.28	0.72	0.72			
Avail Cap(c_a), veh/h	1056	0	1909	0	0	1168	1171	1168	1215			
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	16.6	0.0	1.4	0.0	0.0	14.2	5.6	7.8	7.8			
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.1	0.2	1.8	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			
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.2	0.0	0.0	0.4	0.9	3.7	3.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	1.4	0.0	0.0	14.2	5.7	9.5	9.5			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		281			50			1688				
Approach Delay, s/veh		12.1			14.2			8.9				
Approach LOS		B			B			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		28.7		16.1				16.1				
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		15.3		8.5				3.0				
Green Ext Time (p_c), s		9.0		1.4				0.1				
Intersection Summary												
HCM 6th Ctrl Delay			9.5									
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)	5	12	31	0	11	65	18	477	116	43	708	5
Future Volume (veh/h)	5	12	31	0	11	65	18	477	116	43	708	5
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	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	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	5	13	33	0	12	68	19	502	122	45	745	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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	112	284	149	58	329	33	1471	643	130	2265	15
Arrive On Green	0.24	0.24	0.24	0.00	0.24	0.24	0.02	0.41	0.41	0.04	0.43	0.43
Sat Flow, veh/h	1310	465	1182	1360	242	1370	1781	3554	1553	3456	5232	35
Grp Volume(v), veh/h	5	0	46	0	0	80	19	502	122	45	485	265
Grp Sat Flow(s),veh/h/ln	1310	0	1647	1360	0	1612	1781	1777	1553	1728	1702	1863
Q Serve(g_s), s	0.1	0.0	1.1	0.0	0.0	1.9	0.5	4.7	2.4	0.6	4.5	4.6
Cycle Q Clear(g_c), s	2.1	0.0	1.1	0.0	0.0	1.9	0.5	4.7	2.4	0.6	4.5	4.6
Prop In Lane	1.00		0.72	1.00		0.85	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	412	0	395	149	0	387	33	1471	643	130	1474	806
V/C Ratio(X)	0.01	0.00	0.12	0.00	0.00	0.21	0.57	0.34	0.19	0.35	0.33	0.33
Avail Cap(c_a), veh/h	960	0	1084	695	0	1034	148	1530	669	286	1474	806
HCM Platoon Ratio	1.00	1.00	1.00	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	15.5	0.0	14.4	0.0	0.0	14.7	23.5	9.7	9.0	22.7	9.1	9.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	5.7	0.2	0.3	0.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.0	0.0	0.6	0.2	1.4	0.7	0.2	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	14.4	0.0	0.0	14.8	29.2	9.9	9.3	23.3	9.2	9.3
LnGrp LOS	B	A	B	A	A	B	C	A	A	C	A	A
Approach Vol, veh/h		51			80			643			795	
Approach Delay, s/veh		14.5			14.8			10.3			10.0	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	25.7		16.4	5.3	26.6		16.4				
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8				
Max Green Setting (Gmax), s	1.0	* 21		* 32	4.0	20.1		* 31				
Max Q Clear Time (g_c+1), s	12.6	6.7		4.1	2.5	6.6		3.9				
Green Ext Time (p_c), s	0.0	4.9		0.1	0.0	3.9		0.3				

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	WBT	WBR	SBL	SBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↓	↓
Traffic Volume (veh/h)	1038	2073	2341	51	41	47
Future Volume (veh/h)	1038	2073	2341	51	41	47
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	1093	2182	2464	0	43	49
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	656	3107	3666		71	270
Arrive On Green	0.13	0.90	0.74	0.00	0.04	0.04
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1093	2182	2464	0	43	49
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	19.6	26.6	38.8	0.0	3.6	4.0
Cycle Q Clear(g_c), s	19.6	26.6	38.8	0.0	3.6	4.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	656	3107	3666		71	270
V/C Ratio(X)	1.67	0.70	0.67		0.61	0.18
Avail Cap(c_a), veh/h	656	3107	3666		202	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.40	0.00	1.00	1.00
Uniform Delay (d), s/veh	65.2	2.2	10.4	0.0	70.9	53.2
Incr Delay (d2), s/veh	306.1	1.4	0.4	0.0	8.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.8	2.9	12.3	0.0	1.8	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	371.3	3.6	10.8	0.0	78.9	53.6
LnGrp LOS	F	A	B		E	D
Approach Vol, veh/h		3275	2464	A	92	
Approach Delay, s/veh		126.3	10.8		65.4	
Approach LOS		F	B		E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		139.6		10.4	24.0	115.6
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		123.3		17.0	19.6	* 1E2
Max Q Clear Time (g_c+I1), s		28.6		6.0	21.6	40.8
Green Ext Time (p_c), s		88.4		0.1	0.0	57.5

Intersection Summary

HCM 6th Ctrl Delay	76.5
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.
- 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	982	46	54	1114	71	92	249	76	77	157	532
Future Volume (veh/h)	262	982	46	54	1114	71	92	249	76	77	157	532
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		0.98	1.00		0.93	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		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	267	1002	47	55	1137	72	94	254	78	79	160	543
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	325	1651	77	183	1669	106	116	295	232	199	722	778
Arrive On Green	0.09	0.48	0.48	0.10	0.49	0.49	0.07	0.16	0.16	0.11	0.20	0.20
Sat Flow, veh/h	3456	3455	162	1781	3390	215	1781	1870	1476	1781	3554	2538
Grp Volume(v), veh/h	267	515	534	55	596	613	94	254	78	79	160	543
Grp Sat Flow(s),veh/h/ln	1728	1777	1840	1781	1777	1828	1781	1870	1476	1781	1777	1269
Q Serve(g_s), s	10.2	28.8	28.8	3.9	34.5	34.6	7.0	17.9	6.3	5.6	5.1	19.7
Cycle Q Clear(g_c), s	10.2	28.8	28.8	3.9	34.5	34.6	7.0	17.9	6.3	5.6	5.1	19.7
Prop In Lane	1.00		0.09	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	849	879	183	875	900	116	295	232	199	722	778
V/C Ratio(X)	0.82	0.61	0.61	0.30	0.68	0.68	0.81	0.86	0.34	0.40	0.22	0.70
Avail Cap(c_a), veh/h	471	849	879	183	875	900	166	431	340	199	763	808
HCM Platoon Ratio	1.00	1.00	1.00	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	0.78	0.78	0.78	0.99	0.99	0.99	0.98	0.98	0.98
Uniform Delay (d), s/veh	60.0	25.9	25.9	56.1	26.2	26.2	62.3	55.4	50.6	55.8	44.9	25.4
Incr Delay (d2), s/veh	7.5	3.2	3.1	3.3	3.3	3.3	11.6	12.0	0.9	0.5	0.2	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	12.5	13.0	1.9	14.9	15.3	3.5	9.4	2.4	2.5	2.3	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.5	29.1	29.0	59.3	29.5	29.4	73.9	67.4	51.5	56.2	45.1	28.3
LnGrp LOS	E	C	C	E	C	C	E	E	D	E	D	C
Approach Vol, veh/h		1316			1264			426			782	
Approach Delay, s/veh		36.9			30.8			65.9			34.5	
Approach LOS		D			C			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.5	26.2	19.7	69.7	13.2	32.4	17.1	72.3				
Change Period (Y+Rc), s	4.4	4.9	5.8	* 5.2	4.4	5.0	4.4	5.8				
Max Green Setting (Gmax), s	10.6	31.1	9.9	* 65	12.6	29.0	18.4	55.4				
Max Q Clear Time (g_c+1), s	10.6	19.9	5.9	30.8	9.0	21.7	12.2	36.6				
Green Ext Time (p_c), s	0.0	1.4	0.0	10.9	0.0	2.9	0.5	6.8				

Intersection Summary

HCM 6th Ctrl Delay	37.6
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↔	↑↑						↑↑	↑↑
Traffic Volume (veh/h)	0	953	103	39	156	0	0	0	0	138	176	1088
Future Volume (veh/h)	0	953	103	39	156	0	0	0	0	138	176	1088
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1036	112	42	170	0				150	191	1183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1412	153	65	1786	0				336	1169	1128
Arrive On Green	0.00	0.44	0.44	0.04	0.50	0.00				0.42	0.42	0.42
Sat Flow, veh/h	0	3327	349	1781	3647	0				805	2802	2703
Grp Volume(v), veh/h	0	569	579	42	170	0				341	0	1183
Grp Sat Flow(s),veh/h/ln	0	1777	1806	1781	1777	0				1830	1777	1351
Q Serve(g_s), s	0.0	39.8	39.9	3.5	3.7	0.0				20.0	0.0	62.6
Cycle Q Clear(g_c), s	0.0	39.8	39.9	3.5	3.7	0.0				20.0	0.0	62.6
Prop In Lane	0.00		0.19	1.00		0.00				0.44		1.00
Lane Grp Cap(c), veh/h	0	776	789	65	1786	0				764	742	1128
V/C Ratio(X)	0.00	0.73	0.73	0.64	0.10	0.00				0.45	0.00	1.05
Avail Cap(c_a), veh/h	0	776	789	126	1786	0				764	742	1128
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	0.83	0.83	0.63	0.63	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.0	35.0	71.3	19.5	0.0				31.3	0.0	43.7
Incr Delay (d2), s/veh	0.0	5.1	5.0	2.5	0.1	0.0				1.9	0.0	40.5
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	17.9	18.3	1.6	1.6	0.0				9.5	0.0	27.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.1	40.1	73.8	19.5	0.0				33.2	0.0	84.2
LnGrp LOS	A	D	D	E	B	A				C	A	F
Approach Vol, veh/h		1148			212						1524	
Approach Delay, s/veh		40.1			30.3						72.8	
Approach LOS		D			C						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.9	72.1		68.0		82.0						
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6						
Max Green Setting (Gmax), s	60.6	* 62		62.6		75.4						
Max Q Clear Time (g_c+1/5), s	15.5	41.9		64.6		5.7						
Green Ext Time (p_c), s	0.0	2.3		0.0		0.4						

Intersection Summary

HCM 6th Ctrl Delay	56.7
HCM 6th LOS	E

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)	852	278	0	0	133	155	41	102	59	0	0	0
Future Volume (veh/h)	852	278	0	0	133	155	41	102	59	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		0.95			
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	916	299	0	0	143	167	44	110	63			
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	2091	1627	0	0	412	362	63	170	98			
Arrive On Green	1.00	1.00	0.00	0.00	0.23	0.23	0.06	0.06	0.06			
Sat Flow, veh/h	3456	1870	0	0	1870	1560	975	2623	1512			
Grp Volume(v), veh/h	916	299	0	0	143	167	82	72	63			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1560	1822	1777	1512			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	10.1	13.8	6.6	5.9	6.1			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	10.1	13.8	6.6	5.9	6.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.54		1.00			
Lane Grp Cap(c), veh/h	2091	1627	0	0	412	362	118	115	98			
V/C Ratio(X)	0.44	0.18	0.00	0.00	0.35	0.46	0.70	0.62	0.64			
Avail Cap(c_a), veh/h	2091	1627	0	0	412	362	317	309	263			
HCM Platoon Ratio	1.67	1.67	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	0.97	0.97	0.97			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	48.1	49.5	68.7	68.4	68.4			
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.2	0.3	2.7	2.0	2.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	4.5	5.4	3.2	2.8	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.1	0.0	0.0	48.3	49.9	71.3	70.3	71.0			
LnGrp LOS	A	A	A	A	D	D	E	E	E			
Approach Vol, veh/h		1215			310			217				
Approach Delay, s/veh		0.1			49.1			70.9				
Approach LOS		A			D			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		135.4			95.7	39.7		14.6				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		114.1			79.6	* 30		26.1				
Max Q Clear Time (g_c+I1), s		2.0			2.0	15.8		8.6				
Green Ext Time (p_c), s		1.1			3.8	0.9		0.6				

Intersection Summary

HCM 6th Ctrl Delay	17.6
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)	177	1729	580	0	0	2090
Future Volume (veh/h)	177	1729	580	0	0	2090
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	181	0	592	0	0	2133
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	213		3181	0	202	4972
Arrive On Green	0.12	0.00	0.64	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	181	0	592	0	0	2133
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.0	0.0	5.4	0.0	0.0	11.8
Cycle Q Clear(g_c), s	11.0	0.0	5.4	0.0	0.0	11.8
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	213		3181	0	202	4972
V/C Ratio(X)	0.85		0.19	0.00	0.00	0.43
Avail Cap(c_a), veh/h	486		3181	0	742	4972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.64	0.00	0.95	0.00	0.00	0.64
Uniform Delay (d), s/veh	47.5	0.0	8.2	0.0	0.0	3.6
Incr Delay (d2), s/veh	2.4	0.0	0.0	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	5.0	0.0	1.7	0.0	0.0	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.9	0.0	8.2	0.0	0.0	3.8
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	181	A	592			2133
Approach Delay, s/veh	49.9		8.2			3.8
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	75.1			92.0	18.0
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.8	20.0			70.2	30.0
Max Q Clear Time (g_c+10), s	10.0	7.4			13.8	13.0
Green Ext Time (p_c), s	0.0	4.0			35.8	0.2

Intersection Summary

HCM 6th Ctrl Delay		7.6
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	211	1769	151	132	258	0	0	211	49
Future Volume (veh/h)	0	0	0	211	1769	151	132	258	0	0	211	49
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		0.91
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				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				218	1824	156	136	266	0	0	218	51
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				264	2358	206	165	1442	0	0	543	117
Arrive On Green				0.17	0.17	0.17	0.18	0.56	0.00	0.00	0.13	0.13
Sat Flow, veh/h				499	4449	389	1781	5274	0	0	4289	889
Grp Volume(v), veh/h				806	674	717	136	266	0	0	177	92
Grp Sat Flow(s),veh/h/ln				1845	1702	1790	1781	1702	0	0	1702	1606
Q Serve(g_s), s				46.3	41.4	41.9	8.1	2.8	0.0	0.0	5.2	5.8
Cycle Q Clear(g_c), s				46.3	41.4	41.9	8.1	2.8	0.0	0.0	5.2	5.8
Prop In Lane				0.27		0.22	1.00		0.00	0.00		0.55
Lane Grp Cap(c), veh/h				978	902	948	165	1442	0	0	449	212
V/C Ratio(X)				0.82	0.75	0.76	0.83	0.18	0.00	0.00	0.39	0.44
Avail Cap(c_a), veh/h				978	902	948	272	1852	0	0	532	251
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.66	0.66	0.66	0.70	0.70	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				40.4	38.4	38.6	44.0	17.8	0.0	0.0	43.7	44.0
Incr Delay (d2), s/veh				5.3	3.8	3.8	2.8	0.0	0.0	0.0	0.4	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				24.3	19.8	21.1	3.4	1.1	0.0	0.0	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				45.8	42.2	42.4	46.8	17.8	0.0	0.0	44.1	44.9
LnGrp LOS				D	D	D	D	B	A	A	D	D
Approach Vol, veh/h				2198			402			269		
Approach Delay, s/veh				43.6			27.6			44.3		
Approach LOS				D			C			D		
Timer - Assigned Phs				3	4	6	8					
Phs Duration (G+Y+Rc), s				16.1	20.9	64.2	37.0					
Change Period (Y+Rc), s				5.9	* 6.4	5.9	5.9					
Max Green Setting (Gmax), s				16.8	* 17	58.3	39.9					
Max Q Clear Time (g_c+I1), s				10.1	7.8	48.3	4.8					
Green Ext Time (p_c), s				0.1	0.8	7.7	2.0					
Intersection Summary												
HCM 6th Ctrl Delay				41.4								
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	209	2137	0	0	0	0	0	170	71
Future Volume (veh/h)	0	0	0	209	2137	0	0	0	0	0	170	71
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				218	2226	0				0	177	74
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				315	3448	0				0	691	255
Arrive On Green				0.24	0.24	0.00				0.00	0.19	0.19
Sat Flow, veh/h				440	4981	0				0	3772	1328
Grp Volume(v), veh/h				916	1528	0				0	166	85
Grp Sat Flow(s),veh/h/ln				1848	1702	0				0	1702	1528
Q Serve(g_s), s				49.8	44.2	0.0				0.0	4.6	5.2
Cycle Q Clear(g_c), s				49.8	44.2	0.0				0.0	4.6	5.2
Prop In Lane				0.24		0.00				0.00		0.87
Lane Grp Cap(c), veh/h				1324	2439	0				0	653	293
V/C Ratio(X)				0.69	0.63	0.00				0.00	0.25	0.29
Avail Cap(c_a), veh/h				1324	2439	0				0	653	293
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				30.9	28.8	0.0				0.0	37.8	38.0
Incr Delay (d2), s/veh				3.0	1.2	0.0				0.0	0.9	2.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				25.6	20.5	0.0				0.0	2.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.9	30.0	0.0				0.0	38.7	40.5
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2444						251	
Approach Delay, s/veh					31.5						39.3	
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				7.2		51.8						
Green Ext Time (p_c), s				0.3		4.5						
Intersection Summary												
HCM 6th Ctrl Delay											32.2	
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	0	2289	136	88	97	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2289	136	88	97	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	2360	140	91	100	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	3515	206	307	377	0			
Arrive On Green				0.00	0.24	0.24	0.19	0.19	0.00			
Sat Flow, veh/h				0	5094	289	1602	2059	0			
Grp Volume(v), veh/h				0	1623	877	102	89	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1811	1790	1777	0			
Q Serve(g_s), s				0.0	47.6	48.5	5.4	4.7	0.0			
Cycle Q Clear(g_c), s				0.0	47.6	48.5	5.4	4.7	0.0			
Prop In Lane				0.00		0.16	0.89		0.00			
Lane Grp Cap(c), veh/h				0	2429	1292	343	341	0			
V/C Ratio(X)				0.00	0.67	0.68	0.30	0.26	0.00			
Avail Cap(c_a), veh/h				0	2429	1292	343	341	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	30.2	30.6	38.1	37.8	0.0			
Incr Delay (d2), s/veh				0.0	1.5	2.9	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	22.1	24.4	2.6	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	31.7	33.5	40.3	39.7	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2500			191				
Approach Delay, s/veh					32.3			40.0				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						84.0		26.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						78.5		21.1				
Max Q Clear Time (g_c+I1), s						50.5		7.4				
Green Ext Time (p_c), s						22.7		0.8				
Intersection Summary												
HCM 6th Ctrl Delay												32.9
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	229	2480	0	0	0	0	0	144	42
Future Volume (veh/h)	0	0	0	229	2480	0	0	0	0	0	144	42
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				241	2611	0				0	152	44
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				301	3506	0				0	649	279
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				415	5007	0				0	3647	1529
Grp Volume(v), veh/h				1073	1779	0				0	152	44
Grp Sat Flow(s),veh/h/ln				1850	1702	0				0	1777	1529
Q Serve(g_s), s				60.1	52.9	0.0				0.0	4.0	2.7
Cycle Q Clear(g_c), s				60.1	52.9	0.0				0.0	4.0	2.7
Prop In Lane				0.22		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1340	2466	0				0	649	279
V/C Ratio(X)				0.80	0.72	0.00				0.00	0.23	0.16
Avail Cap(c_a), veh/h				1340	2466	0				0	649	279
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				34.4	31.6	0.0				0.0	38.4	37.8
Incr Delay (d2), s/veh				5.1	1.9	0.0				0.0	0.8	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				31.6	24.7	0.0				0.0	1.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				39.5	33.5	0.0				0.0	39.2	39.0
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2852						196	
Approach Delay, s/veh					35.7						39.2	
Approach LOS					D						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				25.0		85.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				20.1		79.7						
Max Q Clear Time (g_c+I1), s				6.0		62.1						
Green Ext Time (p_c), s				0.9		16.3						
Intersection Summary												
HCM 6th Ctrl Delay											36.0	
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	2555	49	122	63	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2555	49	122	63	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	2661	51	127	66	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3679	70	342	341	0			
Arrive On Green				0.00	0.71	0.71	0.19	0.19	0.00			
Sat Flow, veh/h				0	5324	98	1781	1870	0			
Grp Volume(v), veh/h				0	1752	960	127	66	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1850	1781	1777	0			
Q Serve(g_s), s				0.0	33.4	34.0	6.8	3.4	0.0			
Cycle Q Clear(g_c), s				0.0	33.4	34.0	6.8	3.4	0.0			
Prop In Lane				0.00		0.05	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2429	1320	342	341	0			
V/C Ratio(X)				0.00	0.72	0.73	0.37	0.19	0.00			
Avail Cap(c_a), veh/h				0	2429	1320	342	341	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	9.3	9.4	38.7	37.3	0.0			
Incr Delay (d2), s/veh				0.0	1.9	3.5	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	11.2	13.0	3.3	1.6	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	11.2	12.9	41.8	38.6	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2712			193				
Approach Delay, s/veh					11.8			40.7				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						84.0		26.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						78.5		21.1				
Max Q Clear Time (g_c+I1), s						36.0		8.8				
Green Ext Time (p_c), s						34.3		0.8				
Intersection Summary												
HCM 6th Ctrl Delay											13.7	
HCM 6th LOS											B	

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑			↑				↑
Traffic Vol, veh/h	0	0	0	0	132	553	2	92	0	0	1	11
Future Vol, veh/h	0	0	0	0	132	553	2	92	0	0	1	11
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
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	138	576	2	96	0	0	1	11

Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	-	0	85 720
Stage 1	-	-	0 0
Stage 2	-	-	85 720
Critical Hdwy	-	-	7.54 6.54
Critical Hdwy Stg 1	-	-	- 5.54
Critical Hdwy Stg 2	-	-	6.54 5.54
Follow-up Hdwy	-	-	3.52 4.02
Pot Cap-1 Maneuver	0	-	892 352
Stage 1	0	-	0 581
Stage 2	0	-	913 430
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	874 350
Mov Cap-2 Maneuver	-	-	874 350
Stage 1	-	-	- 578
Stage 2	-	-	894 427

Approach	WB	NB	SB
HCM Control Delay, s	0	19.1	11
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	350	-	-	616
HCM Lane V/C Ratio	0.274	-	-	0.019
HCM Control Delay (s)	19.1	-	-	11
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	0.1

SAN ADP EA
25: N Harbor Dr & W Grape St

No Action: Year 2031
Timing Plan: Airport PEAK



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	553	112	1504	798	0
Future Volume (veh/h)	0	0	0	0	0	0	0	553	112	1504	798	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		0.97	1.00		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	582	118	1583	840	0
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	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1704	524	2868	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.34	0.34	0.38	0.64	0.00
Sat Flow, veh/h		0					0	5149	1534	5023	1826	0
Grp Volume(v), veh/h		0.0					0	582	118	1583	840	0
Grp Sat Flow(s),veh/h/ln							0	1662	1534	1674	1826	0
Q Serve(g_s), s							0.0	9.6	6.0	27.1	26.5	0.0
Cycle Q Clear(g_c), s							0.0	9.6	6.0	27.1	26.5	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1704	524	2868	1740	0
V/C Ratio(X)							0.00	0.34	0.23	0.55	0.48	0.00
Avail Cap(c_a), veh/h							0	1717	529	2868	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	0.88	0.88	0.00
Uniform Delay (d), s/veh							0.0	27.0	25.8	23.0	5.7	0.0
Incr Delay (d2), s/veh							0.0	0.3	0.6	0.2	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	3.7	2.2	11.1	5.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	27.3	26.4	23.2	6.6	0.0
LnGrp LOS							A	C	C	C	A	A
Approach Vol, veh/h								700			2423	
Approach Delay, s/veh								27.1			17.4	
Approach LOS								C			B	
Timer - Assigned Phs	1	2						6				
Phs Duration (G+Y+Rc), s	67.2	42.8						110.0				
Change Period (Y+Rc), s	4.4	* 5.2						5.2				
Max Green Setting (Gmax), s	26.8	* 38						68.8				
Max Q Clear Time (g_c+I1), s	29.1	11.6						28.5				
Green Ext Time (p_c), s	0.0	8.9						9.3				

Intersection Summary

HCM 6th Ctrl Delay	19.6
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)	75	1472	55	0	0	0	0	303	199	92	307	0
Future Volume (veh/h)	75	1472	55	0	0	0	0	303	199	92	307	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.95	1.00		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	77	1518	57				0	312	205	95	316	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	149	3128	961				0	591	262	125	1449	0
Arrive On Green	0.21	0.21	0.21				0.00	0.17	0.17	0.14	0.57	0.00
Sat Flow, veh/h	239	5023	1543				0	3572	1511	1781	5274	0
Grp Volume(v), veh/h	598	997	57				0	312	205	95	316	0
Grp Sat Flow(s),veh/h/ln	1858	1702	1543				0	1702	1511	1781	1702	0
Q Serve(g_s), s	31.5	28.3	3.3				0.0	9.2	14.3	5.6	3.4	0.0
Cycle Q Clear(g_c), s	31.5	28.3	3.3				0.0	9.2	14.3	5.6	3.4	0.0
Prop In Lane	0.13		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1157	2120	961				0	591	262	125	1449	0
V/C Ratio(X)	0.52	0.47	0.06				0.00	0.53	0.78	0.76	0.22	0.00
Avail Cap(c_a), veh/h	1157	2120	961				0	870	386	334	2442	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)	0.09	0.09	0.09				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	29.0	27.7	17.8				0.0	41.4	43.5	46.4	17.8	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0				0.0	0.8	6.7	3.1	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/ft	5.7	12.9	1.1				0.0	3.9	5.7	2.4	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	27.8	17.8				0.0	42.2	50.2	49.5	17.8	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1652						517			411	
Approach Delay, s/veh		27.9						45.4			25.1	
Approach LOS		C						D			C	
Timer - Assigned Phs		2	4				7	8				
Phs Duration (G+Y+Rc), s		73.4	36.6				12.1	24.5				
Change Period (Y+Rc), s		4.9	5.4				4.4	*5.4				
Max Green Setting (Gmax), s		47.1	52.6				20.6	*28				
Max Q Clear Time (g_c+I1), s		33.5	5.4				7.6	16.3				
Green Ext Time (p_c), s		10.9	1.7				0.1	2.8				
Intersection Summary												
HCM 6th Ctrl Delay			31.0									
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	1759	48	0	0	0	0	0	0	165	243	0
Future Volume (veh/h)	0	1759	48	0	0	0	0	0	0	165	243	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							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	1813	49							170	251	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	3162	85							520	993	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5275	138							1781	3572	0
Grp Volume(v), veh/h	0	1208	654							170	251	0
Grp Sat Flow(s),veh/h/ln	0	1702	1841							1781	1702	0
Q Serve(g_s), s	0.0	35.2	35.2							9.8	7.5	0.0
Cycle Q Clear(g_c), s	0.0	35.2	35.2							9.8	7.5	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2107	1139							520	993	0
V/C Ratio(X)	0.00	0.57	0.57							0.33	0.25	0.00
Avail Cap(c_a), veh/h	0	2107	1139							520	993	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	30.7	30.7							39.6	38.6	0.0
Incr Delay (d2), s/veh	0.0	1.1	2.1							1.7	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	16.3	18.0							4.9	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.8	32.8							41.3	39.2	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1862									421	
Approach Delay, s/veh		32.2									40.1	
Approach LOS		C									D	
Timer - Assigned Phs		2	4									
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+l1), s		37.2	11.8									
Green Ext Time (p_c), s		6.3	1.1									
Intersection Summary												
HCM 6th Ctrl Delay			33.6									
HCM 6th LOS			C									



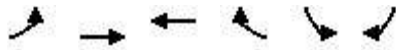
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑						↑↑					
Traffic Volume (veh/h)	72	2218	0	0	0	0	0	104	226	0	0	0
Future Volume (veh/h)	72	2218	0	0	0	0	0	104	226	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.91			
Parking Bus, 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	74	2287	0				0	107	233			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	98	3211	0				0	502	409			
Arrive On Green	0.21	0.21	0.00				0.00	0.28	0.28			
Sat Flow, veh/h	155	5280	0				0	1870	1446			
Grp Volume(v), veh/h	887	1474	0				0	107	233			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1446			
Q Serve(g_s), s	49.3	44.0	0.0				0.0	5.1	15.2			
Cycle Q Clear(g_c), s	49.3	44.0	0.0				0.0	5.1	15.2			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1170	2138	0				0	502	409			
V/C Ratio(X)	0.76	0.69	0.00				0.00	0.21	0.57			
Avail Cap(c_a), veh/h	1170	2138	0				0	502	409			
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	35.7	33.7	0.0				0.0	30.1	33.7			
Incr Delay (d2), s/veh	4.6	1.8	0.0				0.0	1.0	5.7			
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	20.5	0.0				0.0	2.3	6.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	35.5	0.0				0.0	31.1	39.4			
LnGrp LOS	D	D	A				A	C	D			
Approach Vol, veh/h	2361						340					
Approach Delay, s/veh	37.3						36.8					
Approach LOS	D						D					
Timer - Assigned Phs	2						8					
Phs Duration (G+Y+Rc), s	74.0						36.0					
Change Period (Y+Rc), s	4.9						4.9					
Max Green Setting (Gmax), s	69.1						31.1					
Max Q Clear Time (g_c+I1), s	51.3						17.2					
Green Ext Time (p_c), s	14.9						1.9					
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)	0	2585	94	0	0	0	0	0	0	144	239	0
Future Volume (veh/h)	0	2585	94	0	0	0	0	0	0	144	239	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	2638	96							147	244	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	3452	124							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5224	182							1781	3647	0
Grp Volume(v), veh/h	0	1767	967							147	244	0
Grp Sat Flow(s),veh/h/ln	0	1702	1834							1781	1777	0
Q Serve(g_s), s	0.0	53.4	54.4							8.6	7.1	0.0
Cycle Q Clear(g_c), s	0.0	53.4	54.4							8.6	7.1	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1252							406	811	0
V/C Ratio(X)	0.00	0.76	0.77							0.36	0.30	0.00
Avail Cap(c_a), veh/h	0	2324	1252							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	34.2	34.6							43.2	42.6	0.0
Incr Delay (d2), s/veh	0.0	2.4	4.7							2.5	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/lr0.0	0.0	25.0	28.2							4.4	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.6	39.2							45.7	43.5	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2734									391	
Approach Delay, s/veh		37.5									44.3	
Approach LOS		D									D	
Timer - Assigned Phs		2	4									
Phs Duration (G+Y+Rc), s		80.0	30.0									
Change Period (Y+Rc), s		4.9	4.9									
Max Green Setting (Gmax), s		75.1	25.1									
Max Q Clear Time (g_c+l1), s		56.4	10.6									
Green Ext Time (p_c), s		16.9	1.7									
Intersection Summary												
HCM 6th Ctrl Delay			38.4									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	129	2373	0	0	0	0	0	78	31	0	0	0
Future Volume (veh/h)	129	2373	0	0	0	0	0	78	31	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	136	2498	0				0	82	33			
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	181	3555	0				0	505	193			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	255	5175	0				0	2608	960			
Grp Volume(v), veh/h	990	1644	0				0	57	58			
Grp Sat Flow(s),veh/h/ln	1858	1702	0				0	1777	1697			
Q Serve(g_s), s	54.5	48.4	0.0				0.0	2.9	3.1			
Cycle Q Clear(g_c), s	54.5	48.4	0.0				0.0	2.9	3.1			
Prop In Lane	0.14		0.00				0.00		0.57			
Lane Grp Cap(c), veh/h	1319	2417	0				0	357	341			
V/C Ratio(X)	0.75	0.68	0.00				0.00	0.16	0.17			
Avail Cap(c_a), veh/h	1319	2417	0				0	357	341			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	33.1	30.7	0.0				0.0	36.3	36.4			
Incr Delay (d2), s/veh	4.0	1.6	0.0				0.0	0.9	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	28.5	22.5	0.0				0.0	1.4	1.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	32.3	0.0				0.0	37.2	37.5			
LnGrp LOS	D	C	A				A	D	D			
Approach Vol, veh/h		2634						115				
Approach Delay, s/veh		34.1						37.3				
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		56.5						5.1				
Green Ext Time (p_c), s		18.9						0.5				
Intersection Summary												
HCM 6th Ctrl Delay			34.2									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖↖	↗
Traffic Volume (veh/h)	34	928	870	119	104	130
Future Volume (veh/h)	34	928	870	119	104	130
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	1826	1870	1870
Adj Flow Rate, veh/h	37	998	935	128	112	140
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	572	4011	1923	262	370	170
Arrive On Green	0.32	0.80	0.87	0.87	0.11	0.11
Sat Flow, veh/h	1781	5149	4586	603	3456	1585
Grp Volume(v), veh/h	37	998	702	361	112	140
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1702	1728	1585
Q Serve(g_s), s	1.7	5.9	5.7	5.8	3.6	10.4
Cycle Q Clear(g_c), s	1.7	5.9	5.7	5.8	3.6	10.4
Prop In Lane	1.00			0.35	1.00	1.00
Lane Grp Cap(c), veh/h	572	4011	1446	740	370	170
V/C Ratio(X)	0.06	0.25	0.49	0.49	0.30	0.83
Avail Cap(c_a), veh/h	572	4011	1446	740	1212	556
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	28.2	2.9	4.8	4.8	49.5	52.5
Incr Delay (d2), s/veh	0.0	0.1	1.1	2.2	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	0.7	1.3	1.5	1.8	1.6	9.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.2	3.0	5.9	7.0	49.6	56.3
LnGrp LOS	C	A	A	A	D	E
Approach Vol, veh/h		1035	1063		252	
Approach Delay, s/veh		3.9	6.3		53.4	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		102.3		17.7	44.3	58.0
Change Period (Y+Rc), s		5.7		4.9	5.7	* 5.8
Max Green Setting (Gmax), s		67.3		42.1	10.6	* 52
Max Q Clear Time (g_c+I1), s		7.9		12.4	3.7	7.8
Green Ext Time (p_c), s		22.9		0.5	0.0	20.2

Intersection Summary

HCM 6th Ctrl Delay	10.3
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)	17	955	30	24	1014	17	21	0	12	8	0	11
Future Volume (veh/h)	17	955	30	24	1014	17	21	0	12	8	0	11
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		0.88	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	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	985	31	25	1045	0	17	7	12	8	0	11
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	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	27	2166	68	507	3573		41	13	23	270	0	118
Arrive On Green	0.03	0.87	0.87	0.28	0.72	0.00	0.02	0.02	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	4960	156	1781	4985	1585	1781	568	974	3456	0	1506
Grp Volume(v), veh/h	18	660	356	25	1045	0	17	0	19	8	0	11
Grp Sat Flow(s),veh/h/ln	1781	1662	1793	1781	1662	1585	1781	0	1543	1728	0	1506
Q Serve(g_s), s	1.2	5.0	5.0	1.2	9.0	0.0	1.1	0.0	1.5	0.3	0.0	0.8
Cycle Q Clear(g_c), s	1.2	5.0	5.0	1.2	9.0	0.0	1.1	0.0	1.5	0.3	0.0	0.8
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	27	1451	783	507	3573		41	0	36	270	0	118
V/C Ratio(X)	0.67	0.45	0.46	0.05	0.29		0.41	0.00	0.53	0.03	0.00	0.09
Avail Cap(c_a), veh/h	276	1451	783	507	3573		105	0	91	979	0	427
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)	0.98	0.98	0.98	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.9	4.6	4.6	31.2	6.1	0.0	57.8	0.0	58.0	51.1	0.0	51.4
Incr Delay (d2), s/veh	10.1	1.0	1.9	0.0	0.2	0.0	2.4	0.0	4.4	0.0	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	0.6	1.4	1.7	0.5	2.7	0.0	0.5	0.0	0.6	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	5.6	6.5	31.2	6.3	0.0	60.2	0.0	62.4	51.1	0.0	51.5
LnGrp LOS	E	A	A	C	A		E	A	E	D	A	D
Approach Vol, veh/h	1034		1070			A	36			19		
Approach Delay, s/veh	7.0		6.9				61.3			51.3		
Approach LOS	A		A				E			D		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	39.9	58.1	14.3		6.2	91.8	7.7					
Change Period (Y+Rc), s	5.8	* 5.7	4.9		4.4	5.8	4.9					
Max Green Setting (Gmax), s	6.6	* 52	34.0		18.6	40.3	7.1					
Max Q Clear Time (g_c+I), s	13.2	7.0	2.8		3.2	11.0	3.5					
Green Ext Time (p_c), s	0.0	15.3	0.0		0.0	13.4	0.0					

Intersection Summary

HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

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)	135	789	185	461	2394	275	169	37	363	645	12	46
Future Volume (veh/h)	135	789	185	461	2394	275	169	37	363	645	12	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	877	206	512	2660	306	188	41	0	717	13	51
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	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	102	1103	444	1182	2959	335	241	131		398	7	623
Arrive On Green	0.06	0.22	0.22	0.34	0.51	0.51	0.07	0.07	0.00	0.23	0.23	0.23
Sat Flow, veh/h	1781	4985	1506	3456	5749	650	3456	1870	1585	1751	32	2742
Grp Volume(v), veh/h	150	877	206	512	2171	795	188	41	0	730	0	51
Grp Sat Flow(s),veh/h/ln	1781	1662	1506	1728	1570	1688	1728	1870	1585	1783	0	1371
Q Serve(g_s), s	8.6	24.9	16.9	17.2	62.2	64.7	8.0	3.1	0.0	34.1	0.0	2.2
Cycle Q Clear(g_c), s	8.6	24.9	16.9	17.2	62.2	64.7	8.0	3.1	0.0	34.1	0.0	2.2
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	0.98		1.00
Lane Grp Cap(c), veh/h	102	1103	444	1182	2425	869	241	131		405	0	623
V/C Ratio(X)	1.47	0.79	0.46	0.43	0.90	0.91	0.78	0.31		1.80	0.00	0.08
Avail Cap(c_a), veh/h	102	1103	444	1182	2425	869	852	461		405	0	623
HCM Platoon Ratio	1.00	1.00	1.00	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	0.09	0.92	0.92	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.7	55.2	43.7	38.1	32.8	33.4	68.6	66.3	0.0	58.0	0.0	45.6
Incr Delay (d2), s/veh	256.4	5.9	3.5	0.0	0.6	1.9	1.9	0.5	0.0	370.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	10.9	7.3	7.2	22.5	25.5	3.6	1.5	0.0	56.9	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	327.1	61.1	47.1	38.1	33.3	35.3	70.5	66.8	0.0	428.2	0.0	45.7
LnGrp LOS	F	E	D	D	C	D	E	E		F	A	D
Approach Vol, veh/h		1233			3478			229	A		781	
Approach Delay, s/veh		91.1			34.5			69.9			403.2	
Approach LOS		F			C			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	56.7	38.9		39.0	13.0	82.6		15.4				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	25.8	* 33		34.1	8.6	50.7		37.0				
Max Q Clear Time (g_c+119), s	119.2	26.9		36.1	10.6	66.7		10.0				
Green Ext Time (p_c), s	0.6	4.5		0.0	0.0	0.0		0.5				

Intersection Summary

HCM 6th Ctrl Delay	98.4
HCM 6th LOS	F

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.



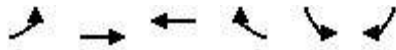
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	0	28	8	7	269	17	252	10	395	298	47
Future Volume (veh/h)	57	0	28	8	7	269	17	252	10	395	298	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.94	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	44	22	29	0	0	296	18	265	11	416	314	49
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	104	42	56	0	262	439	140	757	31	477	1249	192
Arrive On Green	0.06	0.06	0.06	0.00	0.00	0.14	0.08	0.22	0.22	0.27	0.41	0.41
Sat Flow, veh/h	1781	727	958	0	1870	3136	1781	3468	143	1781	3065	472
Grp Volume(v), veh/h	44	0	51	0	0	296	18	135	141	416	180	183
Grp Sat Flow(s),veh/h/ln	1781	0	1685	0	1870	1568	1781	1777	1834	1781	1777	1760
Q Serve(g_s), s	1.2	0.0	1.5	0.0	0.0	4.5	0.5	3.3	3.3	11.3	3.4	3.5
Cycle Q Clear(g_c), s	1.2	0.0	1.5	0.0	0.0	4.5	0.5	3.3	3.3	11.3	3.4	3.5
Prop In Lane	1.00		0.57	0.00		1.00	1.00		0.08	1.00		0.27
Lane Grp Cap(c), veh/h	104	0	98	0	262	439	140	388	400	477	724	717
V/C Ratio(X)	0.42	0.00	0.52	0.00	0.00	0.67	0.13	0.35	0.35	0.87	0.25	0.25
Avail Cap(c_a), veh/h	140	0	133	0	1069	1793	140	1016	1049	597	1471	1458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	23.1	0.0	23.2	0.0	0.0	20.7	21.7	16.8	16.8	17.7	9.9	9.9
Incr Delay (d2), s/veh	2.0	0.0	3.1	0.0	0.0	0.7	0.2	0.4	0.4	9.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.5	0.0	0.6	0.0	0.0	1.6	0.2	1.2	1.2	5.2	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	26.3	0.0	0.0	21.4	21.9	17.2	17.2	27.4	10.0	10.1
LnGrp LOS	C	A	C	A	A	C	C	B	B	C	B	B
Approach Vol, veh/h		95			296			294			779	
Approach Delay, s/veh		25.8			21.4			17.5			19.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	15.1		7.0	8.0	24.7		11.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	29.0		4.0	4.0	42.0		29.0				
Max Q Clear Time (g_c+ll), s	11.3	5.3		3.5	2.5	5.5		6.5				
Green Ext Time (p_c), s	0.3	1.2		0.0	0.0	1.8		0.7				

Intersection Summary

HCM 6th Ctrl Delay	19.8
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)	185	9	9	91	136	198
Future Volume (veh/h)	185	9	9	91	136	198
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	210	0	10	0	149	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	834	438	687		288	
Arrive On Green	0.23	0.00	0.37	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	210	0	10	0	149	0
Grp Sat Flow(s),veh/h/ln	1870	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.8	0.0	0.1	0.0	1.6	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.1	0.0	1.6	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	834	438	687		288	
V/C Ratio(X)	0.25	0.00	0.01		0.52	
Avail Cap(c_a), veh/h	1029	540	687		1179	
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	11.9	0.0	7.7	0.0	16.7	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	0.6	0.0	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.7	0.0	18.2	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		210	10	A	149	A
Approach Delay, s/veh		12.0	7.7		18.2	
Approach LOS		B	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.9		7.2		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		3.8		3.6		2.1
Green Ext Time (p_c), s		0.4		0.3		0.0

Intersection Summary

HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Notes

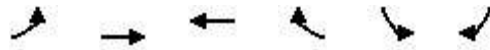
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	13	137	81	0	1	1
Future Vol, veh/h	13	137	81	0	1	1
Conflicting Peds, #/hr	6	0	0	6	0	1
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	161	95	0	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	101	0	-	0	212 55
Stage 1	-	-	-	-	101 -
Stage 2	-	-	-	-	111 -
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	1489	-	-	-	757 1000
Stage 1	-	-	-	-	912 -
Stage 2	-	-	-	-	901 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1480	-	-	-	740 993
Mov Cap-2 Maneuver	-	-	-	-	740 -
Stage 1	-	-	-	-	896 -
Stage 2	-	-	-	-	896 -

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)	1480	-	-	-	848
HCM Lane V/C Ratio	0.01	-	-	-	0.003
HCM Control Delay (s)	7.5	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)	111	958	5226	0	0	120
Future Volume (veh/h)	111	958	5226	0	0	120
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	0	1900	1900
Adj Flow Rate, veh/h	121	1041	5680	0	0	130
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	0	0
Cap, veh/h	48	3586	5254	0	0	194
Arrive On Green	0.82	0.82	0.82	0.00	0.00	0.12
Sat Flow, veh/h	0	4630	6958	0	0	1575
Grp Volume(v), veh/h	121	1041	5680	0	0	131
Grp Sat Flow(s),veh/h/ln	0	1464	1609	0	0	1587
Q Serve(g_s), s	0.0	8.5	122.5	0.0	0.0	11.8
Cycle Q Clear(g_c), s	122.5	8.5	122.5	0.0	0.0	11.8
Prop In Lane	1.00			0.00	0.00	0.99
Lane Grp Cap(c), veh/h	48	3586	5254	0	0	196
V/C Ratio(X)	2.52	0.29	1.08	0.00	0.00	0.67
Avail Cap(c_a), veh/h	48	3586	5254	0	0	196
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	75.0	3.3	13.7	0.0	0.0	62.8
Incr Delay (d2), s/veh	741.7	0.0	40.6	0.0	0.0	16.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	1.9	44.0	0.0	0.0	5.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	816.7	3.3	54.3	0.0	0.0	79.6
LnGrp LOS	F	A	F	A	A	E
Approach Vol, veh/h		1162	5680		131	
Approach Delay, s/veh		88.0	54.3		79.6	
Approach LOS		F	D		E	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				127.0	23.0	127.0
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				122.5	18.5	122.5
Max Q Clear Time (g_c+I1), s				124.5	13.8	124.5
Green Ext Time (p_c), s				0.0	0.1	0.0
Intersection Summary						
HCM 6th Ctrl Delay			60.4			
HCM 6th LOS			E			
Notes						
User approved volume balancing among the lanes for turning movement.						



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖↗	↑↑↑↑	↖	↗
Traffic Volume (veh/h)	2994	44	100	3537	33	125
Future Volume (veh/h)	2994	44	100	3537	33	125
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	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	3087	45	103	3646	34	129
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	3544	833	690	5075	191	153
Arrive On Green	0.56	0.56	0.40	1.00	0.11	0.11
Sat Flow, veh/h	6537	1477	3456	6537	1781	1427
Grp Volume(v), veh/h	3087	45	103	3646	34	129
Grp Sat Flow(s),veh/h/ln	1570	1477	1728	1570	1781	1427
Q Serve(g_s), s	50.5	1.6	2.3	0.0	2.1	10.7
Cycle Q Clear(g_c), s	50.5	1.6	2.3	0.0	2.1	10.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3544	833	690	5075	191	153
V/C Ratio(X)	0.87	0.05	0.15	0.72	0.18	0.85
Avail Cap(c_a), veh/h	3544	833	690	5075	475	380
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	22.4	11.8	29.5	0.0	48.8	52.6
Incr Delay (d2), s/veh	3.1	0.1	0.0	0.1	0.2	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.5	0.9	0.0	0.9	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.5	11.9	29.5	0.1	48.9	57.4
LnGrp LOS	C	B	C	A	D	E
Approach Vol, veh/h	3132			3749	163	
Approach Delay, s/veh	25.3			0.9	55.7	
Approach LOS	C			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	29.3	73.0		102.3	17.7	
Change Period (Y+Rc), s	5.3	* 5.3		5.3	4.9	
Max Green Setting (Gmax), s	5.3	* 68		77.8	32.0	
Max Q Clear Time (g_c+14), s	52.5			2.0	12.7	
Green Ext Time (p_c), s	0.0	15.1		75.5	0.2	

Intersection Summary

HCM 6th Ctrl Delay	13.0
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)	190	2953	1	8	3262	422	1	0	1	66	0	384
Future Volume (veh/h)	190	2953	1	8	3262	422	1	0	1	66	0	384
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		0.99	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	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	3076	1	8	3398	440	1	0	1	69	0	400
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	476	4165	1	59	3237	395	55	14	25	317	0	420
Arrive On Green	0.53	1.00	1.00	0.03	0.57	0.57	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1781	5147	2	1781	5705	696	39	54	93	1414	0	1580
Grp Volume(v), veh/h	198	1986	1091	8	2769	1069	2	0	0	69	0	400
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1570	1690	185	0	0	1414	0	1580
Q Serve(g_s), s	8.0	0.0	0.0	0.5	68.1	68.1	0.0	0.0	0.0	0.0	0.0	29.9
Cycle Q Clear(g_c), s	8.0	0.0	0.0	0.5	68.1	68.1	29.9	0.0	0.0	7.0	0.0	29.9
Prop In Lane	1.00		0.00	1.00		0.41	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	476	2689	1477	59	2673	959	94	0	0	317	0	420
V/C Ratio(X)	0.42	0.74	0.74	0.13	1.04	1.11	0.02	0.00	0.00	0.22	0.00	0.95
Avail Cap(c_a), veh/h	476	2689	1477	59	2673	959	95	0	0	318	0	421
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)	0.67	0.67	0.67	0.44	0.44	0.44	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	56.3	26.0	26.0	35.6	0.0	0.0	34.9	0.0	43.3
Incr Delay (d2), s/veh	0.1	1.3	2.3	0.2	22.3	58.6	0.0	0.0	0.0	0.1	0.0	31.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.5	0.9	0.2	27.9	39.7	0.0	0.0	0.0	1.6	0.0	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	1.3	2.3	56.5	48.3	84.5	35.6	0.0	0.0	35.0	0.0	74.7
LnGrp LOS	C	A	A	E	F	F	D	A	A	D	A	E
Approach Vol, veh/h	3275		3846			2		469				
Approach Delay, s/veh	2.9		58.4			35.6		68.9				
Approach LOS	A		E			D		E				
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.4	103.2	36.8		38.2	73.4	36.8					
Change Period (Y+Rc), s	4.4	5.3	4.9		5.3	* 5.3	4.9					
Max Green Setting (Gmax), s	69.4	69.4	32.0		5.3	* 68	32.0					
Max Q Clear Time (g_c+1), s	2.0	2.0	31.9		10.0	70.1	31.9					
Green Ext Time (p_c), s	0.0	66.0	0.0		0.0	0.0	0.0					

Intersection Summary

HCM 6th Ctrl Delay	35.1
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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	
Traffic Volume (veh/h)	2972	11	26	3551	0	27
Future Volume (veh/h)	2972	11	26	3551	0	27
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	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	3064	11	27	3661	0	28
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4034	14	40	4296	0	36
Arrive On Green	0.79	0.79	0.02	0.86	0.00	0.02
Sat Flow, veh/h	5290	18	1781	5149	0	1538
Grp Volume(v), veh/h	1985	1090	27	3661	0	29
Grp Sat Flow(s),veh/h/ln	1662	1821	1781	1662	0	1593
Q Serve(g_s), s	26.4	26.6	1.3	32.0	0.0	1.5
Cycle Q Clear(g_c), s	26.4	26.6	1.3	32.0	0.0	1.5
Prop In Lane		0.01	1.00		0.00	0.97
Lane Grp Cap(c), veh/h	2615	1433	40	4296	0	37
V/C Ratio(X)	0.76	0.76	0.68	0.85	0.00	0.78
Avail Cap(c_a), veh/h	2615	1433	92	4301	0	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.7	4.7	40.6	3.0	0.0	40.6
Incr Delay (d2), s/veh	1.8	3.3	7.4	2.2	0.0	28.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	5.2	0.6	0.9	0.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	8.1	48.0	5.2	0.0	68.9
LnGrp LOS	A	A	D	A	A	E
Approach Vol, veh/h	3075			3688	29	
Approach Delay, s/veh	7.1			5.5	68.9	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	6.3	71.1		77.3	6.4	
Change Period (Y+Rc), s	4.4	5.2		5.2	4.4	
Max Green Setting (Gmax), s	4.3	63.5		72.2	18.2	
Max Q Clear Time (g_c+I), s	13.3	28.6		34.0	3.5	
Green Ext Time (p_c), s	0.0	34.7		38.1	0.0	
Intersection Summary						
HCM 6th Ctrl Delay			6.5			
HCM 6th LOS			A			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	293	0	0	1296	741
Future Volume (veh/h)	0	293	0	0	1296	741
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	312			1379	788
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2889	1341
Arrive On Green	0.00	0.00			0.85	0.85
Sat Flow, veh/h	0				3572	1580
Grp Volume(v), veh/h	0.0				1379	788
Grp Sat Flow(s),veh/h/ln					1702	1580
Q Serve(g_s), s					3.1	4.5
Cycle Q Clear(g_c), s					3.1	4.5
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2889	1341
V/C Ratio(X)					0.48	0.59
Avail Cap(c_a), veh/h					3605	1674
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.6	0.7
Incr Delay (d2), s/veh					0.1	0.4
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.7	1.1
LnGrp LOS					A	A
Approach Vol, veh/h					2167	
Approach Delay, s/veh					0.8	
Approach LOS					A	
Timer - Assigned Phs						6
Phs Duration (G+Y+Rc), s						29.7
Change Period (Y+Rc), s						4.5
Max Green Setting (Gmax), s						31.5
Max Q Clear Time (g_c+I1), s						6.5
Green Ext Time (p_c), s						18.8
Intersection Summary						
HCM 6th Ctrl Delay			0.8			
HCM 6th LOS			A			
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)	102	602	45	54	611	216	39	40	30	176	40	153
Future Volume (veh/h)	102	602	45	54	611	216	39	40	30	176	40	153
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	0.99		0.99	0.99		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		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	104	614	46	55	623	220	40	41	31	180	41	156
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	2175	659	71	2002	608	361	396	323	545	681	602
Arrive On Green	0.07	0.43	0.43	0.04	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	5106	1548	1781	5106	1550	782	1034	842	1318	1777	1571
Grp Volume(v), veh/h	104	614	46	55	623	220	55	0	57	180	41	156
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1550	1116	0	1542	1318	1777	1571
Q Serve(g_s), s	5.9	8.0	1.8	3.1	8.6	10.3	1.9	0.0	2.4	10.3	1.5	6.9
Cycle Q Clear(g_c), s	5.9	8.0	1.8	3.1	8.6	10.3	8.9	0.0	2.4	12.7	1.5	6.9
Prop In Lane	1.00		1.00	1.00		1.00	0.72		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	131	2175	659	71	2002	608	489	0	591	545	681	602
V/C Ratio(X)	0.79	0.28	0.07	0.78	0.31	0.36	0.11	0.00	0.10	0.33	0.06	0.26
Avail Cap(c_a), veh/h	272	2175	659	185	2002	608	489	0	591	545	681	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	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	46.5	19.1	17.3	48.5	21.5	22.0	22.7	0.0	20.1	24.2	19.9	21.5
Incr Delay (d2), s/veh	3.8	0.3	0.2	6.4	0.4	1.6	0.5	0.0	0.3	1.0	0.1	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	2.6	3.0	0.6	1.5	3.3	3.8	1.0	0.0	0.9	3.3	0.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	19.4	17.5	54.9	21.9	23.6	23.1	0.0	20.5	25.2	20.0	22.2
LnGrp LOS	D	B	B	D	C	C	C	A	C	C	B	C
Approach Vol, veh/h		764			898			112			377	
Approach Delay, s/veh		23.5			24.3			21.8			23.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	49.5		44.0	11.9	46.1		44.0				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	10.6	* 37		39.1	15.6	31.9		39.1				
Max Q Clear Time (g_c+1/5), s	10.0			14.7	7.9	12.3		10.9				
Green Ext Time (p_c), s	0.0	7.1		4.3	0.1	9.7		0.4				

Intersection Summary

HCM 6th Ctrl Delay	23.7
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)	33	405	0	0	482	335	0	0	0	334	0	49
Future Volume (veh/h)	33	405	0	0	482	335	0	0	0	334	0	49
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	0.99		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	36	445	0	0	530	0	0	0	0	417	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	46	2651	0	2	2427		0	2	1	543	288	0
Arrive On Green	0.03	0.75	0.00	0.00	0.68	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	3521	1870	0
Grp Volume(v), veh/h	36	445	0	0	530	0	0	0	0	417	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1760	1870	0
Q Serve(g_s), s	2.4	4.3	0.0	0.0	6.6	0.0	0.0	0.0	0.0	13.4	0.0	0.0
Cycle Q Clear(g_c), s	2.4	4.3	0.0	0.0	6.6	0.0	0.0	0.0	0.0	13.4	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	46	2651	0	2	2427		0	2	1	543	288	0
V/C Ratio(X)	0.79	0.17	0.00	0.00	0.22		0.00	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	62	2651	0	62	2427		0	476	403	1104	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	0.86	0.00	0.00	0.00	0.00	0.86	0.00	0.00
Uniform Delay (d), s/veh	57.2	4.4	0.0	0.0	7.0	0.0	0.0	0.0	0.0	47.9	0.0	0.0
Incr Delay (d2), s/veh	26.4	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.8	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	1.4	1.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	5.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.5	4.5	0.0	0.0	7.1	0.0	0.0	0.0	0.0	48.6	0.0	0.0
LnGrp LOS	F	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		481			530	A		0			417	
Approach Delay, s/veh		10.4			7.1			0.0			48.6	
Approach LOS		B			A						D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	93.9		24.1	7.4	86.5		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s		* 22		37.0	4.1	25.8		30.0				
Max Q Clear Time (g_c+10), s		6.3		15.4	4.4	8.6		0.0				
Green Ext Time (p_c), s	0.0	5.5		0.8	0.0	5.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	20.4
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.
- * 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)	246	263	160	38	279	139	179	775	39	151	861	108
Future Volume (veh/h)	246	263	160	38	279	139	179	775	39	151	861	108
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		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	256	274	167	40	291	145	186	807	41	157	897	112
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	561	329	56	468	300	213	1641	83	213	1490	649
Arrive On Green	0.16	0.26	0.26	0.03	0.13	0.13	0.12	0.48	0.48	0.06	0.42	0.42
Sat Flow, veh/h	1781	2128	1250	1781	3554	1535	1781	3439	175	3456	3554	1549
Grp Volume(v), veh/h	256	227	214	40	291	145	186	417	431	157	897	112
Grp Sat Flow(s),veh/h/ln	1781	1777	1601	1781	1777	1535	1781	1777	1837	1728	1777	1549
Q Serve(g_s), s	16.4	12.5	13.2	2.6	9.0	6.3	11.9	18.6	18.6	5.2	22.7	3.0
Cycle Q Clear(g_c), s	16.4	12.5	13.2	2.6	9.0	6.3	11.9	18.6	18.6	5.2	22.7	3.0
Prop In Lane	1.00		0.78	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	283	468	422	56	468	300	213	848	877	213	1490	649
V/C Ratio(X)	0.91	0.49	0.51	0.72	0.62	0.48	0.87	0.49	0.49	0.74	0.60	0.17
Avail Cap(c_a), veh/h	316	554	500	201	888	481	224	848	877	232	1490	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	36.1	36.3	55.7	47.6	20.2	50.2	20.7	20.7	53.5	26.2	6.9
Incr Delay (d2), s/veh	25.0	0.3	0.4	6.2	0.5	0.4	27.0	2.0	2.0	8.9	1.8	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/lr	0.2	5.5	5.2	1.3	4.0	0.6	6.9	8.1	8.3	2.5	9.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.9	36.4	36.7	61.9	48.1	20.6	77.2	22.7	22.7	62.4	28.0	7.5
LnGrp LOS	E	D	D	E	D	C	E	C	C	E	C	A
Approach Vol, veh/h		697			476			1034			1166	
Approach Delay, s/veh		49.9			40.9			32.5			30.6	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.5	60.7	8.0	35.8	18.3	53.9	23.6	20.2				
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	* 40	13.1	36.2	14.6	32.8	20.6	* 29				
Max Q Clear Time (g_c+11), s	17.2	20.6	4.6	15.2	13.9	24.7	18.4	11.0				
Green Ext Time (p_c), s	0.0	1.9	0.0	1.0	0.0	1.9	0.0	0.7				

Intersection Summary

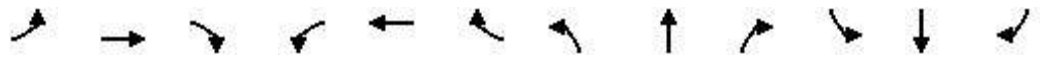
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Notes

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

SAN ADP EA
1: Pacific Hwy & Rosecrans St/Taylor St

No Action: Year 2031
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	558	153	240	245	75	173	187	583	124	245	100
Future Volume (veh/h)	81	558	153	240	245	75	173	187	583	124	245	100
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	87	600	165	258	263	81	186	201	627	133	263	108
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	111	951	599	325	560	457	216	1232	654	161	1123	414
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	1456	1781	3554	1311
Grp Volume(v), veh/h	87	600	165	258	263	81	186	201	627	133	263	108
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1456	1781	1777	1311
Q Serve(g_s), s	5.6	17.3	8.7	8.5	13.3	4.6	11.9	4.6	40.3	8.5	6.4	7.1
Cycle Q Clear(g_c), s	5.6	17.3	8.7	8.5	13.3	4.6	11.9	4.6	40.3	8.5	6.4	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	951	599	325	560	457	216	1232	654	161	1123	414
V/C Ratio(X)	0.79	0.63	0.28	0.79	0.47	0.18	0.86	0.16	0.96	0.82	0.23	0.26
Avail Cap(c_a), veh/h	459	1222	715	891	643	525	459	1232	654	459	1222	451
HCM Platoon Ratio	1.00	1.00	1.00	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	53.8	37.5	24.4	51.6	33.2	30.1	50.2	26.3	31.9	52.0	29.4	29.7
Incr Delay (d2), s/veh	4.6	0.8	0.3	1.7	0.3	0.1	3.9	0.1	25.4	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	2.6	7.6	3.2	3.8	6.1	1.7	5.5	2.0	21.3	4.0	2.7	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	38.4	24.7	53.3	33.5	30.2	54.1	26.4	57.3	56.0	29.4	29.8
LnGrp LOS	E	D	C	D	C	C	D	C	E	E	C	C
Approach Vol, veh/h		852			602			1014			504	
Approach Delay, s/veh		37.8			41.6			50.6			36.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.3	37.0	19.5	43.5	12.6	40.7	15.9	47.0				
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	10.5	19.3	13.9	9.1	7.6	15.3	10.5	42.3				
Green Ext Time (p_c), s	0.4	5.6	0.2	1.4	0.1	1.2	0.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			42.7									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	90	0	127	64	0	75	29	663	29	68	554	25
Future Volume (veh/h)	90	0	127	64	0	75	29	663	29	68	554	25
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		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	0	144	73	0	85	33	753	33	77	630	28
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	248	39	257	516	0	546	53	1713	75	99	1841	81
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.03	0.34	0.34	0.06	0.37	0.37
Sat Flow, veh/h	477	131	858	1229	0	1532	1781	5013	219	1781	5010	222
Grp Volume(v), veh/h	246	0	0	73	0	85	33	510	276	77	427	231
Grp Sat Flow(s),veh/h/ln	1466	0	0	1229	0	1532	1781	1702	1828	1781	1702	1828
Q Serve(g_s), s	3.8	0.0	0.0	0.0	0.0	1.8	0.9	5.6	5.6	2.1	4.4	4.4
Cycle Q Clear(g_c), s	6.5	0.0	0.0	2.1	0.0	1.8	0.9	5.6	5.6	2.1	4.4	4.4
Prop In Lane	0.41		0.59	1.00		1.00	1.00		0.12	1.00		0.12
Lane Grp Cap(c), veh/h	544	0	0	516	0	546	53	1163	625	99	1250	672
V/C Ratio(X)	0.45	0.00	0.00	0.14	0.00	0.16	0.63	0.44	0.44	0.78	0.34	0.34
Avail Cap(c_a), veh/h	1294	0	0	1165	0	1355	1105	4223	2268	1105	4223	2268
HCM Platoon Ratio	1.00	1.00	1.00	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	14.1	0.0	0.0	12.6	0.0	10.7	23.2	12.3	12.3	22.6	11.1	11.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	4.5	0.3	0.7	5.0	0.2	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	1.9	0.0	0.0	0.5	0.0	0.5	0.4	1.8	2.0	0.9	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	0.0	12.7	0.0	10.7	27.7	12.7	13.0	27.5	11.3	11.4
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		246			158			819			735	
Approach Delay, s/veh		14.3			11.6			13.4			13.0	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	21.9		19.4	5.8	23.2		19.4				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+14), s	14.1	7.6		8.5	2.9	6.4		4.1				
Green Ext Time (p_c), s	0.1	8.5		1.1	0.0	5.8		0.4				

Intersection Summary

HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

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

SAN ADP EA
3: Pacific Hwy & Enterprise St/SPAWAR Dwy

No Action: Year 2031
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	24	227	258	67	197	242	599	24	33	1291	76
Future Volume (veh/h)	168	24	227	258	67	197	242	599	24	33	1291	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.69	1.00		0.87	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	195	0	239	194	222	162	255	631	25	35	1359	80
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	301	0	277	426	448	371	207	1720	749	45	1365	80
Arrive On Green	0.08	0.00	0.08	0.24	0.24	0.24	0.12	0.48	0.48	0.03	0.40	0.40
Sat Flow, veh/h	3563	0	1099	1781	1870	1382	1781	3554	1547	1781	3410	200
Grp Volume(v), veh/h	195	0	239	194	222	162	255	631	25	35	707	732
Grp Sat Flow(s),veh/h/ln	1781	0	1099	1781	1870	1382	1781	1777	1547	1781	1777	1833
Q Serve(g_s), s	7.6	0.0	12.1	13.3	14.7	14.0	16.6	16.0	1.2	2.8	56.7	57.1
Cycle Q Clear(g_c), s	7.6	0.0	12.1	13.3	14.7	14.0	16.6	16.0	1.2	2.8	56.7	57.1
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	301	0	277	426	448	371	207	1720	749	45	711	734
V/C Ratio(X)	0.65	0.00	0.86	0.45	0.50	0.44	1.23	0.37	0.03	0.78	0.99	1.00
Avail Cap(c_a), veh/h	301	0	277	462	485	398	207	1720	749	194	711	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	0.00	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	63.5	0.0	56.7	46.5	47.0	43.9	63.3	23.2	19.4	69.4	42.8	42.9
Incr Delay (d2), s/veh	3.8	0.0	22.6	0.3	0.3	0.3	140.2	0.2	0.0	10.2	32.2	32.8
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	10.2	6.0	6.9	4.9	15.6	6.8	0.5	1.4	30.9	32.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	0.0	79.3	46.8	47.3	44.2	203.4	23.3	19.4	79.6	74.9	75.6
LnGrp LOS	E	A	E	D	D	D	F	C	B	E	E	E
Approach Vol, veh/h		434			578			911			1474	
Approach Delay, s/veh		73.9			46.2			73.6			75.4	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	78.0		17.0	21.0	66.0		39.2				
Change Period (Y+Rc), s	5.4	8.7		4.9	4.4	* 8.7		4.9				
Max Green Setting (Gmax), s	15.6	56.3		12.1	16.6	* 57		37.1				
Max Q Clear Time (g_c+I), s	14.8	18.0		14.1	18.6	59.1		16.7				
Green Ext Time (p_c), s	0.0	6.4		0.0	0.0	0.0		1.4				

Intersection Summary

HCM 6th Ctrl Delay	69.8
HCM 6th LOS	E

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.

4: Pacific Hwy/Pacific Hwy SB Off Ramp & Washington St

Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗		↙↙↙					↘	↙	↗
Traffic Volume (veh/h)	0	418	53	239	95	0	0	0	0	548	102	43
Future Volume (veh/h)	0	418	53	239	95	0	0	0	0	548	102	43
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	449	57	257	102	0				668	0	46
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	358	714	315	406	777	0				894	0	716
Arrive On Green	0.00	0.20	0.20	0.23	0.23	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1569	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	449	57	257	102	0				668	0	46
Grp Sat Flow(s),veh/h/ln	1781	1777	1569	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	5.2	1.4	5.9	1.1	0.0				7.8	0.0	0.7
Cycle Q Clear(g_c), s	0.0	5.2	1.4	5.9	1.1	0.0				7.8	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	358	714	315	406	777	0				894	0	716
V/C Ratio(X)	0.00	0.63	0.18	0.63	0.13	0.00				0.75	0.00	0.06
Avail Cap(c_a), veh/h	2358	4705	2078	2358	4507	0				2751	0	1541
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	16.6	15.0	15.8	13.9	0.0				15.6	0.0	7.0
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.8	0.1	0.0				0.5	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	0.0	1.7	0.4	2.0	0.3	0.0				2.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.9	15.1	17.6	14.0	0.0				16.1	0.0	7.0
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		506			359						714	
Approach Delay, s/veh		16.7			16.6						15.5	
Approach LOS		B			B						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				13.1		17.6		14.6				
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				7.2		9.8		7.9				
Green Ext Time (p_c), s				1.9		1.4		2.4				

Intersection Summary

HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

SAN ADP EA
5: Frontage Rd & Washington St

No Action: Year 2031
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	933	0	0	306	272	34	15	183	35	0	263
Future Volume (veh/h)	107	933	0	0	306	272	34	15	183	35	0	263
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	118	1025	0	0	336	299	37	16	201	38	0	289
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	155	1432	0	0	468	409	312	21	258	44	0	336
Arrive On Green	0.09	0.40	0.00	0.00	0.26	0.26	0.17	0.17	0.17	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1889	1569	1781	117	1473	183	0	1395
Grp Volume(v), veh/h	118	1025	0	0	332	303	37	0	217	327	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1588	1781	0	1590	1578	0	0
Q Serve(g_s), s	5.3	19.7	0.0	0.0	13.9	14.2	1.4	0.0	10.6	16.2	0.0	0.0
Cycle Q Clear(g_c), s	5.3	19.7	0.0	0.0	13.9	14.2	1.4	0.0	10.6	16.2	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.99	1.00		0.93	0.12		0.88
Lane Grp Cap(c), veh/h	155	1432	0	0	463	414	312	0	278	380	0	0
V/C Ratio(X)	0.76	0.72	0.00	0.00	0.72	0.73	0.12	0.00	0.78	0.86	0.00	0.00
Avail Cap(c_a), veh/h	655	2614	0	0	1307	1168	874	0	780	774	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(l)	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	36.4	20.4	0.0	0.0	27.4	27.5	28.4	0.0	32.2	29.7	0.0	0.0
Incr Delay (d2), s/veh	8.9	0.3	0.0	0.0	2.5	3.0	0.1	0.0	1.8	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	7.2	0.0	0.0	5.7	5.3	0.6	0.0	4.1	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	20.7	0.0	0.0	30.0	30.5	28.4	0.0	34.0	31.9	0.0	0.0
LnGrp LOS	D	C	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		1143			635			254			327	
Approach Delay, s/veh		23.2			30.2			33.2			31.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		37.3		23.6	11.6	25.7		20.7				
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		21.7		18.2	7.3	16.2		12.6				
Green Ext Time (p_c), s		4.8		1.5	0.4	5.1		1.0				

Intersection Summary

HCM 6th Ctrl Delay	27.4
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.

SAN ADP EA
6: Hancock St & Washington St

No Action: Year 2031
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑↑	↑
Traffic Volume (veh/h)	0	940	211	260	418	0	0	0	0	903	415	183
Future Volume (veh/h)	0	940	211	260	418	0	0	0	0	903	415	183
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	989	222	274	440	0				951	437	193
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	1471	643	359	2026	0				1116	586	494
Arrive On Green	0.00	0.41	0.41	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	989	222	274	440	0				951	437	193
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	19.0	8.2	6.4	3.0	0.0				21.0	17.6	8.1
Cycle Q Clear(g_c), s	0.0	19.0	8.2	6.4	3.0	0.0				21.0	17.6	8.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1471	643	359	2026	0				1116	586	494
V/C Ratio(X)	0.00	0.67	0.35	0.76	0.22	0.00				0.85	0.75	0.39
Avail Cap(c_a), veh/h	0	1471	643	703	2026	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	0.79	0.79	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.0	16.8	35.2	4.7	0.0				27.0	25.9	22.6
Incr Delay (d2), s/veh	0.0	2.0	1.2	1.2	0.2	0.0				3.9	2.5	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	7.3	2.8	2.5	0.9	0.0				9.1	7.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.0	18.0	36.4	5.0	0.0				30.9	28.4	22.8
LnGrp LOS		A	C	B	D	A	A			C	C	C
Approach Vol, veh/h		1211			714					1581		
Approach Delay, s/veh		21.2			17.0					29.2		
Approach LOS		C			B					C		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	3.1	39.7	31.2		52.8							
Change Period (Y+Rc), s	4.4	4.9	4.9		4.9							
Max Green Setting (Gmax), s	7.5	20.6	32.1		42.1							
Max Q Clear Time (g_c+1/3), s	13.4	21.0	23.0		5.0							
Green Ext Time (p_c), s	0.3	0.0	3.3		3.2							

Intersection Summary

HCM 6th Ctrl Delay	24.0
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.

SAN ADP EA
7: San Diego Ave & Washington St

No Action: Year 2031
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑			↑↑	↖		↖↗				
Traffic Volume (veh/h)	396	1432	0	0	542	482	129	220	40	0	0	0
Future Volume (veh/h)	396	1432	0	0	542	482	129	220	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	1900	1870	1900			
Adj Flow Rate, veh/h	417	1507	0	0	571	507	136	232	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	0	2	0			
Cap, veh/h	1214	2644	0	0	1189	530	227	427	76			
Arrive On Green	0.70	1.00	0.00	0.00	0.33	0.33	0.14	0.14	0.14			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1630	3064	547			
Grp Volume(v), veh/h	417	1507	0	0	571	507	149	126	134			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1789	1702	1750			
Q Serve(g_s), s	4.0	0.0	0.0	0.0	10.7	26.3	6.6	5.8	6.0			
Cycle Q Clear(g_c), s	4.0	0.0	0.0	0.0	10.7	26.3	6.6	5.8	6.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.91		0.31			
Lane Grp Cap(c), veh/h	1214	2644	0	0	1189	530	249	237	244			
V/C Ratio(X)	0.34	0.57	0.00	0.00	0.48	0.96	0.60	0.53	0.55			
Avail Cap(c_a), veh/h	1214	2644	0	0	1189	530	598	569	585			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.46	0.46	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.7	0.0	0.0	0.0	22.2	27.3	34.0	33.6	33.7			
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	1.4	29.6	0.9	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	1.2	0.2	0.0	0.0	4.3	13.3	2.9	2.4	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.4	0.0	0.0	23.6	57.0	34.8	34.3	34.4			
LnGrp LOS	A	A	A	A	C	E	C	C	C			
Approach Vol, veh/h		1924			1078			410				
Approach Delay, s/veh		2.2			39.3			34.5				
Approach LOS		A			D			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.4			34.4	33.0		16.6				
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			6.0	28.3		8.6				
Green Ext Time (p_c), s		18.6			0.9	0.0		1.5				
Intersection Summary												
HCM 6th Ctrl Delay					17.8							
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)	0	0	0	0	23	46	23	1499	25	0	0	0
Future Volume (veh/h)	0	0	0	0	23	46	23	1499	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	24	48	24	1578	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	31	62	98	3562	58			
Arrive On Green				0.00	0.06	0.06	0.71	0.71	0.71			
Sat Flow, veh/h				0	557	1113	28	4986	81			
Grp Volume(v), veh/h				0	0	72	595	494	538			
Grp Sat Flow(s),veh/h/ln				0	0	1670	1861	1549	1686			
Q Serve(g_s), s				0.0	0.0	2.1	0.0	6.5	6.5			
Cycle Q Clear(g_c), s				0.0	0.0	2.1	6.4	6.5	6.5			
Prop In Lane				0.00		0.67	0.04		0.05			
Lane Grp Cap(c), veh/h				0	0	93	1407	1106	1205			
V/C Ratio(X)				0.00	0.00	0.78	0.42	0.45	0.45			
Avail Cap(c_a), veh/h				0	0	1384	2384	1926	2097			
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	22.5	2.9	2.9	2.9			
Incr Delay (d2), s/veh				0.0	0.0	5.1	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.9	0.9	0.8	0.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	27.6	3.2	3.3	3.3			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					72			1628				
Approach Delay, s/veh					27.6			3.3				
Approach LOS					C			A				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		40.1						8.2				
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		8.5						4.1				
Green Ext Time (p_c), s		26.0						0.3				
Intersection Summary												
HCM 6th Ctrl Delay					4.3							
HCM 6th LOS					A							

9: Pacific Hwy & W Admiral Boland Wy/Sassafrass St

Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	229	95	293	357	98	170	455	73	179	1081	64
Future Volume (veh/h)	131	229	95	293	357	98	170	455	73	179	1081	64
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		0.99
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	139	244	101	312	380	104	181	484	78	190	1150	68
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	170	810	360	304	429	117	194	999	444	222	1463	86
Arrive On Green	0.10	0.23	0.23	0.17	0.30	0.30	0.11	0.28	0.28	0.12	0.30	0.30
Sat Flow, veh/h	1781	3554	1581	1781	1413	387	1781	3554	1578	1781	4928	291
Grp Volume(v), veh/h	139	244	101	312	0	484	181	484	78	190	794	424
Grp Sat Flow(s),veh/h/ln	1781	1777	1581	1781	0	1800	1781	1777	1578	1781	1702	1816
Q Serve(g_s), s	7.4	5.5	5.1	16.6	0.0	24.9	9.8	11.0	3.6	10.2	20.8	20.8
Cycle Q Clear(g_c), s	7.4	5.5	5.1	16.6	0.0	24.9	9.8	11.0	3.6	10.2	20.8	20.8
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	170	810	360	304	0	546	194	999	444	222	1011	539
V/C Ratio(X)	0.82	0.30	0.28	1.03	0.00	0.89	0.93	0.48	0.18	0.85	0.79	0.79
Avail Cap(c_a), veh/h	227	1206	536	304	0	689	194	999	444	260	1078	575
HCM Platoon Ratio	1.00	1.00	1.00	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	43.2	31.1	31.0	40.3	0.0	32.3	43.0	29.1	26.4	41.7	31.3	31.4
Incr Delay (d2), s/veh	11.9	0.1	0.2	58.5	0.0	11.3	45.0	0.7	0.3	18.6	4.2	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	2.4	2.0	12.2	0.0	12.4	6.7	4.7	1.4	5.5	8.8	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	31.2	31.1	98.8	0.0	43.5	88.0	29.8	26.8	60.3	35.6	39.1
LnGrp LOS	E	C	C	F	A	D	F	C	C	E	D	D
Approach Vol, veh/h		484			796			743			1408	
Approach Delay, s/veh		38.0			65.2			43.6			40.0	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	32.6	21.0	27.1	15.0	34.2	13.7	34.4				
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	14.2	27.2	16.6	33.0	10.6	30.8	12.4	37.2				
Max Q Clear Time (g_c+1/2), s	11.2	13.0	18.6	7.5	11.8	22.8	9.4	26.9				
Green Ext Time (p_c), s	0.1	4.6	0.0	1.3	0.0	5.9	0.0	2.4				
Intersection Summary												
HCM 6th Ctrl Delay				46.3								
HCM 6th LOS				D								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖					↖	↑↑↑	↗
Traffic Volume (veh/h)	0	231	344	83	196	0	0	0	0	221	2449	394
Future Volume (veh/h)	0	231	344	83	196	0	0	0	0	221	2449	394
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	248	370	89	211	0				238	2633	424
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	481	407	159	476	0				1087	2727	417
Arrive On Green	0.00	0.26	0.26	0.26	0.26	0.00				0.61	0.61	0.61
Sat Flow, veh/h	0	1870	1581	378	1934	0				1781	4468	683
Grp Volume(v), veh/h	0	248	370	128	172	0				238	1973	1084
Grp Sat Flow(s),veh/h/ln	0	1870	1581	610	1617	0				1781	1702	1747
Q Serve(g_s), s	0.0	11.2	22.3	10.8	8.7	0.0				5.9	52.8	60.0
Cycle Q Clear(g_c), s	0.0	11.2	22.3	22.0	8.7	0.0				5.9	52.8	60.0
Prop In Lane	0.00		1.00	0.69		0.00				1.00		0.39
Lane Grp Cap(c), veh/h	0	481	407	219	416	0				1087	2078	1066
V/C Ratio(X)	0.00	0.52	0.91	0.59	0.41	0.00				0.22	0.95	1.02
Avail Cap(c_a), veh/h	0	571	483	266	493	0				1087	2078	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.2	35.4	38.5	30.3	0.0				8.6	17.7	19.1
Incr Delay (d2), s/veh	0.0	0.3	17.6	1.8	0.5	0.0				0.2	10.5	31.8
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	5.1	10.5	3.1	3.4	0.0				2.2	21.2	30.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.6	53.0	40.4	30.8	0.0				8.8	28.2	50.9
LnGrp LOS	A	C	D	D	C	A				A	C	F
Approach Vol, veh/h		618			300						3295	
Approach Delay, s/veh		44.4			34.9						34.3	
Approach LOS		D			C						C	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				32.0		66.3		32.0				
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				24.3		62.0		24.0				
Green Ext Time (p_c), s				1.0		0.0		0.9				
Intersection Summary												
HCM 6th Ctrl Delay				35.8								
HCM 6th LOS				D								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖		↖	↑↑				
Traffic Volume (veh/h)	168	47	251	0	23	13	255	1574	47	0	0	0
Future Volume (veh/h)	168	47	251	0	23	13	255	1574	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	177	49	264	0	24	14	268	1657	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	376	77	1245	0	263	154	980	1939	57			
Arrive On Green	0.24	0.24	0.24	0.00	0.24	0.24	0.55	0.55	0.55			
Sat Flow, veh/h	1058	323	1568	0	1108	646	1781	3523	104			
Grp Volume(v), veh/h	226	0	264	0	0	38	268	833	873			
Grp Sat Flow(s),veh/h/ln	1381	0	1568	0	0	1754	1781	1777	1850			
Q Serve(g_s), s	7.1	0.0	0.0	0.0	0.0	0.9	4.1	20.4	20.7			
Cycle Q Clear(g_c), s	7.9	0.0	0.0	0.0	0.0	0.9	4.1	20.4	20.7			
Prop In Lane	0.78		1.00	0.00		0.37	1.00		0.06			
Lane Grp Cap(c), veh/h	453	0	1245	0	0	417	980	978	1018			
V/C Ratio(X)	0.50	0.00	0.21	0.00	0.00	0.09	0.27	0.85	0.86			
Avail Cap(c_a), veh/h	955	0	1787	0	0	1023	1021	1019	1061			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	18.2	0.0	1.4	0.0	0.0	15.3	6.1	9.8	9.8			
Incr Delay (d2), s/veh	0.9	0.0	0.1	0.0	0.0	0.0	0.1	6.9	6.9			
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	2.4	0.0	3.8	0.0	0.0	0.3	1.2	7.4	7.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	1.5	0.0	0.0	15.3	6.3	16.6	16.8			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		490			38			1974				
Approach Delay, s/veh		9.6			15.3			15.3				
Approach LOS		A			B			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		32.8		18.6				18.6				
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		22.7		9.9				2.9				
Green Ext Time (p_c), s		5.7		2.3				0.1				

Intersection Summary

HCM 6th Ctrl Delay	14.2
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)	35	55	52	139	3	11	22	620	225	226	1371	21
Future Volume (veh/h)	35	55	52	139	3	11	22	620	225	226	1371	21
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	41	64	60	162	3	13	26	721	262	263	1594	24
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	450	221	207	355	76	329	41	1212	536	310	2550	38
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.02	0.34	0.34	0.17	0.49	0.49
Sat Flow, veh/h	1384	884	828	1258	303	1315	1781	3554	1573	1781	5182	78
Grp Volume(v), veh/h	41	0	124	162	0	16	26	721	262	263	1047	571
Grp Sat Flow(s),veh/h/ln	1384	0	1712	1258	0	1619	1781	1777	1573	1781	1702	1855
Q Serve(g_s), s	1.5	0.0	3.7	7.6	0.0	0.5	0.9	10.7	8.4	9.1	14.4	14.4
Cycle Q Clear(g_c), s	1.9	0.0	3.7	11.3	0.0	0.5	0.9	10.7	8.4	9.1	14.4	14.4
Prop In Lane	1.00		0.48	1.00		0.81	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	450	0	429	355	0	405	41	1212	536	310	1675	913
V/C Ratio(X)	0.09	0.00	0.29	0.46	0.00	0.04	0.63	0.59	0.49	0.85	0.63	0.63
Avail Cap(c_a), veh/h	795	0	856	653	0	789	154	1771	784	367	2066	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	18.8	0.0	19.3	23.8	0.0	18.0	30.8	17.3	16.6	25.4	11.8	11.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.3	0.0	0.0	5.8	0.8	1.2	13.0	0.4	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	0.5	0.0	1.4	2.2	0.0	0.2	0.4	4.0	2.9	4.7	4.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	0.0	19.4	24.2	0.0	18.1	36.6	18.2	17.8	38.5	12.3	12.6
LnGrp LOS	B	A	B	C	A	B	D	B	B	D	B	B
Approach Vol, veh/h		165			178			1009			1881	
Approach Delay, s/veh		19.3			23.6			18.5			16.0	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	27.4		20.7	5.9	37.0		20.7				
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8				
Max Green Setting (Gmax), s	32	* 32		* 32	5.5	38.6		* 31				
Max Q Clear Time (g_c+fl), s	12.7			5.7	2.9	16.4		13.3				
Green Ext Time (p_c), s	0.1	9.0		0.5	0.0	11.9		0.3				

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	WBT	WBR	SBL	SBR
Lane Configurations	↑↑↑	↑↑	↑↑↑	↑	↓	↓
Traffic Volume (veh/h)	1533	2780	2431	116	81	47
Future Volume (veh/h)	1533	2780	2431	116	81	47
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	1597	2896	2532	0	84	49
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	1675	3034	2551		108	625
Arrive On Green	0.33	0.87	0.51	0.00	0.06	0.06
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1597	2896	2532	0	84	49
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	46.6	95.1	75.6	0.0	7.0	2.9
Cycle Q Clear(g_c), s	46.6	95.1	75.6	0.0	7.0	2.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1675	3034	2551		108	625
V/C Ratio(X)	0.95	0.95	0.99		0.78	0.08
Avail Cap(c_a), veh/h	1728	3034	2551		202	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.40	0.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	7.1	36.3	0.0	69.4	28.4
Incr Delay (d2), s/veh	12.0	8.7	9.7	0.0	11.2	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	20.8	18.5	31.1	0.0	3.5	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.9	15.9	46.0	0.0	80.6	28.4
LnGrp LOS	E	B	D		F	C
Approach Vol, veh/h		4493	2532	A	133	
Approach Delay, s/veh		31.9	46.0		61.4	
Approach LOS		C	D		E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		136.5		13.5	54.4	82.1
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		123.3		17.0	51.6	* 68
Max Q Clear Time (g_c+I1), s		97.1		9.0	48.6	77.6
Green Ext Time (p_c), s		26.2		0.2	1.4	0.0

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.
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)	325	1554	102	105	992	113	105	341	149	208	825	615
Future Volume (veh/h)	325	1554	102	105	992	113	105	341	149	208	825	615
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		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	378	1807	119	122	1153	131	122	397	173	242	959	715
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	441	2536	165	185	2334	265	102	325	273	197	820	992
Arrive On Green	0.13	0.75	0.75	0.21	1.00	1.00	0.06	0.17	0.17	0.11	0.23	0.23
Sat Flow, veh/h	3456	3384	220	1781	3216	365	1781	1870	1571	1781	3554	2759
Grp Volume(v), veh/h	378	939	987	122	636	648	122	397	173	242	959	715
Grp Sat Flow(s),veh/h/ln	1728	1777	1827	1781	1777	1804	1781	1870	1571	1781	1777	1380
Q Serve(g_s), s	16.1	42.1	44.2	9.4	0.0	0.0	8.6	26.1	17.3	16.6	34.6	33.7
Cycle Q Clear(g_c), s	16.1	42.1	44.2	9.4	0.0	0.0	8.6	26.1	17.3	16.6	34.6	33.7
Prop In Lane	1.00		0.12	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	441	1331	1369	185	1290	1310	102	325	273	197	820	992
V/C Ratio(X)	0.86	0.71	0.72	0.66	0.49	0.49	1.19	1.22	0.63	1.23	1.17	0.72
Avail Cap(c_a), veh/h	705	1331	1369	185	1290	1310	102	325	273	197	820	992
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(l)	1.00	1.00	1.00	0.71	0.71	0.71	0.98	0.98	0.98	0.80	0.80	0.80
Uniform Delay (d), s/veh	64.1	10.0	10.3	57.0	0.0	0.0	70.7	62.0	73.2	66.7	57.7	41.7
Incr Delay (d2), s/veh	6.1	3.2	3.3	12.3	1.0	1.0	149.6	123.1	4.8	132.8	87.1	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	15.3	16.5	4.5	0.3	0.3	8.2	23.5	7.3	14.8	25.3	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	13.1	13.6	69.3	1.0	1.0	220.3	185.1	78.0	199.5	144.8	44.0
LnGrp LOS	E	B	B	E	A	A	F	F	E	F	F	D
Approach Vol, veh/h		2304			1406			692			1916	
Approach Delay, s/veh		22.7			6.9			164.5			114.1	
Approach LOS		C			A			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.6	31.0	20.0	119.4	13.0	39.6	23.5	115.9				
Change Period (Y+Rc), s	5.0	* 4.9	4.4	* 5.8	4.4	5.0	4.4	5.8				
Max Green Setting (Gmax), s	16.6	* 26	15.6	* 73	8.6	34.0	30.6	57.2				
Max Q Clear Time (g_c+110), s	110.6	28.1	11.4	46.2	10.6	36.6	18.1	2.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	21.1	0.0	0.0	1.1	9.6				

Intersection Summary

HCM 6th Ctrl Delay	62.4
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	1668	166	40	199	0	0	0	0	298	710	1039
Future Volume (veh/h)	0	1668	166	40	199	0	0	0	0	298	710	1039
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	1774	177	43	212	0				317	755	1105
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	2902	285	55	3369	0				359	927	982
Arrive On Green	0.00	1.00	1.00	0.03	0.95	0.00				0.36	0.36	0.36
Sat Flow, veh/h	0	3362	321	1781	3647	0				1004	2593	2747
Grp Volume(v), veh/h	0	950	1001	43	212	0				575	497	1105
Grp Sat Flow(s),veh/h/ln	0	1777	1812	1781	1777	0				1820	1777	1373
Q Serve(g_s), s	0.0	0.0	0.0	3.6	0.5	0.0				44.5	37.4	53.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.6	0.5	0.0				44.5	37.4	53.6
Prop In Lane	0.00		0.18	1.00		0.00				0.55		1.00
Lane Grp Cap(c), veh/h	0	1578	1609	55	3369	0				650	635	982
V/C Ratio(X)	0.00	0.60	0.62	0.79	0.06	0.00				0.88	0.78	1.13
Avail Cap(c_a), veh/h	0	1578	1609	55	3369	0				650	635	982
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	0.09	0.09	0.50	0.50	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	72.2	0.2	0.0				45.3	43.0	48.2
Incr Delay (d2), s/veh	0.0	0.2	0.2	28.6	0.0	0.0				16.1	9.3	69.9
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	0.1	0.1	2.1	0.0	0.0				23.2	18.3	27.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.2	100.8	0.2	0.0				61.4	52.3	118.1
LnGrp LOS	A	A	A	F	A	A				E	D	F
Approach Vol, veh/h		1951			255						2177	
Approach Delay, s/veh		0.2			17.2						88.1	
Approach LOS		A			B						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	90	141.5		59.0		150.5						
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6						
Max Green Setting (Gmax), s	4.6	* 77		53.6		84.4						
Max Q Clear Time (g_c+1), s	15.6	2.0		55.6		2.5						
Green Ext Time (p_c), s	0.0	5.7		0.0		0.5						

Intersection Summary

HCM 6th Ctrl Delay	44.8
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)	1003	942	0	0	206	166	42	246	127	0	0	0
Future Volume (veh/h)	1003	942	0	0	206	166	42	246	127	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		0.91			
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	1078	1013	0	0	222	178	45	265	137			
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	2090	1523	0	0	339	259	60	376	174			
Arrive On Green	1.00	1.00	0.00	0.00	0.18	0.18	0.12	0.12	0.12			
Sat Flow, veh/h	3456	1870	0	0	2010	1467	502	3120	1441			
Grp Volume(v), veh/h	1078	1013	0	0	205	195	166	144	137			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1606	1845	1777	1441			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	16.1	17.1	13.0	11.7	13.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	16.1	17.1	13.0	11.7	13.9			
Prop In Lane	1.00		0.00	0.00		0.91	0.27		1.00			
Lane Grp Cap(c), veh/h	2090	1523	0	0	314	284	222	214	174			
V/C Ratio(X)	0.52	0.67	0.00	0.00	0.65	0.69	0.74	0.67	0.79			
Avail Cap(c_a), veh/h	2090	1523	0	0	511	462	296	285	232			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	0.93	0.93	0.93			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	57.5	57.9	63.7	63.1	64.1			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.9	1.1	4.0	1.5	8.3			
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	0.1	0.0	0.0	7.2	7.0	6.4	5.4	5.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	58.3	59.0	67.7	64.6	72.4			
LnGrp LOS	A	A	A	A	E	E	E	E	E			
Approach Vol, veh/h		2091			400			447				
Approach Delay, s/veh		0.1			58.6			68.1				
Approach LOS		A			E			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		127.0			95.6	31.4		23.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		116.1			68.6	* 43		24.1				
Max Q Clear Time (g_c+I1), s		2.0			2.0	19.1		15.9				
Green Ext Time (p_c), s		5.8			4.7	1.4		1.0				

Intersection Summary

HCM 6th Ctrl Delay	18.4
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)	192	1533	950	0	0	2964
Future Volume (veh/h)	192	1533	950	0	0	2964
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	200	0	990	0	0	3088
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	232		3181	0	183	4904
Arrive On Green	0.13	0.00	0.64	0.00	0.00	0.78
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	200	0	990	0	0	3088
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	12.1	0.0	9.9	0.0	0.0	23.3
Cycle Q Clear(g_c), s	12.1	0.0	9.9	0.0	0.0	23.3
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	232		3181	0	183	4904
V/C Ratio(X)	0.86		0.31	0.00	0.00	0.63
Avail Cap(c_a), veh/h	486		3181	0	643	4904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.49	0.00	0.54	0.00	0.00	0.15
Uniform Delay (d), s/veh	46.9	0.0	9.0	0.0	0.0	5.2
Incr Delay (d2), s/veh	1.9	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	5.5	0.0	3.1	0.0	0.0	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.8	0.0	9.0	0.0	0.0	5.3
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	200	A	990			3088
Approach Delay, s/veh	48.8		9.0			5.3
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.7	75.1			90.8	19.2
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	39.7	26.1			70.2	30.0
Max Q Clear Time (g_c+10), s	10.6	11.9			25.3	14.1
Green Ext Time (p_c), s	0.0	7.2			42.1	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	198	1572	110	141	462	0	0	938	57
Future Volume (veh/h)	0	0	0	198	1572	110	141	462	0	0	938	57
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		0.97
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				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				208	1655	116	148	486	0	0	987	60
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	0	2	2	0	0	2	2
Cap, veh/h				246	2090	150	176	1966	0	0	1120	68
Arrive On Green				0.15	0.15	0.15	0.20	0.77	0.00	0.00	0.23	0.23
Sat Flow, veh/h				529	4499	324	1781	5274	0	0	5081	298
Grp Volume(v), veh/h				724	607	647	148	486	0	0	683	364
Grp Sat Flow(s),veh/h/ln				1844	1702	1806	1781	1702	0	0	1702	1806
Q Serve(g_s), s				42.0	37.7	37.9	8.8	3.0	0.0	0.0	21.3	21.4
Cycle Q Clear(g_c), s				42.0	37.7	37.9	8.8	3.0	0.0	0.0	21.3	21.4
Prop In Lane				0.29		0.18	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				857	791	839	176	1966	0	0	776	412
V/C Ratio(X)				0.85	0.77	0.77	0.84	0.25	0.00	0.00	0.88	0.88
Avail Cap(c_a), veh/h				857	791	839	236	2186	0	0	823	437
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	0.61	0.61	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				42.7	40.9	41.0	43.3	8.1	0.0	0.0	41.0	41.0
Incr Delay (d2), s/veh				7.2	5.0	4.8	9.2	0.0	0.0	0.0	1.1	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.4	18.2	19.4	3.9	1.0	0.0	0.0	8.9	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				49.9	45.9	45.7	52.5	8.2	0.0	0.0	42.1	43.1
LnGrp LOS				D	D	D	D	A	A	A	D	D
Approach Vol, veh/h				1979			634			1047		
Approach Delay, s/veh				47.3			18.5			42.4		
Approach LOS				D			B			D		
Timer - Assigned Phs				3	4	6	8					
Phs Duration (G+Y+Rc), s				16.8	31.5	57.0	48.2					
Change Period (Y+Rc), s				5.9	* 6.4	5.9	5.9					
Max Green Setting (Gmax), s				14.6	* 27	51.1	47.1					
Max Q Clear Time (g_c+I1), s				10.8	23.4	44.0	5.0					
Green Ext Time (p_c), s				0.1	1.7	5.3	4.0					
Intersection Summary												
HCM 6th Ctrl Delay				40.9								
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	264	1857	0	0	0	0	0	531	82
Future Volume (veh/h)	0	0	0	264	1857	0	0	0	0	0	531	82
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				275	1934	0				0	553	85
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				411	3107	0				0	1058	160
Arrive On Green				0.22	0.22	0.00				0.00	0.24	0.24
Sat Flow, veh/h				613	4799	0				0	4626	672
Grp Volume(v), veh/h				825	1384	0				0	420	218
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1702	1726
Q Serve(g_s), s				45.1	40.2	0.0				0.0	11.8	12.1
Cycle Q Clear(g_c), s				45.1	40.2	0.0				0.0	11.8	12.1
Prop In Lane				0.33		0.00				0.00		0.39
Lane Grp Cap(c), veh/h				1234	2284	0				0	808	409
V/C Ratio(X)				0.67	0.61	0.00				0.00	0.52	0.53
Avail Cap(c_a), veh/h				1234	2284	0				0	808	409
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				31.6	29.7	0.0				0.0	36.5	36.6
Incr Delay (d2), s/veh				2.9	1.2	0.0				0.0	2.4	4.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				23.1	18.6	0.0				0.0	5.2	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.5	30.9	0.0				0.0	38.9	41.5
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2209						638	
Approach Delay, s/veh					32.3						39.8	
Approach LOS					C						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				31.0		79.0						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				26.1		73.8						
Max Q Clear Time (g_c+I1), s				14.1		47.1						
Green Ext Time (p_c), s				0.9		3.8						
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)	0	0	0	0	2055	106	93	193	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2055	106	93	193	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	2119	109	96	199	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	3459	177	233	521	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5142	255	1109	2576	0			
Grp Volume(v), veh/h				0	1447	781	157	138	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1825	1815	1777	0			
Q Serve(g_s), s				0.0	41.9	42.2	9.1	8.2	0.0			
Cycle Q Clear(g_c), s				0.0	41.9	42.2	9.1	8.2	0.0			
Prop In Lane				0.00		0.14	0.61		0.00			
Lane Grp Cap(c), veh/h				0	2367	1269	381	373	0			
V/C Ratio(X)				0.00	0.61	0.62	0.41	0.37	0.00			
Avail Cap(c_a), veh/h				0	2367	1269	381	373	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	29.1	29.2	44.7	44.2	0.0			
Incr Delay (d2), s/veh				0.0	1.2	2.2	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	19.4	21.3	4.8	4.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	30.2	31.4	48.0	47.0	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2228			295				
Approach Delay, s/veh					30.7			47.5				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.0		28.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						76.5		23.1				
Max Q Clear Time (g_c+I1), s						44.2		11.1				
Green Ext Time (p_c), s						22.7		1.3				
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	257	2169	0	0	0	0	0	521	54
Future Volume (veh/h)	0	0	0	257	2169	0	0	0	0	0	521	54
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				273	2307	0				0	554	57
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				339	3082	0				0	908	398
Arrive On Green				0.22	0.22	0.00				0.00	0.26	0.26
Sat Flow, veh/h				520	4896	0				0	3647	1559
Grp Volume(v), veh/h				968	1612	0				0	554	57
Grp Sat Flow(s),veh/h/ln				1844	1702	0				0	1777	1559
Q Serve(g_s), s				54.8	48.5	0.0				0.0	15.1	3.1
Cycle Q Clear(g_c), s				54.8	48.5	0.0				0.0	15.1	3.1
Prop In Lane				0.28		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1202	2219	0				0	908	398
V/C Ratio(X)				0.81	0.73	0.00				0.00	0.61	0.14
Avail Cap(c_a), veh/h				1202	2219	0				0	908	398
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				36.5	34.1	0.0				0.0	36.1	31.6
Incr Delay (d2), s/veh				5.8	2.1	0.0				0.0	3.1	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				29.0	22.7	0.0				0.0	7.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				42.3	36.2	0.0				0.0	39.2	32.4
LnGrp LOS				D	D	A				A	D	C
Approach Vol, veh/h					2580						611	
Approach Delay, s/veh					38.5						38.5	
Approach LOS					D						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				33.0		77.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				28.1		71.7						
Max Q Clear Time (g_c+I1), s				17.1		56.8						
Green Ext Time (p_c), s				3.1		13.4						
Intersection Summary												
HCM 6th Ctrl Delay											38.5	
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	2343	30	162	145	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2343	30	162	145	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	2466	32	171	153	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	3613	47	373	374	0			
Arrive On Green				0.00	0.70	0.70	0.07	0.07	0.00			
Sat Flow, veh/h				0	5363	67	1776	1876	0			
Grp Volume(v), veh/h				0	1614	884	172	152	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1858	1782	1777	0			
Q Serve(g_s), s				0.0	30.2	30.4	10.2	9.0	0.0			
Cycle Q Clear(g_c), s				0.0	30.2	30.4	10.2	9.0	0.0			
Prop In Lane				0.00		0.04	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2367	1292	374	373	0			
V/C Ratio(X)				0.00	0.68	0.68	0.46	0.41	0.00			
Avail Cap(c_a), veh/h				0	2367	1292	374	373	0			
HCM Platoon Ratio				1.00	1.00	1.00	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	9.7	9.7	45.2	44.6	0.0			
Incr Delay (d2), s/veh				0.0	1.6	3.0	4.0	3.3	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	10.4	11.9	5.3	4.6	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	11.3	12.7	49.2	47.9	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2498			324				
Approach Delay, s/veh					11.8			48.6				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.0		28.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						76.5		23.1				
Max Q Clear Time (g_c+I1), s						32.4		12.2				
Green Ext Time (p_c), s						32.3		1.4				

Intersection Summary

HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑			↑				↑
Traffic Vol, veh/h	0	0	0	0	188	655	3	106	0	0	1	25
Future Vol, veh/h	0	0	0	0	188	655	3	106	0	0	1	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	196	682	3	110	0	0	1	26

Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	-	-	0 99 878 - - 537 439
Stage 1	-	-	- 0 0 - - 537 -
Stage 2	-	-	- 99 878 - - 0 -
Critical Hdwy	-	-	- 7.54 6.54 - - 6.54 6.94
Critical Hdwy Stg 1	-	-	- - - - - 5.54 -
Critical Hdwy Stg 2	-	-	- 6.54 5.54 - - - -
Follow-up Hdwy	-	-	- 3.52 4.02 - - 4.02 3.32
Pot Cap-1 Maneuver	0	-	- 872 285 0 0 449 566
Stage 1	0	-	- - - 0 0 521 -
Stage 2	0	-	- 896 364 0 0 - -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	-	-	- 830 285 - - 449 566
Mov Cap-2 Maneuver	-	-	- 830 285 - - 449 -
Stage 1	-	-	- - - - - 521 -
Stage 2	-	-	- 853 364 - - - -

Approach	WB	NB	SB
HCM Control Delay, s	0	25.4	11.7
HCM LOS		D	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	285	-	-	566
HCM Lane V/C Ratio	0.387	-	-	0.046
HCM Control Delay (s)	25.4	-	-	11.7
HCM Lane LOS	D	-	-	B
HCM 95th %tile Q(veh)	1.8	-	-	0.1

SAN ADP EA
25: N Harbor Dr & W Grape St

No Action: Year 2031
Timing Plan: PM PEAK



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	934	126	1778	1410	0
Future Volume (veh/h)	0	0	0	0	0	0	0	934	126	1778	1410	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		0.88	1.00		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	953	129	1814	1439	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	1298	363	3277	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.26	0.26	0.44	0.64	0.00
Sat Flow, veh/h		0					0	5149	1393	5023	1826	0
Grp Volume(v), veh/h		0.0					0	953	129	1814	1439	0
Grp Sat Flow(s),veh/h/ln							0	1662	1393	1674	1826	0
Q Serve(g_s), s							0.0	19.2	8.3	29.5	66.4	0.0
Cycle Q Clear(g_c), s							0.0	19.2	8.3	29.5	66.4	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1298	363	3277	1740	0
V/C Ratio(X)							0.00	0.73	0.36	0.55	0.83	0.00
Avail Cap(c_a), veh/h							0	1298	363	3277	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	0.69	0.69	0.00
Uniform Delay (d), s/veh							0.0	37.2	33.2	19.1	13.0	0.0
Incr Delay (d2), s/veh							0.0	2.9	1.5	0.1	3.3	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	7.8	2.9	11.9	23.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	40.1	34.7	19.2	16.2	0.0
LnGrp LOS							A	D	C	B	B	A
Approach Vol, veh/h								1082			3253	
Approach Delay, s/veh								39.4			17.9	
Approach LOS								D			B	
Timer - Assigned Phs	1	2						6				
Phs Duration (G+Y+Rc), s	76.2	33.8						110.0				
Change Period (Y+Rc), s	4.4	* 5.2						5.2				
Max Green Setting (Gmax), s	36.4	* 27						67.8				
Max Q Clear Time (g_c+I1), s	31.5	21.2						68.4				
Green Ext Time (p_c), s	3.3	4.6						0.0				
Intersection Summary												
HCM 6th Ctrl Delay											23.3	
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)	71	1786	73	0	0	0	0	503	227	201	944	0
Future Volume (veh/h)	71	1786	73	0	0	0	0	503	227	201	944	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	72	1822	74				0	513	232	205	963	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	103	2776	861				0	645	277	232	1836	0
Arrive On Green	0.18	0.18	0.18				0.00	0.19	0.19	0.26	0.72	0.00
Sat Flow, veh/h	188	5077	1574				0	3579	1463	1781	5274	0
Grp Volume(v), veh/h	711	1183	74				0	512	233	205	963	0
Grp Sat Flow(s),veh/h/ln	1861	1702	1574				0	1702	1470	1781	1702	0
Q Serve(g_s), s	39.4	35.4	4.3				0.0	15.8	16.8	12.2	9.4	0.0
Cycle Q Clear(g_c), s	39.4	35.4	4.3				0.0	15.8	16.8	12.2	9.4	0.0
Prop In Lane	0.10		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1018	1861	861				0	644	278	232	1836	0
V/C Ratio(X)	0.70	0.64	0.09				0.00	0.80	0.84	0.88	0.52	0.00
Avail Cap(c_a), veh/h	1018	1861	861				0	715	309	398	2395	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)	0.09	0.09	0.09				0.00	1.00	1.00	0.37	0.37	0.00
Uniform Delay (d), s/veh	36.6	34.9	22.2				0.0	42.6	43.0	39.8	11.2	0.0
Incr Delay (d2), s/veh	0.4	0.2	0.0				0.0	5.8	17.1	2.2	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/ft	9.7	16.1	1.6				0.0	7.1	7.3	4.7	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	35.1	22.2				0.0	48.4	60.1	42.0	11.3	0.0
LnGrp LOS	D	D	C				A	D	E	D	B	A
Approach Vol, veh/h		1968						745			1168	
Approach Delay, s/veh		35.3						52.1			16.7	
Approach LOS		D						D			B	
Timer - Assigned Phs		2	4				7	8				
Phs Duration (G+Y+Rc), s		65.0	45.0				18.8	26.2				
Change Period (Y+Rc), s		4.9	5.4				4.4	* 5.4				
Max Green Setting (Gmax), s		48.1	51.6				24.6	* 23				
Max Q Clear Time (g_c+I1), s		41.4	11.4				14.2	18.8				
Green Ext Time (p_c), s		6.1	6.2				0.2	2.0				
Intersection Summary												
HCM 6th Ctrl Delay			32.9									
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	2223	44	0	0	0	0	0	0	312	512	0
Future Volume (veh/h)	0	2223	44	0	0	0	0	0	0	312	512	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	2443	48							343	563	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	3190	62							520	993	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5321	101							1781	3572	0
Grp Volume(v), veh/h	0	1611	880							343	563	0
Grp Sat Flow(s),veh/h/ln	0	1702	1850							1781	1702	0
Q Serve(g_s), s	0.0	49.1	49.4							20.4	17.4	0.0
Cycle Q Clear(g_c), s	0.0	49.1	49.4							20.4	17.4	0.0
Prop In Lane	0.00		0.05							1.00		0.00
Lane Grp Cap(c), veh/h	0	2107	1145							520	993	0
V/C Ratio(X)	0.00	0.76	0.77							0.66	0.57	0.00
Avail Cap(c_a), veh/h	0	2107	1145							520	993	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	36.2	36.3							44.4	43.1	0.0
Incr Delay (d2), s/veh	0.0	2.7	5.0							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/lr0.0	0.0	23.1	26.0							10.7	8.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.9	41.3							50.9	45.4	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2491									906	
Approach Delay, s/veh		39.8									47.5	
Approach LOS		D									D	
Timer - Assigned Phs		2	4									
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+l1), s		51.4	22.4									
Green Ext Time (p_c), s		8.2	2.0									
Intersection Summary												
HCM 6th Ctrl Delay			41.8									
HCM 6th LOS			D									



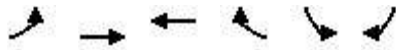
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	72	2863	0	0	0	0	0	200	263	0	0	0
Future Volume (veh/h)	72	2863	0	0	0	0	0	200	263	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, 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	79	3146	0				0	220	289			
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	81	3420	0				0	438	368			
Arrive On Green	0.22	0.22	0.00				0.00	0.25	0.25			
Sat Flow, veh/h	121	5315	0				0	1870	1492			
Grp Volume(v), veh/h	1214	2011	0				0	220	289			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1492			
Q Serve(g_s), s	71.2	63.0	0.0				0.0	11.7	19.9			
Cycle Q Clear(g_c), s	71.2	63.0	0.0				0.0	11.7	19.9			
Prop In Lane	0.07		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1239	2262	0				0	438	368			
V/C Ratio(X)	0.98	0.89	0.00				0.00	0.50	0.79			
Avail Cap(c_a), veh/h	1239	2262	0				0	438	368			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	42.2	39.0	0.0				0.0	35.7	38.7			
Incr Delay (d2), s/veh	21.2	5.7	0.0				0.0	4.1	15.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	42.7	30.4	0.0				0.0	5.6	8.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	44.7	0.0				0.0	39.7	54.2			
LnGrp LOS	E	D	A				A	D	D			
Approach Vol, veh/h		3225						509				
Approach Delay, s/veh		51.8						48.0				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		78.0						32.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		73.1						27.1				
Max Q Clear Time (g_c+I1), s		73.2						21.9				
Green Ext Time (p_c), s		0.0						1.5				
Intersection Summary												
HCM 6th Ctrl Delay			51.2									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑								↙	↑↑	
Traffic Volume (veh/h)	0	3414	83	0	0	0	0	0	0	341	416	0
Future Volume (veh/h)	0	3414	83	0	0	0	0	0	0	341	416	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	3711	90							371	452	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	3500	84							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5295	123							1781	3647	0
Grp Volume(v), veh/h	0	2453	1348							371	452	0
Grp Sat Flow(s),veh/h/ln	0	1702	1846							1781	1777	0
Q Serve(g_s), s	0.0	75.1	75.1							22.7	13.5	0.0
Cycle Q Clear(g_c), s	0.0	75.1	75.1							22.7	13.5	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1261							406	811	0
V/C Ratio(X)	0.00	1.06	1.07							0.91	0.56	0.00
Avail Cap(c_a), veh/h	0	2324	1261							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	42.6	42.6							49.8	45.5	0.0
Incr Delay (d2), s/veh	0.0	35.4	46.1							27.3	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/lr0.0	0.0	45.5	53.1							14.0	6.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	78.0	88.7							77.1	48.3	0.0
LnGrp LOS	A	F	F							E	D	A
Approach Vol, veh/h		3801									823	
Approach Delay, s/veh		81.8									61.3	
Approach LOS		F									E	
Timer - Assigned Phs		2	4									
Phs Duration (G+Y+Rc), s		80.0	30.0									
Change Period (Y+Rc), s		4.9	4.9									
Max Green Setting (Gmax), s		75.1	25.1									
Max Q Clear Time (g_c+l1), s		77.1	24.7									
Green Ext Time (p_c), s		0.0	0.2									
Intersection Summary												
HCM 6th Ctrl Delay			78.1									
HCM 6th LOS			E									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	166	3272	0	0	0	0	0	155	36	0	0	0
Future Volume (veh/h)	166	3272	0	0	0	0	0	155	36	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	195	3849	0				0	182	42			
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	175	3695	0				0	505	114			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	238	5193	0				0	2974	650			
Grp Volume(v), veh/h	1522	2522	0				0	111	113			
Grp Sat Flow(s),veh/h/ln	1858	1702	0				0	1777	1753			
Q Serve(g_s), s	80.9	80.9	0.0				0.0	6.0	6.3			
Cycle Q Clear(g_c), s	80.9	80.9	0.0				0.0	6.0	6.3			
Prop In Lane	0.13		0.00				0.00		0.37			
Lane Grp Cap(c), veh/h	1367	2504	0				0	312	308			
V/C Ratio(X)	1.11	1.01	0.00				0.00	0.35	0.37			
Avail Cap(c_a), veh/h	1367	2504	0				0	312	308			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.7	41.7	0.0				0.0	39.9	40.0			
Incr Delay (d2), s/veh	61.9	19.7	0.0				0.0	3.1	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	63.5	43.5	0.0				0.0	2.9	3.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.6	61.4	0.0				0.0	43.0	43.4			
LnGrp LOS	F	F	A				A	D	D			
Approach Vol, veh/h		4044						224				
Approach Delay, s/veh		77.3						43.2				
Approach LOS		E						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.8						24.2				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.9						19.3				
Max Q Clear Time (g_c+I1), s		82.9						8.3				
Green Ext Time (p_c), s		0.0						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			75.5									
HCM 6th LOS			E									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖↖	↗
Traffic Volume (veh/h)	22	1399	1139	53	161	173
Future Volume (veh/h)	22	1399	1139	53	161	173
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	1826	1870	1870
Adj Flow Rate, veh/h	24	1521	1238	58	175	188
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	426	3932	2481	116	468	215
Arrive On Green	0.24	0.79	1.00	1.00	0.14	0.14
Sat Flow, veh/h	1781	5149	5044	229	3456	1585
Grp Volume(v), veh/h	24	1521	843	453	175	188
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1785	1728	1585
Q Serve(g_s), s	1.5	13.0	0.0	0.0	6.5	16.3
Cycle Q Clear(g_c), s	1.5	13.0	0.0	0.0	6.5	16.3
Prop In Lane	1.00			0.13	1.00	1.00
Lane Grp Cap(c), veh/h	426	3932	1690	908	468	215
V/C Ratio(X)	0.06	0.39	0.50	0.50	0.37	0.88
Avail Cap(c_a), veh/h	426	3932	1690	908	1064	488
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.89	0.89	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	41.1	4.5	0.0	0.0	55.1	59.4
Incr Delay (d2), s/veh	0.0	0.3	1.0	1.8	0.2	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.6	3.5	0.2	0.4	2.9	13.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.1	4.7	1.0	1.8	55.3	63.8
LnGrp LOS	D	A	A	A	E	E
Approach Vol, veh/h		1545	1296		363	
Approach Delay, s/veh		5.3	1.2		59.7	
Approach LOS		A	A		E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		116.1		23.9	39.1	77.0
Change Period (Y+Rc), s		5.7		4.9	5.7	* 5.8
Max Green Setting (Gmax), s		86.3		43.1	10.6	* 71
Max Q Clear Time (g_c+l1), s		15.0		18.3	3.5	2.0
Green Ext Time (p_c), s		44.9		0.7	0.0	31.9

Intersection Summary

HCM 6th Ctrl Delay	9.8
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)	115	1405	19	16	1128	9	0	11	26	70	0	30
Future Volume (veh/h)	115	1405	19	16	1128	9	0	11	26	70	0	30
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	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	1615	22	18	1297	0	0	13	30	80	0	34
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	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	659	2581	35	468	2001		58	16	38	184	0	84
Arrive On Green	0.74	1.00	1.00	0.26	0.40	0.00	0.00	0.03	0.03	0.05	0.00	0.05
Sat Flow, veh/h	1781	5068	69	1781	4985	1585	1781	499	1152	3456	0	1576
Grp Volume(v), veh/h	132	1059	578	18	1297	0	0	0	43	80	0	34
Grp Sat Flow(s),veh/h/ln	1781	1662	1813	1781	1662	1585	1781	0	1651	1728	0	1576
Q Serve(g_s), s	3.2	0.0	0.0	1.1	29.5	0.0	0.0	0.0	3.6	3.1	0.0	2.9
Cycle Q Clear(g_c), s	3.2	0.0	0.0	1.1	29.5	0.0	0.0	0.0	3.6	3.1	0.0	2.9
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	659	1692	924	468	2001		58	0	54	184	0	84
V/C Ratio(X)	0.20	0.63	0.63	0.04	0.65		0.00	0.00	0.80	0.44	0.00	0.41
Avail Cap(c_a), veh/h	659	1692	924	468	2001		103	0	95	842	0	384
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)	0.93	0.93	0.93	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	38.4	33.9	0.0	0.0	0.0	67.2	64.2	0.0	64.1
Incr Delay (d2), s/veh	0.1	1.6	3.0	0.0	1.6	0.0	0.0	0.0	9.5	0.6	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	1.2	0.4	0.8	0.5	11.8	0.0	0.0	0.0	1.7	1.4	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	1.6	3.0	38.5	35.5	0.0	0.0	0.0	76.7	64.8	0.0	65.3
LnGrp LOS	B	A	A	D	D		A	A	E	E	A	E
Approach Vol, veh/h	1769				1315		A	43				114
Approach Delay, s/veh	2.8				35.6			76.7				65.0
Approach LOS	A				D			E				E
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	11.2	77.0	12.3		56.2	62.0	9.5					
Change Period (Y+Rc), s	4.4	5.7	4.9		4.4	5.8	4.9					
Max Green Setting (Gmax), s	60.6	71.3	34.1		21.6	56.2	8.1					
Max Q Clear Time (g_c+1), s	13.6	2.0	5.1		5.2	31.5	5.6					
Green Ext Time (p_c), s	0.0	36.6	0.3		0.1	15.3	0.0					

Intersection Summary

HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 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)	204	1373	306	764	1080	0	277	36	697	0	26	156
Future Volume (veh/h)	204	1373	306	764	1080	0	277	36	697	0	26	156
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		0.89
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		No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	219	1476	329	822	1161	0	298	39	0	0	28	168
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	5	2	2	2	2	2	2
Cap, veh/h	243	1577	665	1316	3579	0	358	194		0	94	124
Arrive On Green	0.14	0.32	0.32	0.38	0.57	0.00	0.10	0.10	0.00	0.00	0.05	0.05
Sat Flow, veh/h	1781	4985	1584	3456	6537	0	3456	1870	1585	0	1870	2488
Grp Volume(v), veh/h	219	1476	329	822	1161	0	298	39	0	0	28	168
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	0	1728	1870	1585	0	1870	1244
Q Serve(g_s), s	16.9	40.3	21.3	27.1	13.7	0.0	11.8	2.7	0.0	0.0	2.0	7.0
Cycle Q Clear(g_c), s	16.9	40.3	21.3	27.1	13.7	0.0	11.8	2.7	0.0	0.0	2.0	7.0
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	243	1577	665	1316	3579	0	358	194		0	94	124
V/C Ratio(X)	0.90	0.94	0.49	0.62	0.32	0.00	0.83	0.20		0.00	0.30	1.35
Avail Cap(c_a), veh/h	358	1577	665	1316	3579	0	913	494		0	94	124
HCM Platoon Ratio	1.00	1.00	1.00	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	0.16	0.16	0.00	0.60	0.60	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	46.5	29.7	35.2	15.9	0.0	61.6	57.5	0.0	0.0	64.1	66.5
Incr Delay (d2), s/veh	14.4	11.8	2.6	0.1	0.0	0.0	1.2	0.1	0.0	0.0	1.8	201.3
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	8.5	17.8	10.0	11.1	4.7	0.0	5.2	1.3	0.0	0.0	1.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.9	58.3	32.3	35.3	15.9	0.0	62.8	57.6	0.0	0.0	65.9	267.8
LnGrp LOS	E	E	C	D	B	A	E	E		A	E	F
Approach Vol, veh/h		2024			1983			337	A		196	
Approach Delay, s/veh		55.8			24.0			62.2			238.9	
Approach LOS		E			C			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	58.7	50.0		11.9	23.5	85.2		19.4				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	31.8	* 44		7.0	28.1	48.3		37.0				
Max Q Clear Time (g_c+Q), s	29.1	42.3		9.0	18.9	15.7		13.8				
Green Ext Time (p_c), s	0.6	1.9		0.0	0.2	19.9		0.6				

Intersection Summary

HCM 6th Ctrl Delay	50.3
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.
- Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



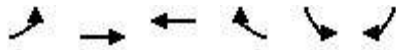
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	0	44	5	0	510	24	395	13	750	413	62
Future Volume (veh/h)	77	0	44	5	0	510	24	395	13	750	413	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.96	1.00		0.96	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	64	24	47	0	0	548	26	420	14	798	439	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	72	22	43	0	371	605	58	607	20	816	1853	277
Arrive On Green	0.04	0.04	0.04	0.00	0.00	0.20	0.03	0.17	0.17	0.46	0.60	0.60
Sat Flow, veh/h	1781	539	1055	0	1870	3054	1781	3504	117	1781	3096	462
Grp Volume(v), veh/h	64	0	71	0	0	548	26	213	221	798	251	254
Grp Sat Flow(s),veh/h/ln	1781	0	1593	0	1870	1527	1781	1777	1844	1781	1777	1781
Q Serve(g_s), s	4.4	0.0	5.0	0.0	0.0	21.6	1.8	13.8	13.9	54.1	8.1	8.2
Cycle Q Clear(g_c), s	4.4	0.0	5.0	0.0	0.0	21.6	1.8	13.8	13.9	54.1	8.1	8.2
Prop In Lane	1.00		0.66	0.00		1.00	1.00		0.06	1.00		0.26
Lane Grp Cap(c), veh/h	72	0	65	0	371	605	58	308	319	816	1064	1066
V/C Ratio(X)	0.88	0.00	1.10	0.00	0.00	0.91	0.45	0.69	0.69	0.98	0.24	0.24
Avail Cap(c_a), veh/h	72	0	65	0	441	720	87	404	420	825	1141	1144
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	58.7	0.0	59.0	0.0	0.0	48.2	58.4	47.8	47.8	32.7	11.5	11.6
Incr Delay (d2), s/veh	66.8	0.0	140.8	0.0	0.0	12.4	2.0	2.6	2.6	25.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	4.6	0.0	0.0	9.3	0.8	6.3	6.6	28.1	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.6	0.0	199.8	0.0	0.0	60.6	60.4	50.4	50.4	58.4	11.6	11.6
LnGrp LOS	F	A	F	A	A	E	E	D	D	E	B	B
Approach Vol, veh/h		135			548			460			1303	
Approach Delay, s/veh		164.6			60.6			50.9			40.3	
Approach LOS		F			E			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	60.3	25.3		9.0	8.0	77.6		28.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	57.0	28.0		5.0	6.0	79.0		29.0				
Max Q Clear Time (g_c+50), s	50.5	15.9		7.0	3.8	10.2		23.6				
Green Ext Time (p_c), s	0.2	1.6		0.0	0.0	2.6		0.8				

Intersection Summary

HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	264	15	8	162	182	282
Future Volume (veh/h)	264	15	8	162	182	282
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	301	0	9	0	200	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	864	454	659		356	
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	301	0	9	0	200	0
Grp Sat Flow(s),veh/h/ln	1870	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.8	0.0	0.1	0.0	2.2	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.1	0.0	2.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	864	454	659		356	
V/C Ratio(X)	0.35	0.00	0.01		0.56	
Avail Cap(c_a), veh/h	986	518	659		1131	
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	12.4	0.0	8.4	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	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.7	0.0	8.4	0.0	18.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		301	9	A	200	A
Approach Delay, s/veh		12.7	8.4		18.4	
Approach LOS		B	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.6		8.1		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		4.8		4.2		2.1
Green Ext Time (p_c), s		0.5		0.4		0.0

Intersection Summary

HCM 6th Ctrl Delay	14.8
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	200	167	10	1	1
Future Vol, veh/h	9	200	167	10	1	1
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	233	194	12	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	206	0	-	0	337 103
Stage 1	-	-	-	-	200 -
Stage 2	-	-	-	-	137 -
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	1363	-	-	-	633 932
Stage 1	-	-	-	-	814 -
Stage 2	-	-	-	-	875 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1363	-	-	-	628 932
Mov Cap-2 Maneuver	-	-	-	-	628 -
Stage 1	-	-	-	-	807 -
Stage 2	-	-	-	-	875 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1363	-	-	-	750
HCM Lane V/C Ratio	0.008	-	-	-	0.003
HCM Control Delay (s)	7.7	0	-	-	9.8
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)	1	2728	3093	1	1	1
Future Volume (veh/h)	1	2728	3093	1	1	1
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	1900	1900
Adj Flow Rate, veh/h	1	2965	3362	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	60	3385	3623	1	179	179
Arrive On Green	0.54	0.54	0.54	0.54	0.31	0.31
Sat Flow, veh/h	0	6492	6955	2	579	579
Grp Volume(v), veh/h	884	2082	2424	939	3	0
Grp Sat Flow(s),veh/h/ln	1863	1464	1609	1870	1737	0
Q Serve(g_s), s	0.0	24.8	27.7	27.8	0.1	0.0
Cycle Q Clear(g_c), s	24.7	24.8	27.7	27.8	0.1	0.0
Prop In Lane	0.00			0.00	0.33	0.33
Lane Grp Cap(c), veh/h	1069	2377	2612	1012	536	0
V/C Ratio(X)	0.83	0.88	0.93	0.93	0.01	0.00
Avail Cap(c_a), veh/h	1070	2380	2616	1014	536	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.0	12.0	12.7	12.7	14.4	0.0
Incr Delay (d2), s/veh	5.5	4.0	6.5	14.1	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	8.4	6.2	8.2	11.6	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.5	16.0	19.2	26.8	14.4	0.0
LnGrp LOS	B	B	B	C	B	A
Approach Vol, veh/h		2966	3363		3	
Approach Delay, s/veh		16.4	21.3		14.4	
Approach LOS		B	C		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				37.0	23.0	37.0
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				32.5	18.5	32.5
Max Q Clear Time (g_c+I1), s				26.8	2.1	29.8
Green Ext Time (p_c), s				5.4	0.0	2.7

Intersection Summary

HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖↗	↑↑↑↑	↖	↗
Traffic Volume (veh/h)	3999	58	115	1470	46	169
Future Volume (veh/h)	3999	58	115	1470	46	169
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	4300	62	124	1581	49	182
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	3944	994	413	4932	253	203
Arrive On Green	0.63	0.63	0.24	1.00	0.14	0.14
Sat Flow, veh/h	6537	1583	3456	6537	1781	1427
Grp Volume(v), veh/h	4300	62	124	1581	49	182
Grp Sat Flow(s),veh/h/ln	1570	1583	1728	1570	1781	1427
Q Serve(g_s), s	87.9	2.1	4.1	0.0	3.4	17.6
Cycle Q Clear(g_c), s	87.9	2.1	4.1	0.0	3.4	17.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3944	994	413	4932	253	203
V/C Ratio(X)	1.09	0.06	0.30	0.32	0.19	0.90
Avail Cap(c_a), veh/h	3944	994	413	4932	407	326
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.25	0.25	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	26.1	10.1	48.5	0.0	53.0	59.1
Incr Delay (d2), s/veh	42.0	0.0	0.1	0.2	0.1	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	40.4	0.7	1.7	0.1	1.6	7.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.0	10.1	48.6	0.2	53.1	70.8
LnGrp LOS	F	B	D	A	D	E
Approach Vol, veh/h	4362			1705	231	
Approach Delay, s/veh	67.2			3.7	67.1	
Approach LOS	E			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	22.0	93.2		115.2	24.8	
Change Period (Y+Rc), s	5.3	* 5.3		5.3	4.9	
Max Green Setting (Gmax), s	5.5	* 88		97.8	32.0	
Max Q Clear Time (g_c+1/6), s	11.6	89.9		2.0	19.6	
Green Ext Time (p_c), s	0.0	0.0		51.0	0.3	

Intersection Summary

HCM 6th Ctrl Delay	50.0
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)	9	4060	0	11	1243	60	0	0	0	5	0	5
Future Volume (veh/h)	9	4060	0	11	1243	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	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	4319	0	12	1322	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	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	400	4193	0	51	3949	191	0	49	0	97	0	40
Arrive On Green	0.45	1.00	0.00	0.03	0.64	0.64	0.00	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5149	0	1781	6184	299	0	1870	0	1740	0	1552
Grp Volume(v), veh/h	10	4319	0	12	1006	380	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1772	0	1870	0	1740	0	1552
Q Serve(g_s), s	0.4	0.0	0.0	0.9	13.7	13.8	0.0	0.0	0.0	0.4	0.0	0.4
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.9	13.7	13.8	0.0	0.0	0.0	0.4	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.17	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	400	4193	0	51	3008	1132	0	49	0	97	0	40
V/C Ratio(X)	0.02	1.03	0.00	0.24	0.33	0.34	0.00	0.00	0.00	0.05	0.00	0.12
Avail Cap(c_a), veh/h	400	4193	0	51	3008	1132	0	428	0	449	0	355
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(l)	0.20	0.20	0.00	0.96	0.96	0.96	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	0.0	66.5	11.6	11.6	0.0	0.0	0.0	66.6	0.0	66.6
Incr Delay (d2), s/veh	0.0	16.0	0.0	0.8	0.3	0.8	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	0.2	6.2	0.0	0.4	4.6	5.3	0.0	0.0	0.0	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	16.0	0.0	67.3	11.9	12.4	0.0	0.0	0.0	66.7	0.0	67.1
LnGrp LOS	C	F	A	E	B	B	A	A	A	E	A	E
Approach Vol, veh/h	4329			1398			0			10		
Approach Delay, s/veh	16.0			12.5			0.0			66.9		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.4		8.5	36.8	94.7		8.5					
Change Period (Y+Rc), s	4.4	5.3	4.9	5.3	* 5.3	4.9						
Max Green Setting (Gmax), s	89.4		32.0	4.0	* 89	32.0						
Max Q Clear Time (g_c+1/2g), s	2.0		2.4	2.4	15.8	0.0						
Green Ext Time (p_c), s	0.0	86.9	0.0	0.0	31.7	0.0						

Intersection Summary

HCM 6th Ctrl Delay	15.3
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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	
Traffic Volume (veh/h)	4040	1	15	1388	0	18
Future Volume (veh/h)	4040	1	15	1388	0	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	0.80
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	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	4208	1	16	1446	0	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4086	1	23	4175	0	117
Arrive On Green	0.79	0.79	0.01	0.84	0.00	0.10
Sat Flow, veh/h	5312	1	1781	5149	0	1223
Grp Volume(v), veh/h	2716	1493	16	1446	0	20
Grp Sat Flow(s),veh/h/ln	1662	1826	1781	1662	0	1287
Q Serve(g_s), s	113.9	113.9	1.3	9.5	0.0	2.0
Cycle Q Clear(g_c), s	113.9	113.9	1.3	9.5	0.0	2.0
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2638	1449	23	4175	0	123
V/C Ratio(X)	1.03	1.03	0.68	0.35	0.00	0.16
Avail Cap(c_a), veh/h	2638	1449	50	4248	0	162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	14.8	70.5	2.7	0.0	59.6
Incr Delay (d2), s/veh	25.7	31.7	12.3	0.2	0.0	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	69.2	45.5	0.7	2.1	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.5	46.5	82.8	2.8	0.0	60.2
LnGrp LOS	F	F	F	A	A	E
Approach Vol, veh/h	4209			1462	20	
Approach Delay, s/veh	42.6			3.7	60.2	
Approach LOS	D			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	6.3	119.1		125.4	18.1	
Change Period (Y+Rc), s	4.4	5.2		5.2	4.4	
Max Green Setting (Gmax), s	113.9	113.9		122.3	18.1	
Max Q Clear Time (g_c+1/3), s	113.9	113.9		11.5	4.0	
Green Ext Time (p_c), s	0.0	0.0		52.0	0.0	
Intersection Summary						
HCM 6th Ctrl Delay			32.7			
HCM 6th LOS			C			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	Y			↑↑↑	
Traffic Volume (veh/h)	0	485	0	0	2387	468
Future Volume (veh/h)	0	485	0	0	2387	468
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	516			2539	498
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3979	733
Arrive On Green	0.00	0.00			0.92	0.92
Sat Flow, veh/h	0				4501	798
Grp Volume(v), veh/h	0.0				1960	1077
Grp Sat Flow(s),veh/h/ln					1702	1727
Q Serve(g_s), s					6.1	7.5
Cycle Q Clear(g_c), s					6.1	7.5
Prop In Lane						0.46
Lane Grp Cap(c), veh/h					3127	1586
V/C Ratio(X)					0.63	0.68
Avail Cap(c_a), veh/h					3466	1758
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.4	0.5
Incr Delay (d2), s/veh					0.3	0.9
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.7	1.4
LnGrp LOS					A	A
Approach Vol, veh/h					3037	
Approach Delay, s/veh					1.0	
Approach LOS					A	
Timer - Assigned Phs						6
Phs Duration (G+Y+Rc), s						55.2
Change Period (Y+Rc), s						4.5
Max Green Setting (Gmax), s						56.2
Max Q Clear Time (g_c+I1), s						9.5
Green Ext Time (p_c), s						41.2
Intersection Summary						
HCM 6th Ctrl Delay			1.0			
HCM 6th LOS			A			

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)	110	954	27	19	889	353	33	58	39	238	27	158
Future Volume (veh/h)	110	954	27	19	889	353	33	58	39	238	27	158
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		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	124	1072	30	21	999	397	37	65	44	267	30	178
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	152	1641	506	441	2526	780	197	348	253	382	518	455
Arrive On Green	0.03	0.11	0.11	0.25	0.49	0.49	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	5106	1573	1781	5106	1577	519	1192	868	1268	1777	1561
Grp Volume(v), veh/h	124	1072	30	21	999	397	69	0	77	267	30	178
Grp Sat Flow(s),veh/h/ln	1781	1702	1573	1781	1702	1577	1063	0	1516	1268	1777	1561
Q Serve(g_s), s	8.3	24.2	2.1	1.1	14.7	20.4	2.5	0.0	4.5	23.9	1.5	10.9
Cycle Q Clear(g_c), s	8.3	24.2	2.1	1.1	14.7	20.4	13.5	0.0	4.5	28.4	1.5	10.9
Prop In Lane	1.00		1.00	1.00		1.00	0.53		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	152	1641	506	441	2526	780	356	0	442	382	518	455
V/C Ratio(X)	0.82	0.65	0.06	0.05	0.40	0.51	0.19	0.00	0.17	0.70	0.06	0.39
Avail Cap(c_a), veh/h	261	2183	673	441	2526	780	498	0	595	510	697	613
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(l)	0.93	0.93	0.93	0.93	0.93	0.93	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	47.2	37.3	34.4	19.0	20.5	34.9	0.0	31.7	42.3	30.6	34.0
Incr Delay (d2), s/veh	3.8	1.9	0.2	0.0	0.4	2.2	0.1	0.0	0.1	6.7	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	4.0	11.3	0.8	0.5	5.6	7.5	1.7	0.0	1.7	8.2	0.7	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	49.1	37.5	34.4	19.5	22.7	35.0	0.0	31.8	49.0	30.7	35.6
LnGrp LOS	E	D	D	C	B	C	D	A	C	D	C	D
Approach Vol, veh/h		1226			1417			146			475	
Approach Delay, s/veh		50.1			20.6			33.3			42.8	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.8	44.3		39.9	14.6	65.5		39.9				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	6.6	* 51		47.1	17.6	39.9		47.1				
Max Q Clear Time (g_c+1), s	13.5	26.2		30.4	10.3	22.4		15.5				
Green Ext Time (p_c), s	0.0	12.4		4.6	0.1	13.4		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)	66	604	1	0	548	540	1	0	0	474	0	45
Future Volume (veh/h)	66	604	1	0	548	540	1	0	0	474	0	45
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	73	664	1	0	602	0	1	0	0	567	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	93	997	2	725	1955		52	0	46	687	361	0
Arrive On Green	0.05	0.19	0.19	0.00	0.18	0.00	0.03	0.00	0.00	0.19	0.00	0.00
Sat Flow, veh/h	1781	5265	8	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	73	429	236	0	602	0	1	0	0	567	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	4.9	14.0	14.0	0.0	17.6	0.0	0.1	0.0	0.0	18.3	0.0	0.0
Cycle Q Clear(g_c), s	4.9	14.0	14.0	0.0	17.6	0.0	0.1	0.0	0.0	18.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	93	645	354	725	1955		52	0	46	687	361	0
V/C Ratio(X)	0.79	0.67	0.67	0.00	0.31		0.02	0.00	0.00	0.83	0.00	0.00
Avail Cap(c_a), veh/h	98	814	447	725	1955		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(l)	1.00	1.00	1.00	0.00	0.92	0.00	1.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d), s/veh	56.2	45.1	45.1	0.0	29.3	0.0	56.6	0.0	0.0	46.5	0.0	0.0
Incr Delay (d2), s/veh	29.0	5.4	9.5	0.0	0.4	0.0	0.1	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	2.9	6.2	7.3	0.0	8.4	0.0	0.0	0.0	0.0	8.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.2	50.5	54.6	0.0	29.7	0.0	56.7	0.0	0.0	47.7	0.0	0.0
LnGrp LOS	F	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		738			602	A		1			567	
Approach Delay, s/veh		55.2			29.7			56.7			47.7	
Approach LOS		E			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	54.7	27.8		29.0	10.7	71.9		8.4				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	30.0	* 29		37.0	6.6	25.3		30.0				
Max Q Clear Time (g_c+10), s	16.0			20.3	6.9	19.6		2.1				
Green Ext Time (p_c), s	0.0	6.7		1.1	0.0	2.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	44.9
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	251	133	86	466	188	206	965	86	122	886	183
Future Volume (veh/h)	284	251	133	86	466	188	206	965	86	122	886	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		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	302	267	141	91	496	200	219	1027	91	130	943	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	323	659	337	111	602	341	240	1542	137	174	1360	602
Arrive On Green	0.18	0.29	0.29	0.06	0.17	0.17	0.13	0.47	0.47	0.05	0.38	0.38
Sat Flow, veh/h	1781	2262	1156	1781	3554	1543	1781	3300	292	3456	3554	1574
Grp Volume(v), veh/h	302	208	200	91	496	200	219	553	565	130	943	195
Grp Sat Flow(s),veh/h/ln	1781	1777	1641	1781	1777	1543	1781	1777	1816	1728	1777	1574
Q Serve(g_s), s	25.1	14.1	14.8	7.6	20.2	11.2	18.2	36.1	36.1	5.6	33.4	7.8
Cycle Q Clear(g_c), s	25.1	14.1	14.8	7.6	20.2	11.2	18.2	36.1	36.1	5.6	33.4	7.8
Prop In Lane	1.00		0.70	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	323	518	478	111	602	341	240	830	848	174	1360	602
V/C Ratio(X)	0.94	0.40	0.42	0.82	0.82	0.59	0.91	0.67	0.67	0.75	0.69	0.32
Avail Cap(c_a), veh/h	387	570	526	181	734	399	280	830	848	203	1360	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	42.7	42.9	69.5	60.1	25.8	64.0	30.9	30.9	70.3	38.9	11.5
Incr Delay (d2), s/veh	25.7	0.2	0.2	5.5	4.9	0.6	27.4	4.2	4.1	9.6	2.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ft	3.7	6.3	6.1	3.6	9.6	4.2	10.1	16.5	16.8	2.7	15.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.3	42.8	43.1	75.0	65.0	26.3	91.4	35.1	35.0	79.9	41.8	12.9
LnGrp LOS	F	D	D	E	E	C	F	D	D	E	D	B
Approach Vol, veh/h		710			787			1337			1268	
Approach Delay, s/veh		61.4			56.3			44.3			41.3	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.9	75.4	13.8	48.9	24.6	62.7	32.4	30.3				
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	8.8	* 59	15.2	48.1	23.6	43.8	32.6	* 31				
Max Q Clear Time (g_c+11), s	17.6	38.1	9.6	16.8	20.2	35.4	27.1	22.2				
Green Ext Time (p_c), s	0.0	2.7	0.0	0.9	0.0	2.1	0.1	1.1				

Intersection Summary

























HCM 6th Ctrl Delay	48.6
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.

SAN ADP EA
1: Pacific Hwy & Rosecrans St/Taylor St

Year 2031 with Project
Timing Plan: AM PEAK

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	221	95	218	189	77	103	152	181	85	121	76
Future Volume (veh/h)	52	221	95	218	189	77	103	152	181	85	121	76
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	55	235	101	232	201	82	110	162	193	90	129	81
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	71	1301	660	318	782	614	141	763	476	117	715	309
Arrive On Green	0.04	0.37	0.37	0.09	0.42	0.42	0.08	0.21	0.21	0.07	0.20	0.20
Sat Flow, veh/h	1781	3554	1460	3456	1870	1468	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	55	235	101	232	201	82	110	162	193	90	129	81
Grp Sat Flow(s),veh/h/ln	1781	1777	1460	1728	1870	1468	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	2.7	4.0	3.7	5.8	6.3	3.1	5.4	3.4	8.9	4.4	2.7	4.0
Cycle Q Clear(g_c), s	2.7	4.0	3.7	5.8	6.3	3.1	5.4	3.4	8.9	4.4	2.7	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	1301	660	318	782	614	141	763	476	117	715	309
V/C Ratio(X)	0.77	0.18	0.15	0.73	0.26	0.13	0.78	0.21	0.41	0.77	0.18	0.26
Avail Cap(c_a), veh/h	598	1590	778	1159	837	657	598	1590	833	598	1590	686
HCM Platoon Ratio	1.00	1.00	1.00	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	19.2	14.8	39.5	17.0	16.0	40.4	28.9	24.6	41.1	29.6	30.1
Incr Delay (d2), s/veh	6.5	0.1	0.1	1.2	0.1	0.1	3.6	0.1	0.6	4.0	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	1.3	1.6	1.2	2.5	2.6	1.0	2.5	1.4	3.2	2.1	1.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	19.3	14.9	40.7	17.0	16.1	44.0	29.0	25.1	45.2	29.6	30.3
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		391			515			465			300	
Approach Delay, s/veh		22.4			27.6			30.9			34.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	38.6	12.5	24.7	9.0	43.3	11.2	25.9				
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	7.8	6.0	7.4	6.0	4.7	8.3	6.4	10.9				
Green Ext Time (p_c), s	0.4	2.4	0.1	0.7	0.1	1.0	0.1	1.7				
Intersection Summary												
HCM 6th Ctrl Delay				28.5								
HCM 6th LOS				C								

SAN ADP EA
 2: Pacific Hwy & Dwy/Old Town Transit Center Bus Access

Year 2031 with Project
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↗	↖	↕	↗	↖
Traffic Volume (veh/h)	19	0	8	24	0	38	80	331	28	69	315	38
Future Volume (veh/h)	19	0	8	24	0	38	80	331	28	69	315	38
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	21	0	9	26	0	41	87	360	30	75	342	41
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	335	31	78	469	0	375	118	1539	126	107	1453	170
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.07	0.32	0.32	0.06	0.31	0.31
Sat Flow, veh/h	842	170	433	1404	0	1548	1781	4795	393	1781	4617	539
Grp Volume(v), veh/h	30	0	0	26	0	41	87	254	136	75	250	133
Grp Sat Flow(s),veh/h/ln	1445	0	0	1404	0	1548	1781	1702	1784	1781	1702	1752
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.7	1.6	1.8	1.9	1.4	1.8	1.9
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.4	0.0	0.7	1.6	1.8	1.9	1.4	1.8	1.9
Prop In Lane	0.70		0.30	1.00		1.00	1.00		0.22	1.00		0.31
Lane Grp Cap(c), veh/h	444	0	0	469	0	375	118	1092	572	107	1071	551
V/C Ratio(X)	0.07	0.00	0.00	0.06	0.00	0.11	0.74	0.23	0.24	0.70	0.23	0.24
Avail Cap(c_a), veh/h	1854	0	0	1859	0	1941	1593	6088	3190	1593	6088	3134
HCM Platoon Ratio	1.00	1.00	1.00	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	11.4	0.0	9.9	15.4	8.4	8.4	15.5	8.5	8.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.1	0.3	3.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.6	0.5	0.6	0.6	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.4	0.0	10.0	18.7	8.5	8.7	18.6	8.6	8.8
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		30			67			477			458	
Approach Delay, s/veh		11.5			10.5			10.4			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	16.2		11.0	6.6	16.0		11.0				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+1), s	13.4	3.9		2.5	3.6	3.9		2.7				
Green Ext Time (p_c), s	0.1	3.7		0.1	0.1	3.2		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.

SAN ADP EA
3: Pacific Hwy & Enterprise St/SPAWAR Dwy

Year 2031 with Project
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	12	40	42	53	11	394	650	114	40	454	202
Future Volume (veh/h)	19	12	40	42	53	11	394	650	114	40	454	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.46	1.00		0.80	1.00		0.93	1.00		0.90
Parking Bus, Adj	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	18	43	45	57	12	424	699	123	43	488	217
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	58	61	353	566	595	450	370	1509	628	55	874	364
Arrive On Green	0.03	0.03	0.03	0.32	0.32	0.32	0.21	0.42	0.42	0.03	0.26	0.26
Sat Flow, veh/h	1781	1870	729	1781	1870	1262	1781	3554	1478	1781	3414	1423
Grp Volume(v), veh/h	16	18	43	45	57	12	424	699	123	43	487	218
Grp Sat Flow(s),veh/h/ln	1781	1870	729	1781	1870	1262	1781	1777	1478	1781	1702	1433
Q Serve(g_s), s	1.1	1.2	4.0	2.2	2.6	0.8	25.6	17.4	6.4	3.0	15.3	16.5
Cycle Q Clear(g_c), s	1.1	1.2	4.0	2.2	2.6	0.8	25.6	17.4	6.4	3.0	15.3	16.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Lane Grp Cap(c), veh/h	58	61	353	566	595	450	370	1509	628	55	872	367
V/C Ratio(X)	0.28	0.30	0.12	0.08	0.10	0.03	1.15	0.46	0.20	0.78	0.56	0.60
Avail Cap(c_a), veh/h	58	61	353	578	607	459	370	1509	628	106	925	390
HCM Platoon Ratio	1.00	1.00	1.00	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	58.2	58.3	37.7	29.4	29.6	26.4	48.8	25.4	22.3	59.3	39.8	40.2
Incr Delay (d2), s/veh	1.0	1.0	0.1	0.0	0.0	0.0	92.7	0.3	0.2	8.5	1.6	4.5
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	0.6	1.1	0.9	1.2	0.2	20.8	7.4	2.3	1.5	6.6	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	59.3	37.7	29.4	29.6	26.4	141.6	25.7	22.4	67.8	41.4	44.8
LnGrp LOS	E	E	D	C	C	C	F	C	C	E	D	D
Approach Vol, veh/h		77			114			1246			748	
Approach Delay, s/veh		47.2			29.2			64.8			43.9	
Approach LOS		D			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	61.0		8.9	30.0	40.3		44.1				
Change Period (Y+Rc), s	5.4	8.7		4.9	4.4	* 8.7		4.9				
Max Green Setting (Gmax), s	3	49.8		4.0	25.6	* 34		40.0				
Max Q Clear Time (g_c+1/3), s	15	19.4		6.0	27.6	18.5		4.6				
Green Ext Time (p_c), s	0.0	7.5		0.0	0.0	7.4		0.3				

Intersection Summary

HCM 6th Ctrl Delay	55.2
HCM 6th LOS	E

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↑↑	↑↑↑					↘	↗	↗
Traffic Volume (veh/h)	0	256	26	176	152	0	0	0	0	196	50	43
Future Volume (veh/h)	0	256	26	176	152	0	0	0	0	196	50	43
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	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	281	29	193	167	0				135	167	47
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	280	558	246	374	715	0				465	489	655
Arrive On Green	0.00	0.16	0.16	0.21	0.21	0.00				0.26	0.26	0.26
Sat Flow, veh/h	1781	3554	1565	1781	3572	0				1781	1870	1556
Grp Volume(v), veh/h	0	281	29	193	167	0				135	167	47
Grp Sat Flow(s),veh/h/ln	1781	1777	1565	1781	1702	0				1781	1870	1556
Q Serve(g_s), s	0.0	2.8	0.6	3.7	1.6	0.0				2.4	2.8	0.7
Cycle Q Clear(g_c), s	0.0	2.8	0.6	3.7	1.6	0.0				2.4	2.8	0.7
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	280	558	246	374	715	0				465	489	655
V/C Ratio(X)	0.00	0.50	0.12	0.52	0.23	0.00				0.29	0.34	0.07
Avail Cap(c_a), veh/h	2740	5466	2407	2740	5236	0				1598	1678	1645
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	15.1	14.1	13.6	12.8	0.0				11.5	11.7	6.8
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.2	0.2	0.0				0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.0	0.9	0.2	1.2	0.5	0.0				0.8	1.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.3	14.2	14.9	13.0	0.0				11.6	11.8	6.8
LnGrp LOS	A	B	B	B	B	A				B	B	A
Approach Vol, veh/h		310			360						349	
Approach Delay, s/veh		15.2			14.0						11.1	
Approach LOS		B			B						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				10.1		16.4		12.5				
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				4.8		4.8		5.7				
Green Ext Time (p_c), s				1.1		0.9		2.5				
Intersection Summary												
HCM 6th Ctrl Delay				13.4								
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)	97	331	0	0	316	331	41	8	161	19	0	293
Future Volume (veh/h)	97	331	0	0	316	331	41	8	161	19	0	293
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	108	368	0	0	351	368	46	9	179	21	0	326
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	141	1545	0	0	544	481	276	12	231	24	0	370
Arrive On Green	0.08	0.43	0.00	0.00	0.31	0.31	0.16	0.16	0.16	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	75	1487	96	0	1491
Grp Volume(v), veh/h	108	368	0	0	351	368	46	0	188	347	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1562	1587	0	0
Q Serve(g_s), s	5.4	6.0	0.0	0.0	15.6	19.4	2.0	0.0	10.6	19.3	0.0	0.0
Cycle Q Clear(g_c), s	5.4	6.0	0.0	0.0	15.6	19.4	2.0	0.0	10.6	19.3	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.95	0.06		0.94
Lane Grp Cap(c), veh/h	141	1545	0	0	544	481	276	0	242	394	0	0
V/C Ratio(X)	0.76	0.24	0.00	0.00	0.65	0.77	0.17	0.00	0.78	0.88	0.00	0.00
Avail Cap(c_a), veh/h	584	2330	0	0	1165	1029	778	0	682	693	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(l)	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	41.3	16.3	0.0	0.0	27.4	28.8	33.5	0.0	37.1	33.1	0.0	0.0
Incr Delay (d2), s/veh	9.9	0.0	0.0	0.0	1.6	3.1	0.1	0.0	2.0	2.6	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	2.7	2.2	0.0	0.0	6.4	7.2	0.9	0.0	4.1	7.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	16.3	0.0	0.0	29.0	31.9	33.6	0.0	39.2	35.7	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	D	D	A	A
Approach Vol, veh/h		476			719			234			347	
Approach Delay, s/veh		24.2			30.5			38.1			35.7	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		44.2		26.7	11.8	32.4		20.6				
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		8.0		21.3	7.4	21.4		12.6				
Green Ext Time (p_c), s		1.4		1.5	0.3	5.9		0.9				

Intersection Summary

HCM 6th Ctrl Delay	30.8
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	423	166	305	459	0	0	0	0	389	243	198
Future Volume (veh/h)	0	423	166	305	459	0	0	0	0	389	243	198
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	432	169	311	468	0				397	248	202
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	1898	843	391	2486	0				655	344	284
Arrive On Green	0.00	0.53	0.53	0.23	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	432	169	311	468	0				397	248	202
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	5.4	4.7	7.1	0.0	0.0				8.6	10.5	10.3
Cycle Q Clear(g_c), s	0.0	5.4	4.7	7.1	0.0	0.0				8.6	10.5	10.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1898	843	391	2486	0				655	344	284
V/C Ratio(X)	0.00	0.23	0.20	0.80	0.19	0.00				0.61	0.72	0.71
Avail Cap(c_a), veh/h	0	1898	843	703	2486	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	0.95	0.95	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.4	10.2	31.6	0.0	0.0				31.5	32.3	32.2
Incr Delay (d2), s/veh	0.0	0.3	0.5	1.4	0.2	0.0				0.3	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	1.5	2.6	0.1	0.0				3.6	4.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.7	10.7	32.9	0.2	0.0				31.8	33.3	33.4
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		601			779						847	
Approach Delay, s/veh		10.7			13.2						32.6	
Approach LOS		B			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	3.9	49.8		20.3		63.7						
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9						
Max Green Setting (Gmax), s	7.5	20.6		32.1		42.1						
Max Q Clear Time (g_c+1), s	19.5	7.4		12.5		2.0						
Green Ext Time (p_c), s	0.4	3.1		2.0		3.5						

Intersection Summary

HCM 6th Ctrl Delay		19.9				
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.

SAN ADP EA
7: San Diego Ave & Washington St

Year 2031 with Project
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑			↑↑	↖		↖↗				
Traffic Volume (veh/h)	255	568	0	0	617	568	141	259	23	0	0	0
Future Volume (veh/h)	255	568	0	0	617	568	141	259	23	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	258	574	0	0	623	574	142	262	23			
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	1229	2660	0	0	1189	519	221	453	40			
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	1553	1643	3361	294			
Grp Volume(v), veh/h	258	574	0	0	623	574	155	131	141			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1788	1702	1808			
Q Serve(g_s), s	2.1	0.0	0.0	0.0	11.9	28.1	6.9	6.1	6.2			
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.0	11.9	28.1	6.9	6.1	6.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.92		0.16			
Lane Grp Cap(c), veh/h	1229	2660	0	0	1189	519	241	229	244			
V/C Ratio(X)	0.21	0.22	0.00	0.00	0.52	1.11	0.64	0.57	0.58			
Avail Cap(c_a), veh/h	1229	2660	0	0	1189	519	598	569	605			
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	8.1	0.0	0.0	0.0	22.6	28.0	34.4	34.1	34.1			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.7	71.4	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	0.7	0.1	0.0	0.0	4.8	19.6	3.0	2.5	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.2	0.2	0.0	0.0	24.2	99.3	35.5	34.9	34.9			
LnGrp LOS	A	A	A	A	C	F	D	C	C			
Approach Vol, veh/h		832			1197			427				
Approach Delay, s/veh		2.7			60.2			35.1				
Approach LOS		A			E			D				
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			4.1	30.1		8.9				
Green Ext Time (p_c), s		4.8			0.6	0.0		1.5				
Intersection Summary												
HCM 6th Ctrl Delay					36.4							
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	12	1164	20	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	12	1164	20	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	15	1492	26			
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	77	91	3463	60			
Arrive On Green				0.00	0.07	0.07	0.69	0.69	0.69			
Sat Flow, veh/h				0	465	1183	15	4997	87			
Grp Volume(v), veh/h				0	0	78	562	465	506			
Grp Sat Flow(s),veh/h/ln				0	0	1648	1866	1549	1684			
Q Serve(g_s), s				0.0	0.0	2.1	0.0	6.1	6.1			
Cycle Q Clear(g_c), s				0.0	0.0	2.1	6.0	6.1	6.1			
Prop In Lane				0.00		0.72	0.03		0.05			
Lane Grp Cap(c), veh/h				0	0	107	1373	1073	1167			
V/C Ratio(X)				0.00	0.00	0.73	0.41	0.43	0.43			
Avail Cap(c_a), veh/h				0	0	1435	2511	2024	2200			
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	21.1	3.1	3.1	3.1			
Incr Delay (d2), s/veh				0.0	0.0	3.5	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.9	0.9	0.8	0.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	24.5	3.4	3.5	3.5			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					78			1533				
Approach Delay, s/veh					24.5			3.4				
Approach LOS					C			A				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		37.4						8.5				
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		8.1						4.1				
Green Ext Time (p_c), s		23.8						0.3				
Intersection Summary												
HCM 6th Ctrl Delay				4.5								
HCM 6th LOS				A								

SAN ADP EA
 9: Pacific Hwy & W Admiral Boland Wy/Sassafrass St

Year 2031 with Project
 Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	146	67	374	528	70	205	323	64	69	306	97
Future Volume (veh/h)	107	146	67	374	528	70	205	323	64	69	306	97
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		0.98	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		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	115	157	72	402	568	75	220	347	69	74	329	104
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	144	831	368	435	642	85	254	958	399	95	645	192
Arrive On Green	0.08	0.23	0.23	0.24	0.40	0.40	0.14	0.26	0.26	0.05	0.17	0.17
Sat Flow, veh/h	1781	3554	1575	1781	1617	214	1781	3741	1559	1781	3871	1152
Grp Volume(v), veh/h	115	157	72	402	0	643	220	347	69	74	287	146
Grp Sat Flow(s),veh/h/ln	1781	1777	1575	1781	0	1831	1781	1870	1559	1781	1702	1619
Q Serve(g_s), s	5.7	3.2	3.3	19.7	0.0	29.2	10.8	6.8	3.1	3.7	6.9	7.4
Cycle Q Clear(g_c), s	5.7	3.2	3.3	19.7	0.0	29.2	10.8	6.8	3.1	3.7	6.9	7.4
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	144	831	368	435	0	727	254	958	399	95	567	270
V/C Ratio(X)	0.80	0.19	0.20	0.92	0.00	0.88	0.86	0.36	0.17	0.78	0.51	0.54
Avail Cap(c_a), veh/h	175	1310	581	470	0	978	271	1442	601	197	1171	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	40.4	27.5	27.5	33.0	0.0	25.1	37.5	27.3	25.9	41.8	33.9	34.2
Incr Delay (d2), s/veh	15.4	0.0	0.1	22.2	0.0	7.6	21.8	0.4	0.4	5.0	1.2	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.4	1.2	11.1	0.0	13.8	6.1	3.0	1.2	1.7	2.9	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	27.5	27.6	55.2	0.0	32.7	59.3	27.7	26.3	46.8	35.2	37.2
LnGrp LOS	E	C	C	E	A	C	E	C	C	D	D	D
Approach Vol, veh/h		344		1045		636		507				
Approach Delay, s/veh		37.0		41.4		38.5		37.5				
Approach LOS		D		D		D		D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	28.2	26.3	25.8	17.2	20.2	11.7	40.5				
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	9.9	34.5	23.6	33.0	13.6	30.8	8.8	47.8				
Max Q Clear Time (g_c+1/3), s	15.7	8.8	21.7	5.3	12.8	9.4	7.7	31.2				
Green Ext Time (p_c), s	0.0	4.3	0.2	0.8	0.0	4.3	0.0	4.3				

Intersection Summary

HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

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)	0	87	212	139	296	0	0	0	0	84	1744	659
Future Volume (veh/h)	0	87	212	139	296	0	0	0	0	84	1744	659
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	99	241	158	336	0				95	1982	749
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	486	412	242	507	0				1083	2275	779
Arrive On Green	0.00	0.26	0.26	0.26	0.26	0.00				0.61	0.61	0.61
Sat Flow, veh/h	0	1870	1585	693	2033	0				1781	3740	1282
Grp Volume(v), veh/h	0	99	241	232	262	0				95	1786	945
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1024	1617	0				1781	1702	1618
Q Serve(g_s), s	0.0	4.1	13.1	18.2	14.1	0.0				2.2	42.6	54.4
Cycle Q Clear(g_c), s	0.0	4.1	13.1	22.2	14.1	0.0				2.2	42.6	54.4
Prop In Lane	0.00		1.00	0.68		0.00				1.00		0.79
Lane Grp Cap(c), veh/h	0	486	412	328	421	0				1083	2070	984
V/C Ratio(X)	0.00	0.20	0.58	0.71	0.62	0.00				0.09	0.86	0.96
Avail Cap(c_a), veh/h	0	569	482	381	492	0				1084	2071	984
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	28.5	31.8	37.1	32.2	0.0				8.0	15.9	18.2
Incr Delay (d2), s/veh	0.0	0.1	0.5	4.5	1.5	0.0				0.1	4.2	20.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	5.1	5.8	5.7	0.0				0.8	16.0	23.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.6	32.3	41.6	33.7	0.0				8.1	20.2	38.3
LnGrp LOS	A	C	C	D	C	A				A	C	D
Approach Vol, veh/h		340			494						2826	
Approach Delay, s/veh		31.2			37.4						25.8	
Approach LOS		C			D						C	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				32.3		66.3		32.3				
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				15.1		56.4		24.2				
Green Ext Time (p_c), s				0.7		3.6		1.4				
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)	73	17	83	0	34	22	394	1268	22	0	0	0
Future Volume (veh/h)	73	17	83	0	34	22	394	1268	22	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	77	18	87	0	36	23	415	1335	23			
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	295	52	1133	0	147	94	1028	2061	35			
Arrive On Green	0.14	0.14	0.14	0.00	0.14	0.14	0.58	0.58	0.58			
Sat Flow, veh/h	896	371	1568	0	1057	675	1781	3573	62			
Grp Volume(v), veh/h	95	0	87	0	0	59	415	664	694			
Grp Sat Flow(s),veh/h/ln1267	0	1568	0	0	1733	1781	1777	1857				
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	1.2	4.9	9.7	9.7			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	0.0	1.2	4.9	9.7	9.7			
Prop In Lane	0.81		1.00	0.00		0.39	1.00		0.03			
Lane Grp Cap(c), veh/h	346	0	1133	0	0	241	1028	1025	1071			
V/C Ratio(X)	0.27	0.00	0.08	0.00	0.00	0.24	0.40	0.65	0.65			
Avail Cap(c_a), veh/h	1253	0	2139	0	0	1353	1368	1365	1427			
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	15.6	0.0	1.6	0.0	0.0	14.7	4.5	5.5	5.5			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.2	0.3	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/ln0.7	0.0	0.0	0.0	0.0	0.0	0.4	0.9	1.9	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	0.0	1.7	0.0	0.0	14.9	4.7	6.2	6.2			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		182			59			1773				
Approach Delay, s/veh		9.2			14.9			5.8				
Approach LOS		A			B			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		26.7		11.8				11.8				
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		11.7		5.0				3.2				
Green Ext Time (p_c), s		10.4		0.8				0.2				

Intersection Summary

HCM 6th Ctrl Delay	6.4
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)	27	48	39	157	6	7	46	547	141	107	698	19
Future Volume (veh/h)	27	48	39	157	6	7	46	547	141	107	698	19
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		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	53	43	173	7	8	51	601	155	118	767	21
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	469	233	189	397	194	222	71	1366	598	151	2192	60
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.04	0.38	0.38	0.09	0.43	0.43
Sat Flow, veh/h	1393	954	774	1296	795	908	1781	3554	1557	1781	5105	139
Grp Volume(v), veh/h	30	0	96	173	0	15	51	601	155	118	511	277
Grp Sat Flow(s),veh/h/ln	1393	0	1728	1296	0	1703	1781	1777	1557	1781	1702	1840
Q Serve(g_s), s	0.9	0.0	2.3	6.4	0.0	0.3	1.5	6.5	3.5	3.4	5.2	5.3
Cycle Q Clear(g_c), s	1.2	0.0	2.3	8.7	0.0	0.3	1.5	6.5	3.5	3.4	5.2	5.3
Prop In Lane	1.00		0.45	1.00		0.53	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	469	0	422	397	0	416	71	1366	598	151	1462	790
V/C Ratio(X)	0.06	0.00	0.23	0.44	0.00	0.04	0.71	0.44	0.26	0.78	0.35	0.35
Avail Cap(c_a), veh/h	981	0	1056	853	0	1015	219	1858	814	260	1813	980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	15.7	19.2	0.0	15.0	24.7	11.9	10.9	23.3	10.0	10.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.3	0.0	0.0	4.9	0.4	0.4	3.3	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.9	1.8	0.0	0.1	0.7	2.2	1.1	1.4	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	15.8	19.5	0.0	15.0	29.5	12.3	11.4	26.6	10.1	10.2
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		126		188			807			906		
Approach Delay, s/veh		15.8		19.2			13.2			12.3		
Approach LOS		B		B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	25.7		17.5	6.5	28.0		17.5				
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8				
Max Green Setting (Gmax), s	7.6	* 27		* 32	6.4	27.7		* 31				
Max Q Clear Time (g_c+1), s	15.4	8.5		4.3	3.5	7.3		10.7				
Green Ext Time (p_c), s	0.0	7.0		0.4	0.0	5.0		0.3				

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	WBT	WBR	SBL	SBR
Lane Configurations	←←←	↑↑	↑↑↑	↘	↘	↘
Traffic Volume (veh/h)	1149	2154	2909	47	25	89
Future Volume (veh/h)	1149	2154	2909	47	25	89
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	1306	2448	3306	0	28	101
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	1159	3203	3307		102	456
Arrive On Green	0.23	0.92	0.66	0.00	0.06	0.06
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1306	2448	3306	0	28	101
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	34.6	27.6	99.5	0.0	2.3	7.3
Cycle Q Clear(g_c), s	34.6	27.6	99.5	0.0	2.3	7.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1159	3203	3307		102	456
V/C Ratio(X)	1.13	0.76	1.00		0.27	0.22
Avail Cap(c_a), veh/h	1159	3203	3307		102	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	1.5	25.2	0.0	67.7	40.6
Incr Delay (d2), s/veh	68.7	1.8	4.7	0.0	1.4	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	21.7	0.8	35.7	0.0	1.1	7.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	126.4	3.3	29.9	0.0	69.1	40.9
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3754	3306	A	129	
Approach Delay, s/veh		46.1	29.9		47.0	
Approach LOS		D	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		144.0		13.0	39.0	105.0
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		131.7		8.6	34.6	* 93
Max Q Clear Time (g_c+I1), s		29.6		9.3	36.6	101.5
Green Ext Time (p_c), s		99.0		0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	38.7
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.
- 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)	351	943	80	49	1284	55	142	271	71	45	190	611
Future Volume (veh/h)	351	943	80	49	1284	55	142	271	71	45	190	611
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		0.90
Parking Bus, Adj	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		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	377	1014	86	53	1381	59	153	291	76	48	204	657
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	445	2004	170	170	1986	85	161	506	406	62	763	896
Arrive On Green	0.13	0.61	0.61	0.10	0.57	0.57	0.09	0.27	0.27	0.03	0.21	0.21
Sat Flow, veh/h	3456	3311	281	1781	3472	148	1781	1870	1503	1781	3554	2500
Grp Volume(v), veh/h	377	544	556	53	706	734	153	291	76	48	204	657
Grp Sat Flow(s),veh/h/ln	1728	1777	1815	1781	1777	1843	1781	1870	1503	1781	1777	1250
Q Serve(g_s), s	14.4	23.5	23.5	3.7	38.0	38.3	11.5	18.1	5.2	3.6	6.5	29.0
Cycle Q Clear(g_c), s	14.4	23.5	23.5	3.7	38.0	38.3	11.5	18.1	5.2	3.6	6.5	29.0
Prop In Lane	1.00		0.15	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	445	1075	1098	170	1017	1055	161	506	406	62	763	896
V/C Ratio(X)	0.85	0.51	0.51	0.31	0.69	0.70	0.95	0.58	0.19	0.78	0.27	0.73
Avail Cap(c_a), veh/h	681	1075	1098	170	1017	1055	161	506	406	119	763	896
HCM Platoon Ratio	1.00	1.00	1.00	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	0.68	0.68	0.68	0.98	0.98	0.98	0.93	0.93	0.93
Uniform Delay (d), s/veh	57.5	15.2	15.2	56.9	20.5	20.5	61.1	42.5	37.8	64.6	44.1	39.5
Incr Delay (d2), s/veh	6.2	1.7	1.7	3.2	2.7	2.6	55.1	1.7	0.2	7.0	0.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	9.5	9.7	1.8	15.6	16.3	7.6	8.6	1.9	1.8	2.9	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	16.9	16.8	60.1	23.2	23.2	116.2	44.2	38.1	71.7	44.4	42.6
LnGrp LOS	E	B	B	E	C	C	F	D	D	E	D	D
Approach Vol, veh/h		1477			1493			520			909	
Approach Delay, s/veh		28.8			24.5			64.5			44.6	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	41.5	17.3	88.1	16.6	34.0	21.8	83.6				
Change Period (Y+Rc), s	4.4	* 5	4.4	* 5.8	4.4	5.0	4.4	5.8				
Max Green Setting (Gmax), s	30.0	* 32	12.9	* 62	12.2	29.0	26.6	47.6				
Max Q Clear Time (g_c+1/6), s	15.6	20.1	5.7	25.5	13.5	31.0	16.4	40.3				
Green Ext Time (p_c), s	0.0	1.7	0.0	12.0	0.0	0.0	1.0	4.6				

Intersection Summary

HCM 6th Ctrl Delay	34.8
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	957	77	31	198	0	0	0	0	189	231	1215
Future Volume (veh/h)	0	957	77	31	198	0	0	0	0	189	231	1215
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		0.97
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1075	87	35	222	0				212	260	1365
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	1243	101	787	3016	0				409	1385	1347
Arrive On Green	0.00	0.37	0.37	0.44	0.85	0.00				0.50	0.50	0.50
Sat Flow, veh/h	0	3418	269	1781	3647	0				822	2784	2708
Grp Volume(v), veh/h	0	574	588	35	222	0				472	0	1365
Grp Sat Flow(s),veh/h/ln	0	1777	1817	1781	1777	0				1829	1777	1354
Q Serve(g_s), s	0.0	44.8	44.9	1.7	1.5	0.0				26.2	0.0	74.6
Cycle Q Clear(g_c), s	0.0	44.8	44.9	1.7	1.5	0.0				26.2	0.0	74.6
Prop In Lane	0.00		0.15	1.00		0.00				0.45		1.00
Lane Grp Cap(c), veh/h	0	665	680	787	3016	0				910	884	1347
V/C Ratio(X)	0.00	0.86	0.87	0.04	0.07	0.00				0.52	0.00	1.01
Avail Cap(c_a), veh/h	0	665	680	787	3016	0				910	884	1347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	0.71	0.71	0.50	0.50	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	43.4	43.4	23.8	1.8	0.0				25.5	0.0	37.7
Incr Delay (d2), s/veh	0.0	10.4	10.3	0.0	0.0	0.0				2.1	0.0	27.9
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	21.2	21.7	0.7	0.4	0.0				12.2	0.0	29.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	53.9	53.8	23.8	1.9	0.0				27.7	0.0	65.6
LnGrp LOS		A	D	D	C	A	A			C	A	F
Approach Vol, veh/h		1162				257				1837		
Approach Delay, s/veh		53.8				4.8				55.9		
Approach LOS		D				A				E		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	34.5	61.0		80.0		135.5						
Change Period (Y+Rc), s	6.6	* 4.9		5.4		6.6						
Max Green Setting (Gmax), s	4.6	* 56		74.6		63.4						
Max Q Clear Time (g_c+1/3), s	13.7	46.9		76.6		3.5						
Green Ext Time (p_c), s	0.0	1.9		0.0		0.5						

Intersection Summary

HCM 6th Ctrl Delay	51.1
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)	813	377	0	0	203	145	45	104	37	0	0	0
Future Volume (veh/h)	813	377	0	0	203	145	45	104	37	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		0.96			
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	865	401	0	0	216	154	48	111	39			
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	2052	1616	0	0	478	324	73	181	108			
Arrive On Green	0.99	1.00	0.00	0.00	0.24	0.24	0.07	0.07	0.07			
Sat Flow, veh/h	3456	1870	0	0	2105	1363	1029	2567	1529			
Grp Volume(v), veh/h	865	401	0	0	189	181	85	74	39			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1598	1819	1777	1529			
Q Serve(g_s), s	0.5	0.0	0.0	0.0	13.6	14.6	6.8	6.1	3.6			
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.0	13.6	14.6	6.8	6.1	3.6			
Prop In Lane	1.00		0.00	0.00		0.85	0.57		1.00			
Lane Grp Cap(c), veh/h	2052	1616	0	0	422	380	128	125	108			
V/C Ratio(X)	0.42	0.25	0.00	0.00	0.45	0.48	0.66	0.59	0.36			
Avail Cap(c_a), veh/h	2052	1616	0	0	422	380	329	321	276			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.39	0.39	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	0.3	0.0	0.0	0.0	48.8	49.1	68.0	67.6	66.5			
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.3	0.3	2.1	1.6	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	0.1	0.1	0.0	0.0	6.1	5.8	3.3	2.8	1.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.3	0.1	0.0	0.0	49.1	49.5	70.1	69.2	67.2			
LnGrp LOS	A	A	A	A	D	D	E	E	E			
Approach Vol, veh/h		1266			370			198				
Approach Delay, s/veh		0.3			49.3			69.2				
Approach LOS		A			D			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		134.5			94.0	40.6		15.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		113.1			74.6	* 34		27.1				
Max Q Clear Time (g_c+I1), s		2.0			2.5	16.6		8.8				
Green Ext Time (p_c), s		1.5			3.5	1.2		0.6				

Intersection Summary

HCM 6th Ctrl Delay	17.6
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)	100	2165	765	0	0	2156
Future Volume (veh/h)	100	2165	765	0	0	2156
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	108	0	823	0	0	2318
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	5172
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	108	0	823	0	0	2318
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.5	0.0	7.9	0.0	0.0	11.4
Cycle Q Clear(g_c), s	6.5	0.0	7.9	0.0	0.0	11.4
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		3181	0	259	5172
V/C Ratio(X)	0.69		0.26	0.00	0.00	0.45
Avail Cap(c_a), veh/h	486		3181	0	740	5172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.39	0.00	0.84	0.00	0.00	0.56
Uniform Delay (d), s/veh	48.7	0.0	8.6	0.0	0.0	2.7
Incr Delay (d2), s/veh	0.8	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	2.9	0.0	2.5	0.0	0.0	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.6	0.0	8.7	0.0	0.0	2.9
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	108	A	823			2318
Approach Delay, s/veh	49.6		8.7			2.9
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	30.4	75.1			95.5	14.5
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.7	20.1			70.2	30.0
Max Q Clear Time (g_c+10), s	10.6	9.9			13.4	8.5
Green Ext Time (p_c), s	0.0	4.8			40.3	0.1

Intersection Summary

HCM 6th Ctrl Delay	5.9
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)	0	0	0	258	2147	142	126	314	0	0	235	33
Future Volume (veh/h)	0	0	0	258	2147	142	126	314	0	0	235	33
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				No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				274	2284	151	134	334	0	0	250	35
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				290	2580	173	162	1484	0	0	634	84
Arrive On Green				0.19	0.19	0.19	0.18	0.58	0.00	0.00	0.14	0.14
Sat Flow, veh/h				511	4540	305	1781	5274	0	0	4646	593
Grp Volume(v), veh/h				990	823	896	134	334	0	0	187	98
Grp Sat Flow(s),veh/h/ln				1845	1702	1808	1781	1702	0	0	1702	1668
Q Serve(g_s), s				58.3	51.4	52.9	8.0	3.5	0.0	0.0	5.5	5.9
Cycle Q Clear(g_c), s				58.3	51.4	52.9	8.0	3.5	0.0	0.0	5.5	5.9
Prop In Lane				0.28		0.17	1.00		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				1048	967	1028	162	1484	0	0	482	236
V/C Ratio(X)				0.94	0.85	0.87	0.83	0.22	0.00	0.00	0.39	0.42
Avail Cap(c_a), veh/h				1048	967	1028	204	1657	0	0	532	261
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.44	0.44	0.44	0.67	0.67	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh				43.0	40.2	40.8	44.2	17.1	0.0	0.0	42.9	43.1
Incr Delay (d2), s/veh				9.4	4.4	4.8	11.4	0.1	0.0	0.0	0.3	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				31.4	24.5	27.0	3.7	1.3	0.0	0.0	2.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				52.3	44.6	45.7	55.6	17.1	0.0	0.0	43.2	43.8
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2709			468			285	
Approach Delay, s/veh					47.8			28.1			43.4	
Approach LOS					D			C			D	
Timer - Assigned Phs				3	4	6	8					
Phs Duration (G+Y+Rc), s				15.9	22.0	68.4	37.9					
Change Period (Y+Rc), s				5.9	* 6.4	5.9	5.9					
Max Green Setting (Gmax), s				12.6	* 17	62.5	35.7					
Max Q Clear Time (g_c+I1), s				10.0	7.9	60.3	5.5					
Green Ext Time (p_c), s				0.0	0.9	2.1	2.5					
Intersection Summary												
HCM 6th Ctrl Delay				44.8								
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	283	2563	0	0	0	0	0	182	64
Future Volume (veh/h)	0	0	0	283	2563	0	0	0	0	0	182	64
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				298	2698	0				0	192	67
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				356	3481	0				0	671	212
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				488	4931	0				0	3953	1194
Grp Volume(v), veh/h				1128	1868	0				0	171	88
Grp Sat Flow(s),veh/h/ln				1846	1702	0				0	1702	1575
Q Serve(g_s), s				63.9	55.9	0.0				0.0	4.8	5.4
Cycle Q Clear(g_c), s				63.9	55.9	0.0				0.0	4.8	5.4
Prop In Lane				0.26		0.00				0.00		0.76
Lane Grp Cap(c), veh/h				1349	2488	0				0	603	279
V/C Ratio(X)				0.84	0.75	0.00				0.00	0.28	0.32
Avail Cap(c_a), veh/h				1349	2488	0				0	603	279
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	32.5	0.0				0.0	39.2	39.4
Incr Delay (d2), s/veh				6.3	2.1	0.0				0.0	1.2	3.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				33.8	26.1	0.0				0.0	2.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.7	34.6	0.0				0.0	40.4	42.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2996						259	
Approach Delay, s/veh					37.3						41.1	
Approach LOS					D						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.4		85.6						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				19.5		80.4						
Max Q Clear Time (g_c+I1), s				7.4		65.9						
Green Ext Time (p_c), s				0.3		5.7						
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)	0	0	0	0	2792	128	73	95	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2792	128	73	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	2970	136	78	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	3653	164	258	369	0			
Arrive On Green				0.00	0.24	0.24	0.18	0.18	0.00			
Sat Flow, veh/h				0	5172	225	1469	2198	0			
Grp Volume(v), veh/h				0	2005	1101	95	84	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1825	1797	1777	0			
Q Serve(g_s), s				0.0	61.0	62.9	5.1	4.5	0.0			
Cycle Q Clear(g_c), s				0.0	61.0	62.9	5.1	4.5	0.0			
Prop In Lane				0.00		0.12	0.82		0.00			
Lane Grp Cap(c), veh/h				0	2485	1332	315	312	0			
V/C Ratio(X)				0.00	0.81	0.83	0.30	0.27	0.00			
Avail Cap(c_a), veh/h				0	2485	1332	315	312	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	34.4	35.2	39.5	39.2	0.0			
Incr Delay (d2), s/veh				0.0	2.9	6.0	2.5	2.1	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	28.7	32.8	2.5	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	37.4	41.2	41.9	41.3	0.0			
LnGrp LOS				A	D	D	D	D	A			
Approach Vol, veh/h					3106			179				
Approach Delay, s/veh					38.7			41.7				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						64.9		7.1				
Green Ext Time (p_c), s						14.7		0.7				
Intersection Summary												
HCM 6th Ctrl Delay												38.9
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	351	2987	0	0	0	0	0	216	41
Future Volume (veh/h)	0	0	0	351	2987	0	0	0	0	0	216	41
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				358	3048	0				0	220	42
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				376	3456	0				0	630	267
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				515	4902	0				0	3647	1506
Grp Volume(v), veh/h				1282	2124	0				0	220	42
Grp Sat Flow(s),veh/h/ln				1845	1702	0				0	1777	1506
Q Serve(g_s), s				75.3	65.6	0.0				0.0	6.0	2.6
Cycle Q Clear(g_c), s				75.3	65.6	0.0				0.0	6.0	2.6
Prop In Lane				0.28		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1347	2485	0				0	630	267
V/C Ratio(X)				0.95	0.85	0.00				0.00	0.35	0.16
Avail Cap(c_a), veh/h				1347	2485	0				0	630	267
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				39.9	36.2	0.0				0.0	39.7	38.3
Incr Delay (d2), s/veh				15.5	4.0	0.0				0.0	1.5	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				42.9	31.2	0.0				0.0	2.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.4	40.2	0.0				0.0	41.2	39.6
LnGrp LOS				E	D	A				A	D	D
Approach Vol, veh/h					3406						262	
Approach Delay, s/veh					45.9						40.9	
Approach LOS					D						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.4		85.6						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				19.5		80.3						
Max Q Clear Time (g_c+I1), s				8.0		77.3						
Green Ext Time (p_c), s				1.1		3.0						
Intersection Summary												
HCM 6th Ctrl Delay											45.5	
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	3237	59	140	82	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3237	59	140	82	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	3337	61	144	85	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	3768	68	313	312	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5330	94	1781	1870	0			
Grp Volume(v), veh/h				0	2193	1205	144	85	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1851	1781	1777	0			
Q Serve(g_s), s				0.0	53.8	55.4	8.0	4.6	0.0			
Cycle Q Clear(g_c), s				0.0	53.8	55.4	8.0	4.6	0.0			
Prop In Lane				0.00		0.05	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2485	1351	313	312	0			
V/C Ratio(X)				0.00	0.88	0.89	0.46	0.27	0.00			
Avail Cap(c_a), veh/h				0	2485	1351	313	312	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	11.3	11.5	40.7	39.3	0.0			
Incr Delay (d2), s/veh				0.0	5.0	9.2	4.8	2.2	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	18.2	21.9	3.9	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	16.2	20.7	45.5	41.4	0.0			
LnGrp LOS				A	B	C	D	D	A			
Approach Vol, veh/h					3398			229				
Approach Delay, s/veh					17.8			44.0				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						57.4		10.0				
Green Ext Time (p_c), s						22.1		0.8				
Intersection Summary												
HCM 6th Ctrl Delay											19.5	
HCM 6th LOS											B	

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑			↑				↑
Traffic Vol, veh/h	0	0	0	0	142	479	1	101	0	0	3	17
Future Vol, veh/h	0	0	0	0	142	479	1	101	0	0	3	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	146	494	1	104	0	0	3	18













Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	-	0	96 645
Stage 1	-	-	0 0
Stage 2	-	-	96 645
Critical Hdwy	-	-	7.54 6.54
Critical Hdwy Stg 1	-	-	- 5.54
Critical Hdwy Stg 2	-	-	6.54 5.54
Follow-up Hdwy	-	-	3.52 4.02
Pot Cap-1 Maneuver	0	-	876 389
Stage 1	0	-	0 601
Stage 2	0	-	900 466
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	849 387
Mov Cap-2 Maneuver	-	-	849 387
Stage 1	-	-	- 598
Stage 2	-	-	871 464

Approach	WB	NB	SB
HCM Control Delay, s	0	17.7	10.7
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	387	-	-	647
HCM Lane V/C Ratio	0.269	-	-	0.027
HCM Control Delay (s)	17.7	-	-	10.7
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	0.1

SAN ADP EA
25: N Harbor Dr & W Grape St

Year 2031 with Project
Timing Plan: AM PEAK

												
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	749	71	1554	782	0
Future Volume (veh/h)	0	0	0	0	0	0	0	749	71	1554	782	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		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	851	81	1766	889	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	1963	616	2606	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.39	0.39	0.87	1.00	0.00
Sat Flow, veh/h		0					0	5149	1563	5023	1826	0
Grp Volume(v), veh/h		0.0					0	851	81	1766	889	0
Grp Sat Flow(s),veh/h/ln							0	1662	1563	1674	1826	0
Q Serve(g_s), s							0.0	13.7	3.6	12.5	0.0	0.0
Cycle Q Clear(g_c), s							0.0	13.7	3.6	12.5	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1963	616	2606	1740	0
V/C Ratio(X)							0.00	0.43	0.13	0.68	0.51	0.00
Avail Cap(c_a), veh/h							0	1963	616	2606	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh							0.0	24.4	21.3	4.4	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.4	0.3	0.6	0.9	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	5.2	1.3	2.2	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	24.8	21.6	5.0	0.9	0.0
LnGrp LOS							A	C	C	A	A	A
Approach Vol, veh/h								932			2655	
Approach Delay, s/veh								24.5			3.6	
Approach LOS								C			A	
Timer - Assigned Phs	1	2						6				
Phs Duration (G+Y+Rc), s	61.5	48.5						110.0				
Change Period (Y+Rc), s	4.4	* 5.2						5.2				
Max Green Setting (Gmax), s	28.2	* 37						68.8				
Max Q Clear Time (g_c+I1), s	14.5	15.7						2.0				
Green Ext Time (p_c), s	6.6	10.8						11.0				
Intersection Summary												
HCM 6th Ctrl Delay				9.1								
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)	64	1434	80	0	0	0	0	383	185	84	377	0
Future Volume (veh/h)	64	1434	80	0	0	0	0	383	185	84	377	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	70	1576	88				0	421	203	92	414	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	131	3132	960				0	606	271	122	1463	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.14	0.57	0.00
Sat Flow, veh/h	211	5053	1549				0	3572	1520	1781	5274	0
Grp Volume(v), veh/h	618	1028	88				0	421	203	92	414	0
Grp Sat Flow(s),veh/h/ln	1860	1702	1549				0	1702	1520	1781	1702	0
Q Serve(g_s), s	32.6	29.4	5.1				0.0	12.8	13.9	5.5	4.5	0.0
Cycle Q Clear(g_c), s	32.6	29.4	5.1				0.0	12.8	13.9	5.5	4.5	0.0
Prop In Lane	0.11		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1153	2110	960				0	606	271	122	1463	0
V/C Ratio(X)	0.54	0.49	0.09				0.00	0.69	0.75	0.75	0.28	0.00
Avail Cap(c_a), veh/h	1153	2110	960				0	901	402	317	2442	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)	0.09	0.09	0.09				0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	29.6	28.3	18.6				0.0	42.4	42.9	46.6	17.7	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0				0.0	1.6	4.8	3.0	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/ft	6.3	13.4	1.8				0.0	5.4	5.5	2.4	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	28.4	18.7				0.0	44.0	47.7	49.5	17.8	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1734						624			506	
Approach Delay, s/veh		28.4						45.2			23.6	
Approach LOS		C						D			C	
Timer - Assigned Phs		2	4				7	8				
Phs Duration (G+Y+Rc), s		73.1	36.9				11.9	25.0				
Change Period (Y+Rc), s		4.9	5.4				4.4	* 5.4				
Max Green Setting (Gmax), s		47.1	52.6				19.6	* 29				
Max Q Clear Time (g_c+I1), s		34.6	6.5				7.5	15.9				
Green Ext Time (p_c), s		10.3	2.3				0.1	3.6				

Intersection Summary

HCM 6th Ctrl Delay	31.2
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	1673	31	0	0	0	0	0	0	164	321	0
Future Volume (veh/h)	0	1673	31	0	0	0	0	0	0	164	321	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	1799	33							176	345	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	3008	55							536	1169	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5330	95							1632	3729	0
Grp Volume(v), veh/h	0	1186	646							193	328	0
Grp Sat Flow(s),veh/h/ln	0	1702	1852							1789	1702	0
Q Serve(g_s), s	0.0	35.0	35.0							11.0	9.8	0.0
Cycle Q Clear(g_c), s	0.0	35.0	35.0							11.0	9.8	0.0
Prop In Lane	0.00		0.05							0.91		0.00
Lane Grp Cap(c), veh/h	0	1984	1079							587	1117	0
V/C Ratio(X)	0.00	0.60	0.60							0.33	0.29	0.00
Avail Cap(c_a), veh/h	0	1984	1079							587	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	32.7	32.7							37.8	37.3	0.0
Incr Delay (d2), s/veh	0.0	1.3	2.5							1.5	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	16.3	18.0							5.5	4.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.0	35.1							39.3	38.0	0.0
LnGrp LOS	A	C	D							D	D	A
Approach Vol, veh/h		1832									521	
Approach Delay, s/veh		34.4									38.5	
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		37.0	13.0									
Green Ext Time (p_c), s		6.0	1.4									
Intersection Summary												
HCM 6th Ctrl Delay			35.3									
HCM 6th LOS			D									



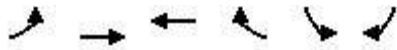
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	51	2090	0	0	0	0	0	95	214	0	0	0
Future Volume (veh/h)	51	2090	0	0	0	0	0	95	214	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	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	55	2247	0				0	102	230			
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	73	3188	0				0	519	433			
Arrive On Green	0.20	0.20	0.00				0.00	0.29	0.29			
Sat Flow, veh/h	118	5318	0				0	1870	1485			
Grp Volume(v), veh/h	866	1436	0				0	102	230			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1485			
Q Serve(g_s), s	48.0	42.9	0.0				0.0	4.7	14.3			
Cycle Q Clear(g_c), s	48.0	42.9	0.0				0.0	4.7	14.3			
Prop In Lane	0.06		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1154	2107	0				0	519	433			
V/C Ratio(X)	0.75	0.68	0.00				0.00	0.20	0.53			
Avail Cap(c_a), veh/h	1154	2107	0				0	519	433			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	35.8	33.7	0.0				0.0	29.3	32.6			
Incr Delay (d2), s/veh	4.5	1.8	0.0				0.0	0.8	4.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	25.3	20.0	0.0				0.0	2.2	5.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	35.5	0.0				0.0	30.1	37.2			
LnGrp LOS	D	D	A				A	C	D			
Approach Vol, veh/h		2302						332				
Approach Delay, s/veh		37.3						35.0				
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		50.0						16.3				
Green Ext Time (p_c), s		14.8						2.0				
Intersection Summary												
HCM 6th Ctrl Delay			37.0									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑								↙	↑↑	
Traffic Volume (veh/h)	0	2427	80	0	0	0	0	0	0	200	357	0
Future Volume (veh/h)	0	2427	80	0	0	0	0	0	0	200	357	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	2477	82							204	364	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	3235	106							487	972	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5245	167							1781	3647	0
Grp Volume(v), veh/h	0	1656	903							204	364	0
Grp Sat Flow(s),veh/h/ln	0	1702	1839							1781	1777	0
Q Serve(g_s), s	0.0	50.3	50.9							11.9	10.6	0.0
Cycle Q Clear(g_c), s	0.0	50.3	50.9							11.9	10.6	0.0
Prop In Lane	0.00		0.09							1.00		0.00
Lane Grp Cap(c), veh/h	0	2169	1172							487	972	0
V/C Ratio(X)	0.00	0.76	0.77							0.42	0.37	0.00
Avail Cap(c_a), veh/h	0	2169	1172							487	972	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	35.6	35.9							41.8	41.2	0.0
Incr Delay (d2), s/veh	0.0	2.6	4.9							2.6	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/lr0.0	0.0	23.6	26.6							6.1	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.2	40.8							44.4	42.3	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2559									568	
Approach Delay, s/veh		39.1									43.0	
Approach LOS		D									D	
Timer - Assigned Phs		2	4									
Phs Duration (G+Y+Rc), s		75.0	35.0									
Change Period (Y+Rc), s		4.9	4.9									
Max Green Setting (Gmax), s		70.1	30.1									
Max Q Clear Time (g_c+l1), s		52.9	13.9									
Green Ext Time (p_c), s		15.1	2.8									
Intersection Summary												
HCM 6th Ctrl Delay			39.8									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑						↑↑					
Traffic Volume (veh/h)	171	2238	0	0	0	0	0	95	39	0	0	0
Future Volume (veh/h)	171	2238	0	0	0	0	0	95	39	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	186	2433	0				0	103	42			
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	246	3439	0				0	525	204			
Arrive On Green	0.23	0.23	0.00				0.00	0.21	0.21			
Sat Flow, veh/h	350	5075	0				0	2595	971			
Grp Volume(v), veh/h	984	1635	0				0	72	73			
Grp Sat Flow(s),veh/h/ln	1853	1702	0				0	1777	1696			
Q Serve(g_s), s	54.4	48.3	0.0				0.0	3.7	3.9			
Cycle Q Clear(g_c), s	54.4	48.3	0.0				0.0	3.7	3.9			
Prop In Lane	0.19		0.00				0.00		0.57			
Lane Grp Cap(c), veh/h	1299	2386	0				0	373	356			
V/C Ratio(X)	0.76	0.69	0.00				0.00	0.19	0.21			
Avail Cap(c_a), veh/h	1299	2386	0				0	373	356			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	33.6	31.2	0.0				0.0	35.8	35.9			
Incr Delay (d2), s/veh	4.2	1.6	0.0				0.0	1.1	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	28.4	22.4	0.0				0.0	1.7	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	32.8	0.0				0.0	36.9	37.2			
LnGrp LOS	D	C	A				A	D	D			
Approach Vol, veh/h	2619					145						
Approach Delay, s/veh	34.7					37.0						
Approach LOS	C					D						
Timer - Assigned Phs	2					8						
Phs Duration (G+Y+Rc), s	82.0					28.0						
Change Period (Y+Rc), s	4.9					4.9						
Max Green Setting (Gmax), s	77.1					23.1						
Max Q Clear Time (g_c+I1), s	56.4					5.9						
Green Ext Time (p_c), s	18.1					0.7						
Intersection Summary												
HCM 6th Ctrl Delay	34.8											
HCM 6th LOS	C											



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖↗	↘
Traffic Volume (veh/h)	48	1012	1124	75	84	205
Future Volume (veh/h)	48	1012	1124	75	84	205
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	50	1054	1171	78	88	214
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	65	3776	3264	217	530	243
Arrive On Green	0.04	0.76	1.00	1.00	0.15	0.15
Sat Flow, veh/h	1781	5149	4931	317	3456	1585
Grp Volume(v), veh/h	50	1054	816	433	88	214
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1761	1728	1585
Q Serve(g_s), s	3.3	7.8	0.0	0.0	2.7	15.9
Cycle Q Clear(g_c), s	3.3	7.8	0.0	0.0	2.7	15.9
Prop In Lane	1.00			0.18	1.00	1.00
Lane Grp Cap(c), veh/h	65	3776	2275	1206	530	243
V/C Ratio(X)	0.77	0.28	0.36	0.36	0.17	0.88
Avail Cap(c_a), veh/h	187	3776	2275	1206	1126	516
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	57.3	4.5	0.0	0.0	44.1	49.7
Incr Delay (d2), s/veh	6.7	0.2	0.4	0.8	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	1.6	2.1	0.1	0.3	1.2	13.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.1	4.6	0.4	0.8	44.2	53.8
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1104	1249		302	
Approach Delay, s/veh		7.3	0.5		51.0	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.7		23.3	8.7	88.0
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 70		39.1	12.6	53.2
Max Q Clear Time (g_c+I1), s		9.8		17.9	5.3	2.0
Green Ext Time (p_c), s		24.9		0.5	0.0	26.4

Intersection Summary

HCM 6th Ctrl Delay	9.1
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)	114	982	13	12	1174	4	0	12	13	29	0	26
Future Volume (veh/h)	114	982	13	12	1174	4	0	12	13	29	0	26
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	118	1012	13	12	1210	0	0	12	13	30	0	27
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	692	2341	30	514	1799		34	15	16	225	0	101
Arrive On Green	0.78	0.92	0.92	0.29	0.36	0.00	0.00	0.02	0.02	0.06	0.00	0.06
Sat Flow, veh/h	1781	5070	65	1781	4985	1585	1781	804	871	3456	0	1556
Grp Volume(v), veh/h	118	663	362	12	1210	0	0	0	25	30	0	27
Grp Sat Flow(s),veh/h/ln	1781	1662	1812	1781	1662	1585	1781	0	1675	1728	0	1556
Q Serve(g_s), s	2.0	3.1	3.1	0.6	24.6	0.0	0.0	0.0	1.8	1.0	0.0	2.0
Cycle Q Clear(g_c), s	2.0	3.1	3.1	0.6	24.6	0.0	0.0	0.0	1.8	1.0	0.0	2.0
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	692	1534	837	514	1799		34	0	32	225	0	101
V/C Ratio(X)	0.17	0.43	0.43	0.02	0.67		0.00	0.00	0.79	0.13	0.00	0.27
Avail Cap(c_a), veh/h	692	1534	837	514	1799		91	0	85	979	0	441
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	8.4	2.6	2.6	30.6	32.4	0.0	0.0	0.0	58.6	52.9	0.0	53.4
Incr Delay (d2), s/veh	0.0	0.9	1.6	0.0	2.0	0.0	0.0	0.0	15.0	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/lr	0.7	0.9	1.1	0.2	9.8	0.0	0.0	0.0	0.9	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	3.5	4.2	30.6	34.4	0.0	0.0	0.0	73.6	53.0	0.0	53.9
LnGrp LOS	A	A	A	C	C		A	A	E	D	A	D
Approach Vol, veh/h	1143		1222			A	25		57			
Approach Delay, s/veh	4.2		34.4				73.6		53.4			
Approach LOS	A		C				E		D			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	39.0	61.1	12.7		51.0	49.1	7.2					
Change Period (Y+Rc), s	4.4	5.7	4.9		4.4	5.8	4.9					
Max Green Setting (Gmax), s	4.6	55.4	34.0		16.6	43.3	6.1					
Max Q Clear Time (g_c+I), s	12.6	5.1	4.0		4.0	26.6	3.8					
Green Ext Time (p_c), s	0.0	15.9	0.1		0.1	10.9	0.0					

Intersection Summary

HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 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)	248	785	207	593	1418	0	178	40	380	0	28	156
Future Volume (veh/h)	248	785	207	593	1418	0	178	40	380	0	28	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	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	256	809	213	611	1462	0	184	41	0	0	29	161
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	283	1263	576	1348	3112	0	426	231		0	111	153
Arrive On Green	0.16	0.25	0.25	0.39	0.50	0.00	0.12	0.12	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1503	3456	6537	0	3456	1870	1585	0	1870	2578
Grp Volume(v), veh/h	256	809	213	611	1462	0	184	41	0	0	29	161
Grp Sat Flow(s),veh/h/ln	1781	1662	1503	1728	1570	0	1728	1870	1585	0	1870	1289
Q Serve(g_s), s	16.9	17.4	12.3	15.7	18.4	0.0	5.9	2.4	0.0	0.0	1.8	7.1
Cycle Q Clear(g_c), s	16.9	17.4	12.3	15.7	18.4	0.0	5.9	2.4	0.0	0.0	1.8	7.1
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	283	1263	576	1348	3112	0	426	231		0	111	153
V/C Ratio(X)	0.91	0.64	0.37	0.45	0.47	0.00	0.43	0.18		0.00	0.26	1.06
Avail Cap(c_a), veh/h	321	1263	576	1348	3112	0	1066	577		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(l)	1.00	1.00	1.00	0.09	0.09	0.00	0.91	0.91	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	39.9	27.2	27.1	19.9	0.0	48.7	47.1	0.0	0.0	53.9	56.5
Incr Delay (d2), s/veh	24.4	2.5	1.8	0.0	0.0	0.0	0.2	0.1	0.0	0.0	1.2	88.5
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/lr	9.2	7.2	5.6	6.2	6.3	0.0	2.5	1.1	0.0	0.0	0.9	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	42.4	29.0	27.1	20.0	0.0	48.9	47.3	0.0	0.0	55.2	144.9
LnGrp LOS	E	D	C	C	B	A	D	D		A	E	F
Approach Vol, veh/h		1278			2073			225	A		190	
Approach Delay, s/veh		46.5			22.1			48.6			131.2	
Approach LOS		D			C			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	52.2	36.1		12.0	23.4	64.8		19.7				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	25.6	* 30		7.1	21.6	34.7		37.0				
Max Q Clear Time (g_c+11), s	11.7	19.4		9.1	18.9	20.4		7.9				
Green Ext Time (p_c), s	0.8	6.8		0.0	0.1	12.2		0.5				

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



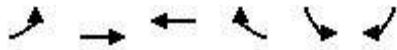
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	5	17	4	6	314	13	201	9	518	311	59
Future Volume (veh/h)	34	5	17	4	6	314	13	201	9	518	311	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.94	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	14	18	0	0	342	14	214	10	551	331	63
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	76	31	40	0	313	520	117	650	30	604	1370	257
Arrive On Green	0.04	0.04	0.04	0.00	0.00	0.17	0.07	0.19	0.19	0.34	0.46	0.46
Sat Flow, veh/h	1781	729	937	0	1870	3104	1781	3446	160	1781	2966	556
Grp Volume(v), veh/h	30	0	32	0	0	342	14	110	114	551	196	198
Grp Sat Flow(s),veh/h/ln	1781	0	1665	0	1870	1552	1781	1777	1829	1781	1777	1745
Q Serve(g_s), s	1.0	0.0	1.1	0.0	0.0	6.3	0.5	3.3	3.3	18.1	4.1	4.2
Cycle Q Clear(g_c), s	1.0	0.0	1.1	0.0	0.0	6.3	0.5	3.3	3.3	18.1	4.1	4.2
Prop In Lane	1.00		0.56	0.00		1.00	1.00		0.09	1.00		0.32
Lane Grp Cap(c), veh/h	76	0	71	0	313	520	117	335	345	604	821	806
V/C Ratio(X)	0.39	0.00	0.45	0.00	0.00	0.66	0.12	0.33	0.33	0.91	0.24	0.25
Avail Cap(c_a), veh/h	117	0	109	0	889	1475	117	845	869	788	1515	1488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	28.4	0.0	28.5	0.0	0.0	23.8	26.8	21.4	21.4	19.3	9.9	10.0
Incr Delay (d2), s/veh	2.5	0.0	3.3	0.0	0.0	0.5	0.2	0.4	0.4	10.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.5	0.0	0.5	0.0	0.0	2.2	0.2	1.3	1.3	8.3	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	31.8	0.0	0.0	24.3	27.0	21.8	21.8	30.2	10.0	10.1
LnGrp LOS	C	A	C	A	A	C	C	C	C	C	B	B
Approach Vol, veh/h		62			342			238			945	
Approach Delay, s/veh		31.4			24.3			22.1			21.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	15.5		6.6	8.0	32.2		14.2				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	27.0	29.0		4.0	4.0	52.0		29.0				
Max Q Clear Time (g_c+Q), s	20.1	5.3		3.1	2.5	6.2		8.3				
Green Ext Time (p_c), s	0.6	0.9		0.0	0.0	2.0		0.8				

Intersection Summary

HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	151	2	4	68	124	198
Future Volume (veh/h)	151	2	4	68	124	198
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	157	0	4	0	128	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	772	405	709		274	
Arrive On Green	0.22	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	157	0	4	0	128	0
Grp Sat Flow(s),veh/h/ln	1870	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.3	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.0	1.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	772	405	709		274	
V/C Ratio(X)	0.20	0.00	0.01		0.47	
Avail Cap(c_a), veh/h	1061	557	709		1217	
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	11.9	0.0	7.1	0.0	16.3	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	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.1	0.0	17.5	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		157	4	A	128	A
Approach Delay, s/veh		12.0	7.1		17.5	
Approach LOS		B	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.0		6.9		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		3.3		3.3		2.0
Green Ext Time (p_c), s		0.3		0.2		0.0

Intersection Summary

HCM 6th Ctrl Delay	14.4
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	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	9	118	60	0	0	1
Future Vol, veh/h	9	118	60	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	137	70	0	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	77	0	-	0	167 44
Stage 1	-	-	-	-	77 -
Stage 2	-	-	-	-	90 -
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	1520	-	-	-	807 1017
Stage 1	-	-	-	-	937 -
Stage 2	-	-	-	-	923 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1510	-	-	-	790 1008
Mov Cap-2 Maneuver	-	-	-	-	790 -
Stage 1	-	-	-	-	924 -
Stage 2	-	-	-	-	917 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1510	-	-	-	1008
HCM Lane V/C Ratio	0.007	-	-	-	0.001
HCM Control Delay (s)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖	↑↑↑↑	↗	↖
Traffic Volume (veh/h)	3160	47	122	1565	27	167
Future Volume (veh/h)	3160	47	122	1565	27	167
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.95	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	3362	50	130	1665	29	178
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	3486	834	603	4859	252	202
Arrive On Green	0.56	0.56	0.35	1.00	0.14	0.14
Sat Flow, veh/h	6537	1502	3456	6537	1781	1427
Grp Volume(v), veh/h	3362	50	130	1665	29	178
Grp Sat Flow(s),veh/h/ln	1570	1502	1728	1570	1781	1427
Q Serve(g_s), s	61.5	1.8	3.2	0.0	1.7	14.7
Cycle Q Clear(g_c), s	61.5	1.8	3.2	0.0	1.7	14.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3486	834	603	4859	252	202
V/C Ratio(X)	0.96	0.06	0.22	0.34	0.12	0.88
Avail Cap(c_a), veh/h	3486	834	603	4859	475	380
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.09	0.09	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	25.6	12.3	33.3	0.0	45.0	50.5
Incr Delay (d2), s/veh	1.2	0.0	0.1	0.2	0.1	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.7	0.6	1.3	0.1	0.8	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.7	12.3	33.4	0.2	45.0	55.4
LnGrp LOS	C	B	C	A	D	E
Approach Vol, veh/h	3412			1795	207	
Approach Delay, s/veh	26.5			2.6	54.0	
Approach LOS	C			A	D	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	36.2	71.9		98.1	21.9	
Change Period (Y+Rc), s	5.3	* 5.3		5.3	4.9	
Max Green Setting (Gmax), s	67.8	* 67		77.8	32.0	
Max Q Clear Time (g_c+1/2), s	15.2	63.5		2.0	16.7	
Green Ext Time (p_c), s	0.0	3.1		48.4	0.3	

Intersection Summary

HCM 6th Ctrl Delay	19.6
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)	11	3161	0	6	1511	72	0	0	0	5	0	5
Future Volume (veh/h)	11	3161	0	6	1511	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	3327	0	6	1591	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	489	4122	0	59	3576	171	0	34	0	92	0	28
Arrive On Green	0.55	1.00	0.00	0.03	0.58	0.58	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	5149	0	1781	6184	295	0	1870	0	1752	0	1571
Grp Volume(v), veh/h	12	3327	0	6	1212	455	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1768	0	1870	0	1752	0	1571
Q Serve(g_s), s	0.4	0.0	0.0	0.4	17.5	17.5	0.0	0.0	0.0	0.3	0.0	0.4
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.4	17.5	17.5	0.0	0.0	0.0	0.3	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.17	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	489	4122	0	59	2724	1023	0	34	0	92	0	28
V/C Ratio(X)	0.02	0.81	0.00	0.10	0.44	0.45	0.00	0.00	0.00	0.05	0.00	0.18
Avail Cap(c_a), veh/h	489	4122	0	59	2724	1023	0	499	0	527	0	419
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(l)	0.55	0.55	0.00	0.93	0.93	0.93	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	0.0	56.3	14.4	14.4	0.0	0.0	0.0	58.0	0.0	58.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.3	0.5	1.3	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	0.2	0.4	0.0	0.2	5.8	6.8	0.0	0.0	0.0	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	1.0	0.0	56.5	14.9	15.7	0.0	0.0	0.0	58.1	0.0	59.1
LnGrp LOS	B	A	A	E	B	B	A	A	A	E	A	E
Approach Vol, veh/h	3339		1673			0			10			
Approach Delay, s/veh	1.1		15.2			0.0			58.6			
Approach LOS	A		B			E			E			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	104.5		7.1	38.2	74.7		7.1					
Change Period (Y+Rc), s	4.4	5.3	4.9	5.3	* 5.3		4.9					
Max Green Setting (Gmax), s	69.4		32.0	4.0	* 69		32.0					
Max Q Clear Time (g_c+1), s	2.0		2.4	2.4	19.5		0.0					
Green Ext Time (p_c), s	0.0	66.9	0.0	0.0	33.2		0.0					

Intersection Summary

HCM 6th Ctrl Delay	5.9
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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	
Traffic Volume (veh/h)	3126	3	30	1702	0	19
Future Volume (veh/h)	3126	3	30	1702	0	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.94	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	3361	3	32	1830	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	4033	4	45	4304	0	28
Arrive On Green	0.78	0.78	0.03	0.86	0.00	0.02
Sat Flow, veh/h	5308	5	1781	5149	0	1521
Grp Volume(v), veh/h	2171	1193	32	1830	0	21
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1597
Q Serve(g_s), s	33.1	33.2	1.5	6.4	0.0	1.1
Cycle Q Clear(g_c), s	33.1	33.2	1.5	6.4	0.0	1.1
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2606	1431	45	4304	0	30
V/C Ratio(X)	0.83	0.83	0.71	0.43	0.00	0.71
Avail Cap(c_a), veh/h	2608	1432	88	4427	0	355
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	5.5	39.4	1.2	0.0	39.7
Incr Delay (d2), s/veh	3.0	5.3	7.4	0.2	0.0	26.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	6.6	0.7	0.1	0.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.5	10.8	46.8	1.4	0.0	66.2
LnGrp LOS	A	B	D	A	A	E
Approach Vol, veh/h	3364			1862	21	
Approach Delay, s/veh	9.3			2.2	66.2	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	6.5	69.0		75.5	5.9	
Change Period (Y+Rc), s	4.4	5.2		5.2	4.4	
Max Green Setting (Gmax), s	4.0	63.9		72.3	18.1	
Max Q Clear Time (g_c+I), s	13.5	35.2		8.4	3.1	
Green Ext Time (p_c), s	0.0	28.7		50.8	0.0	

Intersection Summary

HCM 6th Ctrl Delay		7.0
HCM 6th LOS		A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	Y			↑↑↑	
Traffic Volume (veh/h)	0	218	0	0	1596	780
Future Volume (veh/h)	0	218	0	0	1596	780
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				0.99
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	242			1773	867
Peak Hour Factor	0.90	0.90			0.90	0.90
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3004	1325
Arrive On Green	0.00	0.00			0.87	0.87
Sat Flow, veh/h	0				3631	1527
Grp Volume(v), veh/h	0.0				1740	900
Grp Sat Flow(s),veh/h/ln					1702	1585
Q Serve(g_s), s					4.7	5.9
Cycle Q Clear(g_c), s					4.7	5.9
Prop In Lane						0.96
Lane Grp Cap(c), veh/h					2953	1375
V/C Ratio(X)					0.59	0.65
Avail Cap(c_a), veh/h					3274	1525
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.6	0.7
Incr Delay (d2), s/veh					0.2	0.9
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.8	1.6
LnGrp LOS					A	A
Approach Vol, veh/h					2640	
Approach Delay, s/veh					1.1	
Approach LOS					A	
Timer - Assigned Phs						6
Phs Duration (G+Y+Rc), s						34.0
Change Period (Y+Rc), s						4.5
Max Green Setting (Gmax), s						32.7
Max Q Clear Time (g_c+I1), s						7.9
Green Ext Time (p_c), s						21.6
Intersection Summary						
HCM 6th Ctrl Delay			1.1			
HCM 6th LOS			A			

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)	133	780	120	67	862	337	50	35	26	197	90	134
Future Volume (veh/h)	133	780	120	67	862	337	50	35	26	197	90	134
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		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	149	876	135	75	969	379	56	39	29	221	101	151
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	175	2842	860	96	2616	793	256	236	179	360	460	401
Arrive On Green	0.20	1.00	1.00	0.05	0.51	0.51	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	5106	1544	1781	5106	1547	757	911	689	1320	1777	1547
Grp Volume(v), veh/h	149	876	135	75	969	379	58	0	66	221	101	151
Grp Sat Flow(s),veh/h/ln	1781	1702	1544	1781	1702	1547	789	0	1568	1320	1777	1547
Q Serve(g_s), s	9.5	0.0	0.0	4.9	13.5	18.7	5.1	0.0	3.8	18.4	5.3	9.5
Cycle Q Clear(g_c), s	9.5	0.0	0.0	4.9	13.5	18.7	14.5	0.0	3.8	22.2	5.3	9.5
Prop In Lane	1.00		1.00	1.00		1.00	0.97		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	175	2842	860	96	2616	793	264	0	406	360	460	401
V/C Ratio(X)	0.85	0.31	0.16	0.78	0.37	0.48	0.22	0.00	0.16	0.61	0.22	0.38
Avail Cap(c_a), veh/h	326	2842	860	190	2616	793	366	0	546	478	619	539
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(l)	0.88	0.88	0.88	0.93	0.93	0.93	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	0.0	0.0	55.1	17.3	18.6	41.6	0.0	33.8	42.4	34.3	35.9
Incr Delay (d2), s/veh	4.0	0.2	0.3	4.8	0.4	1.9	0.2	0.0	0.1	4.9	0.7	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	3.9	0.1	0.1	2.3	5.0	6.7	1.5	0.0	1.5	6.4	2.4	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	0.2	0.3	60.0	17.7	20.5	41.8	0.0	33.9	47.3	35.0	37.6
LnGrp LOS	D	A	A	E	B	C	D	A	C	D	D	D
Approach Vol, veh/h		1160			1423			124			473	
Approach Delay, s/veh		6.7			20.7			37.6			41.6	
Approach LOS		A			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.7	71.8		35.5	16.0	66.6		35.5				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	12.6	* 49		41.1	21.6	39.9		41.1				
Max Q Clear Time (g_c+1/3), s	10.9	2.0		24.2	11.5	20.7		16.5				
Green Ext Time (p_c), s	0.0	13.6		4.6	0.1	14.2		0.5				

Intersection Summary

HCM 6th Ctrl Delay	19.3
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)	24	499	0	0	617	384	0	0	0	524	0	39
Future Volume (veh/h)	24	499	0	0	617	384	0	0	0	524	0	39
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	28	587	0	0	726	0	0	0	0	659	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	36	2456	0	2	2251		0	2	1	743	391	0
Arrive On Green	0.02	0.69	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.21	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3557	1870	0
Grp Volume(v), veh/h	28	587	0	0	726	0	0	0	0	659	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1779	1870	0
Q Serve(g_s), s	1.8	7.2	0.0	0.0	16.1	0.0	0.0	0.0	0.0	21.2	0.0	0.0
Cycle Q Clear(g_c), s	1.8	7.2	0.0	0.0	16.1	0.0	0.0	0.0	0.0	21.2	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	36	2456	0	2	2251		0	2	1	743	391	0
V/C Ratio(X)	0.77	0.24	0.00	0.00	0.32		0.00	0.00	0.00	0.89	0.00	0.00
Avail Cap(c_a), veh/h	62	2456	0	62	2251		0	476	403	1115	586	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.77	0.00	0.00
Uniform Delay (d), s/veh	57.5	6.7	0.0	0.0	17.1	0.0	0.0	0.0	0.0	45.3	0.0	0.0
Incr Delay (d2), s/veh	12.1	0.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0	3.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.9	2.4	0.0	0.0	7.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.6	7.0	0.0	0.0	17.4	0.0	0.0	0.0	0.0	48.7	0.0	0.0
LnGrp LOS	E	A	A	A	B		A	A	A	D	A	A
Approach Vol, veh/h		615			726	A		0			659	
Approach Delay, s/veh		9.8			17.4			0.0			48.7	
Approach LOS		A			B						D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	87.4		30.6	6.8	80.6		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s		* 27		37.0	4.1	25.8		30.0				
Max Q Clear Time (g_c+10), s		9.2		23.2	3.8	18.1		0.0				
Green Ext Time (p_c), s	0.0	7.7		1.2	0.0	4.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	25.4
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.
 * 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)	331	353	185	94	258	107	118	711	96	135	941	105
Future Volume (veh/h)	331	353	185	94	258	107	118	711	96	135	941	105
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		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	348	372	195	99	272	113	124	748	101	142	991	111
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	373	601	309	123	439	280	147	1381	186	197	1471	642
Arrive On Green	0.21	0.27	0.27	0.07	0.12	0.12	0.08	0.44	0.44	0.06	0.41	0.41
Sat Flow, veh/h	1781	2245	1155	1781	3554	1539	1781	3142	424	3456	3554	1551
Grp Volume(v), veh/h	348	293	274	99	272	113	124	423	426	142	991	111
Grp Sat Flow(s),veh/h/ln	1781	1777	1624	1781	1777	1539	1781	1777	1790	1728	1777	1551
Q Serve(g_s), s	22.3	16.8	17.2	6.4	8.4	4.5	8.0	20.3	20.3	4.7	26.3	2.6
Cycle Q Clear(g_c), s	22.3	16.8	17.2	6.4	8.4	4.5	8.0	20.3	20.3	4.7	26.3	2.6
Prop In Lane	1.00		0.71	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	373	476	435	123	439	280	147	781	787	197	1471	642
V/C Ratio(X)	0.93	0.62	0.63	0.80	0.62	0.40	0.84	0.54	0.54	0.72	0.67	0.17
Avail Cap(c_a), veh/h	378	623	570	193	888	475	147	781	787	214	1471	642
HCM Platoon Ratio	1.00	1.00	1.00	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	45.1	37.2	37.4	53.2	48.3	18.8	52.4	23.9	23.9	53.8	27.6	5.1
Incr Delay (d2), s/veh	29.3	0.5	0.6	5.5	0.5	0.3	31.7	2.7	2.7	8.3	2.5	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/ft	2.8	7.3	6.9	3.0	3.8	1.9	4.8	9.0	9.1	2.3	11.5	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.3	37.7	38.0	58.7	48.8	19.1	84.1	26.6	26.6	62.1	30.1	5.7
LnGrp LOS	E	D	D	E	D	B	F	C	C	E	C	A
Approach Vol, veh/h		915			484			973			1244	
Approach Delay, s/veh		51.7			43.9			33.9			31.6	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	56.3	12.4	36.3	14.0	53.3	29.5	19.2				
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	37	* 37	12.6	40.7	9.6	33.8	24.6	* 29				
Max Q Clear Time (g_c+1/3), s	22.3	8.4	19.2	10.0	28.3	24.3	10.4					
Green Ext Time (p_c), s	0.0	1.8	0.0	1.3	0.0	1.7	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Notes

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

SAN ADP EA
1: Pacific Hwy & Rosecrans St/Taylor St

Year 2031 with Project
Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	271	94	155	204	72	131	111	199	59	97	76
Future Volume (veh/h)	52	271	94	155	204	72	131	111	199	59	97	76
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		0.96	1.00		0.93
Parking Bus, Adj	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	288	100	165	217	77	139	118	212	63	103	81
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	71	1214	651	240	694	544	172	1062	566	82	882	365
Arrive On Green	0.04	0.34	0.34	0.07	0.37	0.37	0.10	0.30	0.30	0.05	0.25	0.25
Sat Flow, veh/h	1781	3554	1456	3456	1870	1466	1781	3554	1524	1781	3554	1471
Grp Volume(v), veh/h	55	288	100	165	217	77	139	118	212	63	103	81
Grp Sat Flow(s),veh/h/ln	1781	1777	1456	1728	1870	1466	1781	1777	1524	1781	1777	1471
Q Serve(g_s), s	2.9	5.6	4.0	4.5	7.9	3.3	7.3	2.3	9.8	3.4	2.2	4.2
Cycle Q Clear(g_c), s	2.9	5.6	4.0	4.5	7.9	3.3	7.3	2.3	9.8	3.4	2.2	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	1214	651	240	694	544	172	1062	566	82	882	365
V/C Ratio(X)	0.77	0.24	0.15	0.69	0.31	0.14	0.81	0.11	0.37	0.77	0.12	0.22
Avail Cap(c_a), veh/h	557	1482	760	1081	780	612	557	1482	746	557	1482	613
HCM Platoon Ratio	1.00	1.00	1.00	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	45.6	22.6	16.2	43.6	21.5	20.0	42.4	24.4	22.2	45.2	27.9	28.7
Incr Delay (d2), s/veh	6.5	0.1	0.1	1.3	0.1	0.1	3.4	0.0	0.4	5.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.3	1.3	1.9	3.4	1.1	3.4	1.0	3.5	1.6	0.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	22.7	16.4	44.9	21.6	20.1	45.8	24.4	22.6	50.8	27.9	28.8
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		443			459			469			247	
Approach Delay, s/veh		24.9			29.7			30.0			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	12.1	38.7	14.7	30.5	9.2	41.5	9.8	35.4				
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	6.5	7.6	9.3	6.2	4.9	9.9	5.4	11.8				
Green Ext Time (p_c), s	0.3	2.9	0.2	0.6	0.1	1.1	0.1	1.5				
Intersection Summary												
HCM 6th Ctrl Delay				29.1								
HCM 6th LOS				C								

SAN ADP EA
 2: Pacific Hwy & Dwy/Old Town Transit Center Bus Access

Year 2031 with Project
 Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	11	0	21	25	2	48	32	337	27	48	272	29
Future Volume (veh/h)	11	0	21	25	2	48	32	337	27	48	272	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	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		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	0	23	27	2	53	35	370	30	53	299	32
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	220	51	273	536	33	494	58	1391	111	81	1414	147
Arrive On Green	0.28	0.00	0.28	0.28	0.28	0.28	0.03	0.29	0.29	0.05	0.30	0.30
Sat Flow, veh/h	334	184	994	1277	121	1537	1781	4803	383	1781	4677	488
Grp Volume(v), veh/h	35	0	0	29	0	53	35	260	140	53	215	116
Grp Sat Flow(s),veh/h/ln	1512	0	0	1398	0	1537	1781	1702	1782	1781	1702	1761
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.9	0.7	2.2	2.3	1.1	1.8	1.8
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.5	0.0	0.9	0.7	2.2	2.3	1.1	1.8	1.8
Prop In Lane	0.34		0.66	0.93		1.00	1.00		0.21	1.00		0.28
Lane Grp Cap(c), veh/h	544	0	0	569	0	494	58	986	516	81	1029	532
V/C Ratio(X)	0.06	0.00	0.00	0.05	0.00	0.11	0.60	0.26	0.27	0.66	0.21	0.22
Avail Cap(c_a), veh/h	1685	0	0	1650	0	1703	1418	5420	2837	1418	5420	2804
HCM Platoon Ratio	1.00	1.00	1.00	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	10.1	0.0	0.0	10.1	0.0	9.0	18.0	10.3	10.3	17.7	9.8	9.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.2	0.4	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.2	0.3	0.7	0.7	0.5	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	10.1	0.0	9.1	21.7	10.5	10.7	21.1	9.9	10.1
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	B
Approach Vol, veh/h		35			82			435			384	
Approach Delay, s/veh		10.1			9.4			11.5			11.5	
Approach LOS		B			A			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	16.3		15.3	5.6	16.8		15.3				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+1/3), s	13.5	4.3		2.6	2.7	3.8		2.9				
Green Ext Time (p_c), s	0.1	3.8		0.1	0.0	2.7		0.2				

Intersection Summary

HCM 6th Ctrl Delay	11.2
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)	16	25	49	49	39	16	205	588	65	29	485	103
Future Volume (veh/h)	16	25	49	49	39	16	205	588	65	29	485	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.66	1.00		0.90	1.00		0.95	1.00		0.94
Parking Bus, Adj	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	27	53	48	50	17	223	639	71	32	527	112
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	106	112	289	551	579	479	254	1335	565	41	1114	230
Arrive On Green	0.06	0.06	0.06	0.31	0.31	0.31	0.14	0.38	0.38	0.02	0.27	0.27
Sat Flow, veh/h	1781	1870	1042	1781	1870	1428	1781	3554	1503	1781	4189	863
Grp Volume(v), veh/h	17	27	53	48	50	17	223	639	71	32	425	214
Grp Sat Flow(s),veh/h/ln	1781	1870	1042	1781	1870	1428	1781	1777	1503	1781	1702	1648
Q Serve(g_s), s	0.9	1.4	4.4	2.0	2.0	0.8	12.6	14.1	3.2	1.8	10.8	11.3
Cycle Q Clear(g_c), s	0.9	1.4	4.4	2.0	2.0	0.8	12.6	14.1	3.2	1.8	10.8	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	106	112	289	551	579	479	254	1335	565	41	905	438
V/C Ratio(X)	0.16	0.24	0.18	0.09	0.09	0.04	0.88	0.48	0.13	0.77	0.47	0.49
Avail Cap(c_a), veh/h	311	326	408	691	726	591	269	1430	605	114	1139	551
HCM Platoon Ratio	1.00	1.00	1.00	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	46.0	46.2	34.5	25.3	25.3	23.2	43.3	24.5	21.1	50.1	31.7	31.9
Incr Delay (d2), s/veh	0.3	0.4	0.1	0.0	0.0	0.0	26.1	0.3	0.1	10.7	1.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7	1.1	0.8	0.9	0.3	7.4	5.9	1.1	0.9	4.5	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	46.7	34.7	25.3	25.3	23.2	69.4	24.8	21.2	60.8	32.8	34.2
LnGrp LOS	D	D	C	C	C	C	E	C	C	E	C	C
Approach Vol, veh/h		97			115			933			671	
Approach Delay, s/veh		40.0			25.0			35.2			34.6	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	47.4		11.1	19.1	36.1		36.8				
Change Period (Y+Rc), s	5.4	8.7		4.9	4.4	* 8.7		4.9				
Max Green Setting (Gmax), s	6.6	41.5		18.0	15.6	* 35		40.0				
Max Q Clear Time (g_c+1), s	13.8	16.1		6.4	14.6	13.3		4.0				
Green Ext Time (p_c), s	0.0	6.1		0.2	0.1	8.2		0.3				

Intersection Summary

HCM 6th Ctrl Delay	34.6
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.
 * 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	294	25	180	130	0	0	0	0	222	32	37
Future Volume (veh/h)	0	294	25	180	130	0	0	0	0	222	32	37
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	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	309	26	189	137	0				258	0	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	2	2	0				2	2	2
Cap, veh/h	292	583	256	364	695	0				901	0	655
Arrive On Green	0.00	0.16	0.16	0.20	0.20	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1561	1781	3572	0				3563	0	1562
Grp Volume(v), veh/h	0	309	26	189	137	0				258	0	39
Grp Sat Flow(s),veh/h/ln	1781	1777	1561	1781	1702	0				1781	0	1562
Q Serve(g_s), s	0.0	3.0	0.5	3.6	1.3	0.0				2.2	0.0	0.6
Cycle Q Clear(g_c), s	0.0	3.0	0.5	3.6	1.3	0.0				2.2	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	292	583	256	364	695	0				901	0	655
V/C Ratio(X)	0.00	0.53	0.10	0.52	0.20	0.00				0.29	0.00	0.06
Avail Cap(c_a), veh/h	2793	5571	2447	2793	5337	0				3258	0	1688
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	14.6	13.6	13.6	12.6	0.0				11.5	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.3	0.2	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.0	0.9	0.1	1.2	0.4	0.0				0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.9	13.7	14.9	12.8	0.0				11.6	0.0	6.7
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		335			326						297	
Approach Delay, s/veh		14.8			14.0						10.9	
Approach LOS		B			B						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				10.3		15.9		12.1				
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				5.0		4.2		5.6				
Green Ext Time (p_c), s				1.2		0.5		2.2				

Intersection Summary

HCM 6th Ctrl Delay	13.3
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)	102	451	0	1	291	260	38	13	170	21	0	225
Future Volume (veh/h)	102	451	0	1	291	260	38	13	170	21	0	225
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	0.99		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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	490	0	1	316	283	41	14	185	23	0	245
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	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	1533	0	48	540	411	303	19	247	28	0	295
Arrive On Green	0.08	0.43	0.00	0.29	0.29	0.29	0.17	0.17	0.17	0.20	0.00	0.20
Sat Flow, veh/h	1781	3647	0	1	1869	1422	1781	110	1453	136	0	1451
Grp Volume(v), veh/h	111	490	0	317	0	283	41	0	199	268	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	0	1422	1781	0	1563	1587	0	0
Q Serve(g_s), s	4.6	6.9	0.0	0.0	0.0	13.4	1.5	0.0	9.2	12.3	0.0	0.0
Cycle Q Clear(g_c), s	4.6	6.9	0.0	11.0	0.0	13.4	1.5	0.0	9.2	12.3	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.93	0.09		0.91
Lane Grp Cap(c), veh/h	148	1533	0	588	0	411	303	0	266	323	0	0
V/C Ratio(X)	0.75	0.32	0.00	0.54	0.00	0.69	0.14	0.00	0.75	0.83	0.00	0.00
Avail Cap(c_a), veh/h	705	2814	0	1525	0	1127	940	0	825	838	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(l)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.0	14.2	0.0	23.0	0.0	23.9	26.7	0.0	29.9	28.9	0.0	0.0
Incr Delay (d2), s/veh	8.9	0.0	0.0	0.9	0.0	2.5	0.1	0.0	1.6	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.4	0.0	4.5	0.0	4.3	0.6	0.0	3.4	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	14.3	0.0	24.0	0.0	26.4	26.8	0.0	31.5	31.1	0.0	0.0
LnGrp LOS	D	B	A	C	A	C	C	A	C	C	A	A
Approach Vol, veh/h		601			600			240			268	
Approach Delay, s/veh		19.5			25.1			30.7			31.1	
Approach LOS		B			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		37.1		19.4	10.8	26.3		19.3				
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		8.9		14.3	6.6	15.4		11.2				
Green Ext Time (p_c), s		2.0		1.2	0.3	4.8		0.9				

Intersection Summary

HCM 6th Ctrl Delay	24.9
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	525	163	276	364	0	0	0	0	329	185	201
Future Volume (veh/h)	0	525	163	276	364	0	0	0	0	329	185	201
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		0.97
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	553	172	291	383	0				346	195	212
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	1894	829	371	2462	0				679	356	293
Arrive On Green	0.00	0.53	0.53	0.21	1.00	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3647	1555	3456	3647	0				3563	1870	1537
Grp Volume(v), veh/h	0	553	172	291	383	0				346	195	212
Grp Sat Flow(s),veh/h/ln	0	1777	1555	1728	1777	0				1781	1870	1537
Q Serve(g_s), s	0.0	7.2	4.9	6.7	0.0	0.0				7.3	7.9	10.9
Cycle Q Clear(g_c), s	0.0	7.2	4.9	6.7	0.0	0.0				7.3	7.9	10.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1894	829	371	2462	0				679	356	293
V/C Ratio(X)	0.00	0.29	0.21	0.78	0.16	0.00				0.51	0.55	0.72
Avail Cap(c_a), veh/h	0	1894	829	703	2462	0				1361	715	587
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	0.98	0.98	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.8	10.3	32.1	0.0	0.0				30.5	30.7	31.9
Incr Delay (d2), s/veh	0.0	0.4	0.6	1.3	0.1	0.0				0.2	0.5	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	2.5	1.5	2.5	0.0	0.0				3.1	3.5	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.2	10.9	33.4	0.1	0.0				30.7	31.2	33.2
LnGrp LOS		A	B	C	A	A				C	C	C
Approach Vol, veh/h		725			674					753		
Approach Delay, s/veh		11.1			14.5					31.5		
Approach LOS		B			B					C		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	3.4	49.7		20.9		63.1						
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9						
Max Green Setting (Gmax), s	7.5	20.6		32.1		42.1						
Max Q Clear Time (g_c+1), s	10.5	9.2		12.9		2.0						
Green Ext Time (p_c), s	0.3	3.6		1.7		2.8						

Intersection Summary

HCM 6th Ctrl Delay	19.3
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.

SAN ADP EA
7: San Diego Ave & Washington St

Year 2031 with Project
Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑			↑↑	↖		↖↗				
Traffic Volume (veh/h)	337	514	0	0	522	453	118	217	20	0	0	0
Future Volume (veh/h)	337	514	0	0	522	453	118	217	20	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		0.98			
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	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	366	559	0	0	567	492	128	236	22			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1274	2707	0	0	1189	517	199	407	38			
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	1547	1637	3349	311			
Grp Volume(v), veh/h	366	559	0	0	567	492	140	118	128			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1547	1789	1702	1805			
Q Serve(g_s), s	3.0	0.0	0.0	0.0	10.6	26.1	6.3	5.5	5.6			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	10.6	26.1	6.3	5.5	5.6			
Prop In Lane	1.00		0.00	0.00		1.00	0.92		0.17			
Lane Grp Cap(c), veh/h	1274	2707	0	0	1189	517	218	207	220			
V/C Ratio(X)	0.29	0.21	0.00	0.00	0.48	0.95	0.64	0.57	0.58			
Avail Cap(c_a), veh/h	1274	2707	0	0	1189	517	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	7.3	0.0	0.0	0.0	22.1	27.3	35.1	34.8	34.9			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.4	29.1	1.2	0.9	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	0.9	0.1	0.0	0.0	4.3	12.8	2.7	2.3	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	0.2	0.0	0.0	23.5	56.3	36.3	35.7	35.8			
LnGrp LOS	A	A	A	A	C	E	D	D	D			
Approach Vol, veh/h		925			1059			386				
Approach Delay, s/veh		3.1			38.8			36.0				
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			5.0	28.1		8.3				
Green Ext Time (p_c), s		4.6			0.8	0.0		1.4				
Intersection Summary												
HCM 6th Ctrl Delay					24.4							
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	0	0	0	22	61	23	1192	14	0	0	0
Future Volume (veh/h)	0	0	0	0	22	61	23	1192	14	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
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	24	67	25	1310	15			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	88	116	3277	37			
Arrive On Green				0.00	0.07	0.07	0.65	0.65	0.65			
Sat Flow, veh/h				0	436	1216	35	5006	57			
Grp Volume(v), veh/h				0	0	91	494	410	447			
Grp Sat Flow(s),veh/h/ln				0	0	1651	1859	1549	1690			
Q Serve(g_s), s				0.0	0.0	2.2	0.0	5.0	5.0			
Cycle Q Clear(g_c), s				0.0	0.0	2.2	5.0	5.0	5.0			
Prop In Lane				0.00		0.74	0.05		0.03			
Lane Grp Cap(c), veh/h				0	0	119	1310	1014	1106			
V/C Ratio(X)				0.00	0.00	0.76	0.38	0.40	0.40			
Avail Cap(c_a), veh/h				0	0	1627	2825	2288	2497			
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	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.8	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.9	0.8	0.7	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	22.3	3.6	3.7	3.6			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					91			1350				
Approach Delay, s/veh					22.3			3.6				
Approach LOS					C			A				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		32.2						8.4				
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		7.0						4.2				
Green Ext Time (p_c), s		19.5						0.4				
Intersection Summary												
HCM 6th Ctrl Delay				4.8								
HCM 6th LOS				A								

SAN ADP EA
 9: Pacific Hwy & W Admiral Boland Wy/Sassafrass St

Year 2031 with Project
 Timing Plan: Airport PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	209	80	338	464	95	194	300	126	62	296	86
Future Volume (veh/h)	113	209	80	338	464	95	194	300	126	62	296	86
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		0.99	1.00		0.98	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	122	225	86	363	499	102	209	323	135	67	318	92
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	153	850	376	400	569	116	245	1003	415	86	706	192
Arrive On Green	0.09	0.24	0.24	0.22	0.38	0.38	0.14	0.27	0.27	0.05	0.18	0.18
Sat Flow, veh/h	1781	3554	1571	1781	1505	308	1781	3741	1550	1781	3947	1072
Grp Volume(v), veh/h	122	225	86	363	0	601	209	323	135	67	271	139
Grp Sat Flow(s),veh/h/ln	1781	1777	1571	1781	0	1813	1781	1870	1550	1781	1702	1615
Q Serve(g_s), s	5.8	4.5	3.8	17.2	0.0	26.7	9.9	6.0	6.0	3.2	6.2	6.7
Cycle Q Clear(g_c), s	5.8	4.5	3.8	17.2	0.0	26.7	9.9	6.0	6.0	3.2	6.2	6.7
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		0.66
Lane Grp Cap(c), veh/h	153	850	376	400	0	685	245	1003	415	86	609	289
V/C Ratio(X)	0.80	0.26	0.23	0.91	0.00	0.88	0.85	0.32	0.32	0.78	0.45	0.48
Avail Cap(c_a), veh/h	241	1355	599	486	0	940	290	1508	625	195	1192	565
HCM Platoon Ratio	1.00	1.00	1.00	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	38.8	26.7	26.5	32.7	0.0	25.1	36.5	25.4	25.4	40.7	31.7	31.9
Incr Delay (d2), s/veh	4.1	0.1	0.1	16.7	0.0	7.2	16.5	0.3	0.8	5.5	0.9	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	1.9	1.4	9.2	0.0	12.4	5.3	2.6	2.3	1.5	2.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	26.8	26.6	49.4	0.0	32.3	53.0	25.7	26.2	46.2	32.6	34.1
LnGrp LOS	D	C	C	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		433			964			667			477	
Approach Delay, s/veh		31.3			38.7			34.4			35.0	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	28.5	23.9	25.6	16.3	20.8	11.8	37.6				
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	9.5	34.9	23.6	33.0	14.1	30.3	11.7	44.9				
Max Q Clear Time (g_c+1), s	15.2	8.0	19.2	6.5	11.9	8.7	7.8	28.7				
Green Ext Time (p_c), s	0.0	4.6	0.3	1.2	0.1	4.1	0.1	4.0				

Intersection Summary

HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

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)	0	143	307	110	236	0	0	0	0	77	1490	592
Future Volume (veh/h)	0	143	307	110	236	0	0	0	0	77	1490	592
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	146	313	112	241	0				79	1520	604
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	429	363	191	449	0				1115	2259	872
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	1585	539	2046	0				1781	3607	1392
Grp Volume(v), veh/h	0	146	313	165	188	0				79	1432	692
Grp Sat Flow(s),veh/h/ln	0	1870	1585	883	1617	0				1781	1702	1595
Q Serve(g_s), s	0.0	5.9	17.0	11.2	9.1	0.0				1.6	24.4	25.7
Cycle Q Clear(g_c), s	0.0	5.9	17.0	17.1	9.1	0.0				1.6	24.4	25.7
Prop In Lane	0.00		1.00	0.68		0.00				1.00		0.87
Lane Grp Cap(c), veh/h	0	429	363	270	371	0				1115	2131	999
V/C Ratio(X)	0.00	0.34	0.86	0.61	0.51	0.00				0.07	0.67	0.69
Avail Cap(c_a), veh/h	0	624	529	386	540	0				1189	2273	1065
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	29.0	33.3	34.8	30.2	0.0				6.6	10.8	11.1
Incr Delay (d2), s/veh	0.0	0.2	6.9	1.7	0.8	0.0				0.0	0.9	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	7.2	3.6	3.6	0.0				0.5	8.3	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.1	40.2	36.5	31.0	0.0				6.6	11.8	13.4
LnGrp LOS	A	C	D	D	C	A				A	B	B
Approach Vol, veh/h		459			353						2203	
Approach Delay, s/veh		36.6			33.6						12.1	
Approach LOS		D			C						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				27.3		62.6		27.3				
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				19.0		27.7		19.1				
Green Ext Time (p_c), s				0.9		28.5		1.5				
Intersection Summary												
HCM 6th Ctrl Delay				18.3								
HCM 6th LOS				B								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖		↖	↑↑				
Traffic Volume (veh/h)	124	17	79	0	27	16	324	1212	34	0	0	0
Future Volume (veh/h)	124	17	79	0	27	16	324	1212	34	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		0.97			
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	144	20	92	0	31	19	377	1409	40			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	363	41	1190	0	210	129	994	1967	56			
Arrive On Green	0.19	0.19	0.19	0.00	0.19	0.19	0.56	0.56	0.56			
Sat Flow, veh/h	1077	210	1573	0	1083	664	1781	3526	100			
Grp Volume(v), veh/h	164	0	92	0	0	50	377	709	740			
Grp Sat Flow(s),veh/h/ln	1286	0	1573	0	0	1747	1781	1777	1849			
Q Serve(g_s), s	4.4	0.0	0.0	0.0	0.0	1.0	5.2	12.9	13.0			
Cycle Q Clear(g_c), s	5.5	0.0	0.0	0.0	0.0	1.0	5.2	12.9	13.0			
Prop In Lane	0.88		1.00	0.00		0.38	1.00		0.05			
Lane Grp Cap(c), veh/h	403	0	1190	0	0	339	994	991	1032			
V/C Ratio(X)	0.41	0.00	0.08	0.00	0.00	0.15	0.38	0.72	0.72			
Avail Cap(c_a), veh/h	1085	0	1958	0	0	1192	1195	1192	1241			
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	16.7	0.0	1.4	0.0	0.0	14.7	5.4	7.1	7.2			
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.1	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	1.4	0.0	1.1	0.0	0.0	0.4	1.3	3.4	3.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	1.5	0.0	0.0	14.8	5.7	8.8	8.8			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		256			50			1826				
Approach Delay, s/veh		11.7			14.8			8.1				
Approach LOS		B			B			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		29.0		14.9				14.9				
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		15.0		7.5				3.0				
Green Ext Time (p_c), s		9.6		1.3				0.1				

Intersection Summary

HCM 6th Ctrl Delay		8.7										
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	37	46	163	11	65	32	535	116	43	711	16
Future Volume (veh/h)	24	37	46	163	11	65	32	535	116	43	711	16
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		0.98	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	25	39	48	172	12	68	34	563	122	45	748	17
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	445	204	251	441	65	368	54	1414	618	128	2079	47
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.03	0.40	0.40	0.04	0.41	0.41
Sat Flow, veh/h	1311	760	935	1303	242	1371	1781	3554	1552	3456	5132	116
Grp Volume(v), veh/h	25	0	87	172	0	80	34	563	122	45	496	269
Grp Sat Flow(s),veh/h/ln	1311	0	1695	1303	0	1613	1781	1777	1552	1728	1702	1845
Q Serve(g_s), s	0.8	0.0	2.0	5.9	0.0	1.9	0.9	5.7	2.6	0.6	5.1	5.1
Cycle Q Clear(g_c), s	2.7	0.0	2.0	7.9	0.0	1.9	0.9	5.7	2.6	0.6	5.1	5.1
Prop In Lane	1.00		0.55	1.00		0.85	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	445	0	455	441	0	433	54	1414	618	128	1379	747
V/C Ratio(X)	0.06	0.00	0.19	0.39	0.00	0.18	0.63	0.40	0.20	0.35	0.36	0.36
Avail Cap(c_a), veh/h	923	0	1072	896	0	995	142	1471	642	275	1379	747
HCM Platoon Ratio	1.00	1.00	1.00	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	14.2	17.2	0.0	14.2	24.1	10.8	9.9	23.6	10.4	10.4
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.2	0.0	0.1	4.6	0.3	0.3	0.6	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	0.2	0.0	0.7	1.6	0.0	0.6	0.4	1.8	0.7	0.2	1.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	0.0	14.3	17.4	0.0	14.2	28.7	11.1	10.2	24.2	10.6	10.7
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		112			252			719			810	
Approach Delay, s/veh		14.5			16.4			11.8			11.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	25.7		18.3	5.9	26.1		18.3				
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8				
Max Green Setting (Gmax), s	1.0	* 21		* 32	4.0	20.1		* 31				
Max Q Clear Time (g_c+1), s	12.6	7.7		4.7	2.9	7.1		9.9				
Green Ext Time (p_c), s	0.0	5.2		0.4	0.0	3.9		0.6				

Intersection Summary

HCM 6th Ctrl Delay	12.4
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)	1184	2110	2389	51	41	69
Future Volume (veh/h)	1184	2110	2389	51	41	69
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	1246	2221	2515	0	43	73
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	1260	3037	2946		89	477
Arrive On Green	0.25	0.88	0.59	0.00	0.05	0.05
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1246	2221	2515	0	43	73
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	32.1	28.8	54.2	0.0	3.1	4.4
Cycle Q Clear(g_c), s	32.1	28.8	54.2	0.0	3.1	4.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1260	3037	2946		89	477
V/C Ratio(X)	0.99	0.73	0.85		0.48	0.15
Avail Cap(c_a), veh/h	1260	3037	2946		233	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.37	0.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	2.8	22.0	0.0	60.1	33.3
Incr Delay (d2), s/veh	22.6	1.6	1.3	0.0	4.0	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	15.6	3.5	19.3	0.0	1.5	4.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	71.2	4.4	23.3	0.0	64.2	33.5
LnGrp LOS	E	A	C		E	C
Approach Vol, veh/h		3467	2515	A	116	
Approach Delay, s/veh		28.4	23.3		44.9	
Approach LOS		C	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		119.1		10.9	37.0	82.1
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		103.3		17.0	32.6	* 67
Max Q Clear Time (g_c+I1), s		30.8		6.4	34.1	56.2
Green Ext Time (p_c), s		69.1		0.2	0.0	10.3

Intersection Summary

HCM 6th Ctrl Delay	26.6
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 [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)	286	1002	82	54	1158	79	94	288	76	78	163	548
Future Volume (veh/h)	286	1002	82	54	1158	79	94	288	76	78	163	548
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		0.98	1.00		0.94	1.00		0.90
Parking Bus, Adj	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		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	292	1022	84	55	1182	81	96	294	78	80	166	559
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	1669	137	164	1673	114	118	325	258	145	668	765
Arrive On Green	0.10	0.50	0.50	0.09	0.50	0.50	0.07	0.17	0.17	0.08	0.19	0.19
Sat Flow, veh/h	3456	3324	273	1781	3371	231	1781	1870	1484	1781	3554	2522
Grp Volume(v), veh/h	292	546	560	55	622	641	96	294	78	80	166	559
Grp Sat Flow(s),veh/h/ln	1728	1777	1820	1781	1777	1824	1781	1870	1484	1781	1777	1261
Q Serve(g_s), s	11.2	29.8	29.8	3.9	36.7	36.8	7.2	20.8	6.2	5.8	5.4	20.7
Cycle Q Clear(g_c), s	11.2	29.8	29.8	3.9	36.7	36.8	7.2	20.8	6.2	5.8	5.4	20.7
Prop In Lane	1.00		0.15	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	360	892	914	164	882	905	118	325	258	145	668	765
V/C Ratio(X)	0.81	0.61	0.61	0.33	0.71	0.71	0.81	0.90	0.30	0.55	0.25	0.73
Avail Cap(c_a), veh/h	809	892	914	164	882	905	166	362	287	166	684	776
HCM Platoon Ratio	1.00	1.00	1.00	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	0.77	0.77	0.77	0.98	0.98	0.98	0.96	0.96	0.96
Uniform Delay (d), s/veh	59.2	24.1	24.2	57.4	26.4	26.4	62.2	54.7	48.6	59.6	46.7	26.0
Incr Delay (d2), s/veh	4.4	3.1	3.1	4.2	3.7	3.6	12.5	23.7	0.7	1.2	0.3	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	5.0	12.9	13.2	1.9	15.8	16.3	3.6	11.9	2.3	2.7	2.4	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	27.3	27.2	61.6	30.0	30.0	74.7	78.4	49.3	60.8	47.0	29.7
LnGrp LOS	E	C	C	E	C	C	E	E	D	E	D	C
Approach Vol, veh/h		1398			1318			468			805	
Approach Delay, s/veh		34.8			31.3			72.8			36.4	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	28.4	18.3	73.0	13.4	30.4	18.5	72.8				
Change Period (Y+Rc), s	4.4	4.9	5.8	* 5.2	4.4	5.0	4.4	5.8				
Max Green Setting (Gmax), s	12.6	26.1	9.6	* 68	12.6	26.0	31.6	45.2				
Max Q Clear Time (g_c+1), s	11.7	22.8	5.9	31.8	9.2	22.7	13.2	38.8				
Green Ext Time (p_c), s	0.0	0.7	0.0	12.1	0.0	1.6	0.9	3.6				

Intersection Summary

HCM 6th Ctrl Delay	38.4
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	974	103	39	166	0	0	0	0	138	176	1130
Future Volume (veh/h)	0	974	103	39	166	0	0	0	0	138	176	1130
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1059	112	42	180	0				150	191	1228
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2425	256	55	2871	0				400	1393	1347
Arrive On Green	0.00	0.75	0.75	0.03	0.81	0.00				0.50	0.50	0.50
Sat Flow, veh/h	0	3335	343	1781	3647	0				805	2802	2708
Grp Volume(v), veh/h	0	580	591	42	180	0				341	0	1228
Grp Sat Flow(s),veh/h/ln	0	1777	1808	1781	1777	0				1830	1777	1354
Q Serve(g_s), s	0.0	18.3	18.4	3.5	1.5	0.0				17.3	0.0	62.6
Cycle Q Clear(g_c), s	0.0	18.3	18.4	3.5	1.5	0.0				17.3	0.0	62.6
Prop In Lane	0.00		0.19	1.00		0.00				0.44		1.00
Lane Grp Cap(c), veh/h	0	1329	1352	55	2871	0				910	884	1347
V/C Ratio(X)	0.00	0.44	0.44	0.77	0.06	0.00				0.37	0.00	0.91
Avail Cap(c_a), veh/h	0	1329	1352	55	2871	0				910	884	1347
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	0.80	0.80	0.61	0.61	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.1	7.1	72.2	2.9	0.0				23.3	0.0	34.7
Incr Delay (d2), s/veh	0.0	0.8	0.8	29.9	0.0	0.0				1.2	0.0	10.9
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	6.5	6.6	2.0	0.5	0.0				8.0	0.0	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.9	7.9	102.0	2.9	0.0				24.5	0.0	45.5
LnGrp LOS	A	A	A	F	A	A				C	A	D
Approach Vol, veh/h		1171			222						1569	
Approach Delay, s/veh		7.9			21.7						41.0	
Approach LOS		A			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	120.5			80.0		129.5						
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6						
Max Green Setting (Gmax), s	4.6	* 56		74.6		63.4						
Max Q Clear Time (g_c+1/5), s	20.4			64.6		3.5						
Green Ext Time (p_c), s	0.0	2.4		2.1		0.4						

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑			↑↓			↑↑	↖			
Traffic Volume (veh/h)	870	280	0	0	143	156	41	102	59	0	0	0
Future Volume (veh/h)	870	280	0	0	143	156	41	102	59	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		0.95			
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	935	301	0	0	154	168	44	110	63			
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	2089	1627	0	0	413	363	63	170	98			
Arrive On Green	1.00	1.00	0.00	0.00	0.23	0.23	0.06	0.06	0.06			
Sat Flow, veh/h	3456	1870	0	0	1870	1561	975	2623	1512			
Grp Volume(v), veh/h	935	301	0	0	154	168	82	72	63			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1561	1822	1777	1512			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	10.9	13.9	6.6	5.9	6.1			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	10.9	13.9	6.6	5.9	6.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.54		1.00			
Lane Grp Cap(c), veh/h	2089	1627	0	0	413	363	118	115	98			
V/C Ratio(X)	0.45	0.19	0.00	0.00	0.37	0.46	0.70	0.62	0.64			
Avail Cap(c_a), veh/h	2089	1627	0	0	413	363	317	309	263			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.38	0.38	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	48.4	49.5	68.7	68.4	68.4			
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.2	0.3	2.7	2.0	2.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	4.8	5.4	3.2	2.8	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.1	0.0	0.0	48.6	49.8	71.3	70.3	71.0			
LnGrp LOS	A	A	A	A	D	D	E	E	E			
Approach Vol, veh/h		1236			322			217				
Approach Delay, s/veh		0.1			49.2			70.9				
Approach LOS		A			D			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		135.4			95.6	39.8		14.6				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		114.1			79.6	* 30		26.1				
Max Q Clear Time (g_c+I1), s		2.0			2.0	15.9		8.6				
Green Ext Time (p_c), s		1.1			3.9	1.0		0.6				

Intersection Summary

HCM 6th Ctrl Delay	17.6
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)	177	1762	595	0	0	2127
Future Volume (veh/h)	177	1762	595	0	0	2127
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	181	0	607	0	0	2170
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	213		3181	0	202	4972
Arrive On Green	0.12	0.00	0.64	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	181	0	607	0	0	2170
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.0	0.0	5.5	0.0	0.0	12.1
Cycle Q Clear(g_c), s	11.0	0.0	5.5	0.0	0.0	12.1
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	213		3181	0	202	4972
V/C Ratio(X)	0.85		0.19	0.00	0.00	0.44
Avail Cap(c_a), veh/h	486		3181	0	742	4972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.62	0.00	0.94	0.00	0.00	0.61
Uniform Delay (d), s/veh	47.5	0.0	8.2	0.0	0.0	3.6
Incr Delay (d2), s/veh	2.3	0.0	0.0	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	5.0	0.0	1.7	0.0	0.0	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.8	0.0	8.2	0.0	0.0	3.8
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	181	A	607			2170
Approach Delay, s/veh	49.8		8.2			3.8
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	75.1			92.0	18.0
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.8	20.0			70.2	30.0
Max Q Clear Time (g_c+10), s	10.0	7.5			14.1	13.0
Green Ext Time (p_c), s	0.0	4.1			36.6	0.2

Intersection Summary

HCM 6th Ctrl Delay		7.5
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	211	1800	151	134	299	0	0	219	49
Future Volume (veh/h)	0	0	0	211	1800	151	134	299	0	0	219	49
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		0.91
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				No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				218	1856	156	138	308	0	0	226	51
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				261	2365	203	167	1447	0	0	547	114
Arrive On Green				0.17	0.17	0.17	0.19	0.57	0.00	0.00	0.13	0.13
Sat Flow, veh/h				492	4463	384	1781	5274	0	0	4318	867
Grp Volume(v), veh/h				818	684	728	138	308	0	0	182	95
Grp Sat Flow(s),veh/h/ln				1846	1702	1791	1781	1702	0	0	1702	1613
Q Serve(g_s), s				47.1	42.0	42.6	8.2	3.3	0.0	0.0	5.4	6.0
Cycle Q Clear(g_c), s				47.1	42.0	42.6	8.2	3.3	0.0	0.0	5.4	6.0
Prop In Lane				0.27		0.21	1.00		0.00	0.00		0.54
Lane Grp Cap(c), veh/h				978	902	949	167	1447	0	0	449	213
V/C Ratio(X)				0.84	0.76	0.77	0.83	0.21	0.00	0.00	0.41	0.45
Avail Cap(c_a), veh/h				978	902	949	272	1852	0	0	532	252
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.64	0.64	0.64	0.68	0.68	0.00	0.00	0.90	0.90
Uniform Delay (d), s/veh				40.8	38.7	38.9	43.9	17.8	0.0	0.0	43.8	44.0
Incr Delay (d2), s/veh				5.6	3.9	3.9	3.2	0.1	0.0	0.0	0.4	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				24.8	20.1	21.5	3.4	1.2	0.0	0.0	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.4	42.5	42.8	47.1	17.8	0.0	0.0	44.2	44.9
LnGrp LOS				D	D	D	D	B	A	A	D	D
Approach Vol, veh/h					2230			446			277	
Approach Delay, s/veh					44.0			26.9			44.4	
Approach LOS					D			C			D	
Timer - Assigned Phs				3	4	6	8					
Phs Duration (G+Y+Rc), s				16.2	20.9	64.2	37.1					
Change Period (Y+Rc), s				5.9	* 6.4	5.9	5.9					
Max Green Setting (Gmax), s				16.8	* 17	58.3	39.9					
Max Q Clear Time (g_c+I1), s				10.2	8.0	49.1	5.3					
Green Ext Time (p_c), s				0.1	0.9	7.3	2.4					
Intersection Summary												
HCM 6th Ctrl Delay				41.5								
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)	0	0	0	209	2168	0	0	0	0	0	170	71
Future Volume (veh/h)	0	0	0	209	2168	0	0	0	0	0	170	71
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				218	2258	0				0	177	74
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				311	3452	0				0	691	255
Arrive On Green				0.24	0.24	0.00				0.00	0.19	0.19
Sat Flow, veh/h				434	4987	0				0	3772	1328
Grp Volume(v), veh/h				929	1547	0				0	166	85
Grp Sat Flow(s),veh/h/ln				1849	1702	0				0	1702	1528
Q Serve(g_s), s				50.6	44.9	0.0				0.0	4.6	5.2
Cycle Q Clear(g_c), s				50.6	44.9	0.0				0.0	4.6	5.2
Prop In Lane				0.23		0.00				0.00		0.87
Lane Grp Cap(c), veh/h				1324	2439	0				0	653	293
V/C Ratio(X)				0.70	0.63	0.00				0.00	0.25	0.29
Avail Cap(c_a), veh/h				1324	2439	0				0	653	293
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				31.2	29.1	0.0				0.0	37.8	38.0
Incr Delay (d2), s/veh				3.1	1.3	0.0				0.0	0.9	2.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				26.1	20.8	0.0				0.0	2.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.3	30.3	0.0				0.0	38.7	40.5
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2476						251	
Approach Delay, s/veh					31.8						39.3	
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				7.2		52.6						
Green Ext Time (p_c), s				0.3		4.6						
Intersection Summary												
HCM 6th Ctrl Delay											32.5	
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	0	2320	136	88	97	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2320	136	88	97	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	2392	140	91	100	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	3519	204	307	377	0			
Arrive On Green				0.00	0.24	0.24	0.19	0.19	0.00			
Sat Flow, veh/h				0	5099	285	1602	2059	0			
Grp Volume(v), veh/h				0	1643	889	102	89	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1812	1790	1777	0			
Q Serve(g_s), s				0.0	48.3	49.3	5.4	4.7	0.0			
Cycle Q Clear(g_c), s				0.0	48.3	49.3	5.4	4.7	0.0			
Prop In Lane				0.00		0.16	0.89		0.00			
Lane Grp Cap(c), veh/h				0	2429	1293	343	341	0			
V/C Ratio(X)				0.00	0.68	0.69	0.30	0.26	0.00			
Avail Cap(c_a), veh/h				0	2429	1293	343	341	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	30.5	30.9	38.1	37.8	0.0			
Incr Delay (d2), s/veh				0.0	1.5	3.0	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	22.4	24.9	2.6	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	32.0	33.9	40.3	39.7	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2532			191				
Approach Delay, s/veh					32.7			40.0				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						84.0		26.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						78.5		21.1				
Max Q Clear Time (g_c+I1), s						51.3		7.4				
Green Ext Time (p_c), s						22.4		0.8				
Intersection Summary												
HCM 6th Ctrl Delay												33.2
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	229	2511	0	0	0	0	0	144	42
Future Volume (veh/h)	0	0	0	229	2511	0	0	0	0	0	144	42
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				241	2643	0				0	152	44
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				298	3509	0				0	649	279
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				411	5011	0				0	3647	1529
Grp Volume(v), veh/h				1085	1799	0				0	152	44
Grp Sat Flow(s),veh/h/ln				1850	1702	0				0	1777	1529
Q Serve(g_s), s				60.9	53.6	0.0				0.0	4.0	2.7
Cycle Q Clear(g_c), s				60.9	53.6	0.0				0.0	4.0	2.7
Prop In Lane				0.22		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1340	2466	0				0	649	279
V/C Ratio(X)				0.81	0.73	0.00				0.00	0.23	0.16
Avail Cap(c_a), veh/h				1340	2466	0				0	649	279
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				34.7	31.9	0.0				0.0	38.4	37.8
Incr Delay (d2), s/veh				5.4	1.9	0.0				0.0	0.8	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				32.1	25.0	0.0				0.0	1.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.1	33.8	0.0				0.0	39.2	39.0
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2884						196	
Approach Delay, s/veh					36.2						39.2	
Approach LOS					D						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				25.0		85.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				20.1		79.7						
Max Q Clear Time (g_c+I1), s				6.0		62.9						
Green Ext Time (p_c), s				0.9		15.7						
Intersection Summary												
HCM 6th Ctrl Delay											36.4	
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	2586	49	122	63	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2586	49	122	63	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	2694	51	127	66	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3680	69	342	341	0			
Arrive On Green				0.00	0.71	0.71	0.19	0.19	0.00			
Sat Flow, veh/h				0	5326	97	1781	1870	0			
Grp Volume(v), veh/h				0	1773	972	127	66	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1850	1781	1777	0			
Q Serve(g_s), s				0.0	34.2	34.9	6.8	3.4	0.0			
Cycle Q Clear(g_c), s				0.0	34.2	34.9	6.8	3.4	0.0			
Prop In Lane				0.00		0.05	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2429	1320	342	341	0			
V/C Ratio(X)				0.00	0.73	0.74	0.37	0.19	0.00			
Avail Cap(c_a), veh/h				0	2429	1320	342	341	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	9.4	9.5	38.7	37.3	0.0			
Incr Delay (d2), s/veh				0.0	2.0	3.7	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	11.5	13.3	3.3	1.6	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	11.4	13.2	41.8	38.6	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2745			193				
Approach Delay, s/veh					12.0			40.7				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						84.0		26.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						78.5		21.1				
Max Q Clear Time (g_c+I1), s						36.9		8.8				
Green Ext Time (p_c), s						34.1		0.8				
Intersection Summary												
HCM 6th Ctrl Delay											13.9	
HCM 6th LOS											B	

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑			↑				↑
Traffic Vol, veh/h	0	0	0	0	132	553	2	92	0	0	1	11
Future Vol, veh/h	0	0	0	0	132	553	2	92	0	0	1	11
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
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	138	576	2	96	0	0	1	11

Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	-	0	85 720
Stage 1	-	-	0 0
Stage 2	-	-	85 720
Critical Hdwy	-	-	7.54 6.54
Critical Hdwy Stg 1	-	-	- 5.54
Critical Hdwy Stg 2	-	-	6.54 5.54
Follow-up Hdwy	-	-	3.52 4.02
Pot Cap-1 Maneuver	0	-	892 352
Stage 1	0	-	0 581
Stage 2	0	-	913 430
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	874 350
Mov Cap-2 Maneuver	-	-	874 350
Stage 1	-	-	- 578
Stage 2	-	-	894 427

Approach	WB	NB	SB
HCM Control Delay, s	0	19.1	11
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	350	-	-	616
HCM Lane V/C Ratio	0.274	-	-	0.019
HCM Control Delay (s)	19.1	-	-	11
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	0.1

SAN ADP EA
25: N Harbor Dr & W Grape St

Year 2031 with Project
Timing Plan: Airport PEAK



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	568	112	1527	812	0
Future Volume (veh/h)	0	0	0	0	0	0	0	568	112	1527	812	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		0.97	1.00		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	598	118	1607	855	0
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	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1704	524	2868	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.34	0.34	0.38	0.64	0.00
Sat Flow, veh/h		0					0	5149	1534	5023	1826	0
Grp Volume(v), veh/h		0.0					0	598	118	1607	855	0
Grp Sat Flow(s),veh/h/ln							0	1662	1534	1674	1826	0
Q Serve(g_s), s							0.0	9.9	6.0	27.7	27.1	0.0
Cycle Q Clear(g_c), s							0.0	9.9	6.0	27.7	27.1	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1704	524	2868	1740	0
V/C Ratio(X)							0.00	0.35	0.23	0.56	0.49	0.00
Avail Cap(c_a), veh/h							0	1717	529	2868	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	27.1	25.8	23.1	5.8	0.0
Incr Delay (d2), s/veh							0.0	0.3	0.6	0.2	0.9	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	3.8	2.2	11.3	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	27.4	26.4	23.3	6.7	0.0
LnGrp LOS							A	C	C	C	A	A
Approach Vol, veh/h								716			2462	
Approach Delay, s/veh								27.2			17.6	
Approach LOS								C			B	
Timer - Assigned Phs	1	2						6				
Phs Duration (G+Y+Rc), s	67.2	42.8						110.0				
Change Period (Y+Rc), s	4.4	* 5.2						5.2				
Max Green Setting (Gmax), s	26.8	* 38						68.8				
Max Q Clear Time (g_c+I1), s	29.7	11.9						29.1				
Green Ext Time (p_c), s	0.0	9.1						9.5				

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)	75	1494	82	0	0	0	0	346	199	92	315	0
Future Volume (veh/h)	75	1494	82	0	0	0	0	346	199	92	315	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.95	1.00		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	77	1540	85				0	357	205	95	325	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	146	3119	957				0	598	265	125	1459	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.14	0.57	0.00
Sat Flow, veh/h	236	5027	1543				0	3572	1511	1781	5274	0
Grp Volume(v), veh/h	606	1011	85				0	357	205	95	325	0
Grp Sat Flow(s),veh/h/ln	1859	1702	1543				0	1702	1511	1781	1702	0
Q Serve(g_s), s	32.0	28.8	4.9				0.0	10.6	14.2	5.6	3.4	0.0
Cycle Q Clear(g_c), s	32.0	28.8	4.9				0.0	10.6	14.2	5.6	3.4	0.0
Prop In Lane	0.13		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1153	2113	957				0	598	265	125	1459	0
V/C Ratio(X)	0.53	0.48	0.09				0.00	0.60	0.77	0.76	0.22	0.00
Avail Cap(c_a), veh/h	1153	2113	957				0	870	386	334	2442	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)	0.09	0.09	0.09				0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	29.3	28.0	18.5				0.0	41.8	43.3	46.4	17.6	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0				0.0	1.1	6.3	3.1	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/ft	5.9	13.1	1.8				0.0	4.5	5.7	2.4	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	28.1	18.6				0.0	42.8	49.6	49.4	17.6	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1702						562			420	
Approach Delay, s/veh		28.1						45.3			24.8	
Approach LOS		C						D			C	
Timer - Assigned Phs		2	4				7	8				
Phs Duration (G+Y+Rc), s		73.2	36.8				12.1	24.7				
Change Period (Y+Rc), s		4.9	5.4				4.4	* 5.4				
Max Green Setting (Gmax), s		47.1	52.6				20.6	* 28				
Max Q Clear Time (g_c+I1), s		34.0	5.4				7.6	16.2				
Green Ext Time (p_c), s		10.6	1.8				0.1	3.1				

Intersection Summary

HCM 6th Ctrl Delay	31.2
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	1781	48	0	0	0	0	0	0	165	243	0
Future Volume (veh/h)	0	1781	48	0	0	0	0	0	0	165	243	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							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	1836	49							170	251	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	3163	84							520	993	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5277	136							1781	3572	0
Grp Volume(v), veh/h	0	1223	662							170	251	0
Grp Sat Flow(s),veh/h/ln	0	1702	1841							1781	1702	0
Q Serve(g_s), s	0.0	35.7	35.7							9.8	7.5	0.0
Cycle Q Clear(g_c), s	0.0	35.7	35.7							9.8	7.5	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2107	1140							520	993	0
V/C Ratio(X)	0.00	0.58	0.58							0.33	0.25	0.00
Avail Cap(c_a), veh/h	0	2107	1140							520	993	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	30.9	30.9							39.6	38.6	0.0
Incr Delay (d2), s/veh	0.0	1.2	2.2							1.7	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	16.5	18.2							4.9	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.0	33.0							41.3	39.2	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1885									421	
Approach Delay, s/veh		32.4									40.1	
Approach LOS		C									D	
Timer - Assigned Phs		2	4									
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+l1), s		37.7	11.8									
Green Ext Time (p_c), s		6.4	1.1									
Intersection Summary												
HCM 6th Ctrl Delay			33.8									
HCM 6th LOS			C									



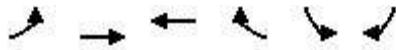
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑									↑↑		
Traffic Volume (veh/h)	72	2240	0	0	0	0	0	104	226	0	0	0
Future Volume (veh/h)	72	2240	0	0	0	0	0	104	226	0	0	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00	0.91	
Parking Bus, 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	74	2309	0							0	107	233
Peak Hour Factor	0.97	0.97	0.97							0.97	0.97	0.97
Percent Heavy Veh, %	2	2	0							0	2	2
Cap, veh/h	97	3212	0							0	502	409
Arrive On Green	0.21	0.21	0.00							0.00	0.28	0.28
Sat Flow, veh/h	154	5281	0							0	1870	1446
Grp Volume(v), veh/h	896	1487	0							0	107	233
Grp Sat Flow(s),veh/h/ln	1863	1702	0							0	1777	1446
Q Serve(g_s), s	49.8	44.5	0.0							0.0	5.1	15.2
Cycle Q Clear(g_c), s	49.8	44.5	0.0							0.0	5.1	15.2
Prop In Lane	0.08		0.00							0.00		1.00
Lane Grp Cap(c), veh/h	1170	2138	0							0	502	409
V/C Ratio(X)	0.77	0.70	0.00							0.00	0.21	0.57
Avail Cap(c_a), veh/h	1170	2138	0							0	502	409
HCM Platoon Ratio	0.33	0.33	1.00							1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00							0.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	33.9	0.0							0.0	30.1	33.7
Incr Delay (d2), s/veh	4.8	1.9	0.0							0.0	1.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.3	20.8	0.0							0.0	2.3	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	35.8	0.0							0.0	31.1	39.4
LnGrp LOS	D	D	A							A	C	D
Approach Vol, veh/h	2383									340		
Approach Delay, s/veh	37.6									36.8		
Approach LOS	D									D		
Timer - Assigned Phs	2									8		
Phs Duration (G+Y+Rc), s	74.0									36.0		
Change Period (Y+Rc), s	4.9									4.9		
Max Green Setting (Gmax), s	69.1									31.1		
Max Q Clear Time (g_c+I1), s	51.8									17.2		
Green Ext Time (p_c), s	14.6									1.9		
Intersection Summary												
HCM 6th Ctrl Delay	37.5											
HCM 6th LOS	D											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑								↙	↑↑	
Traffic Volume (veh/h)	0	2607	94	0	0	0	0	0	0	144	239	0
Future Volume (veh/h)	0	2607	94	0	0	0	0	0	0	144	239	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	2660	96							147	244	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	3453	123							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5226	181							1781	3647	0
Grp Volume(v), veh/h	0	1781	975							147	244	0
Grp Sat Flow(s),veh/h/ln	0	1702	1834							1781	1777	0
Q Serve(g_s), s	0.0	53.9	54.9							8.6	7.1	0.0
Cycle Q Clear(g_c), s	0.0	53.9	54.9							8.6	7.1	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1252							406	811	0
V/C Ratio(X)	0.00	0.77	0.78							0.36	0.30	0.00
Avail Cap(c_a), veh/h	0	2324	1252							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	34.4	34.8							43.2	42.6	0.0
Incr Delay (d2), s/veh	0.0	2.5	4.8							2.5	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/lr0.0	0.0	25.3	28.5							4.4	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.9	39.6							45.7	43.5	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2756									391	
Approach Delay, s/veh		37.8									44.3	
Approach LOS		D									D	
Timer - Assigned Phs		2	4									
Phs Duration (G+Y+Rc), s		80.0	30.0									
Change Period (Y+Rc), s		4.9	4.9									
Max Green Setting (Gmax), s		75.1	25.1									
Max Q Clear Time (g_c+l1), s		56.9	10.6									
Green Ext Time (p_c), s		16.5	1.7									
Intersection Summary												
HCM 6th Ctrl Delay			38.7									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	129	2395	0	0	0	0	0	78	31	0	0	0
Future Volume (veh/h)	129	2395	0	0	0	0	0	78	31	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	136	2521	0				0	82	33			
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	180	3556	0				0	505	193			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	253	5177	0				0	2608	960			
Grp Volume(v), veh/h	999	1658	0				0	57	58			
Grp Sat Flow(s),veh/h/ln	1858	1702	0				0	1777	1697			
Q Serve(g_s), s	55.1	48.9	0.0				0.0	2.9	3.1			
Cycle Q Clear(g_c), s	55.1	48.9	0.0				0.0	2.9	3.1			
Prop In Lane	0.14		0.00				0.00		0.57			
Lane Grp Cap(c), veh/h	1319	2417	0				0	357	341			
V/C Ratio(X)	0.76	0.69	0.00				0.00	0.16	0.17			
Avail Cap(c_a), veh/h	1319	2417	0				0	357	341			
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	33.3	30.9	0.0				0.0	36.3	36.4			
Incr Delay (d2), s/veh	4.1	1.6	0.0				0.0	0.9	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	28.8	22.8	0.0				0.0	1.4	1.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	32.5	0.0				0.0	37.2	37.5			
LnGrp LOS	D	C	A				A	D	D			
Approach Vol, veh/h		2657						115				
Approach Delay, s/veh		34.4						37.3				
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		57.1						5.1				
Green Ext Time (p_c), s		18.5						0.5				
Intersection Summary												
HCM 6th Ctrl Delay			34.5									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖↖	↗
Traffic Volume (veh/h)	32	939	889	107	104	189
Future Volume (veh/h)	32	939	889	107	104	189
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	34	1010	956	115	112	203
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	502	3813	1957	235	507	233
Arrive On Green	0.28	0.76	0.87	0.87	0.15	0.15
Sat Flow, veh/h	1781	5149	4663	539	3456	1585
Grp Volume(v), veh/h	34	1010	705	366	112	203
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1715	1728	1585
Q Serve(g_s), s	1.7	7.2	5.8	5.8	3.4	15.0
Cycle Q Clear(g_c), s	1.7	7.2	5.8	5.8	3.4	15.0
Prop In Lane	1.00			0.31	1.00	1.00
Lane Grp Cap(c), veh/h	502	3813	1446	746	507	233
V/C Ratio(X)	0.07	0.26	0.49	0.49	0.22	0.87
Avail Cap(c_a), veh/h	502	3813	1446	746	1212	556
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	31.6	4.2	4.8	4.8	45.1	50.1
Incr Delay (d2), s/veh	0.0	0.2	1.1	2.2	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	0.7	1.9	1.5	1.8	1.5	12.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.6	4.3	5.9	7.0	45.2	54.1
LnGrp LOS	C	A	A	A	D	D
Approach Vol, veh/h		1044	1071		315	
Approach Delay, s/veh		5.2	6.3		50.9	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.5		22.5	39.5	58.0
Change Period (Y+Rc), s		5.7		4.9	5.7	* 5.8
Max Green Setting (Gmax), s		67.3		42.1	10.6	* 52
Max Q Clear Time (g_c+I1), s		9.2		17.0	3.7	7.8
Green Ext Time (p_c), s		23.1		0.6	0.0	20.3

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)	117	1010	30	24	1021	17	21	0	12	8	0	11
Future Volume (veh/h)	117	1010	30	24	1021	17	21	0	12	8	0	11
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		0.88	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	121	1041	31	25	1053	0	17	7	12	8	0	11
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	145	2170	65	507	3241		41	13	23	270	0	118
Arrive On Green	0.16	0.87	0.87	0.28	0.65	0.00	0.02	0.02	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	4970	148	1781	4985	1585	1781	568	974	3456	0	1506
Grp Volume(v), veh/h	121	696	376	25	1053	0	17	0	19	8	0	11
Grp Sat Flow(s),veh/h/ln	1781	1662	1795	1781	1662	1585	1781	0	1543	1728	0	1506
Q Serve(g_s), s	7.9	5.5	5.5	1.2	11.2	0.0	1.1	0.0	1.5	0.3	0.0	0.8
Cycle Q Clear(g_c), s	7.9	5.5	5.5	1.2	11.2	0.0	1.1	0.0	1.5	0.3	0.0	0.8
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	145	1451	784	507	3241		41	0	36	270	0	118
V/C Ratio(X)	0.83	0.48	0.48	0.05	0.32		0.41	0.00	0.53	0.03	0.00	0.09
Avail Cap(c_a), veh/h	276	1451	784	507	3241		105	0	91	979	0	427
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)	0.98	0.98	0.98	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	4.6	4.6	31.2	9.3	0.0	57.8	0.0	58.0	51.1	0.0	51.4
Incr Delay (d2), s/veh	4.5	1.1	2.1	0.0	0.3	0.0	2.4	0.0	4.4	0.0	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	3.4	1.5	1.8	0.5	3.7	0.0	0.5	0.0	0.6	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	5.7	6.7	31.2	9.6	0.0	60.2	0.0	62.4	51.1	0.0	51.5
LnGrp LOS	D	A	A	C	A		E	A	E	D	A	D
Approach Vol, veh/h	1193				1078		A	36				19
Approach Delay, s/veh	10.9				10.1			61.3				51.3
Approach LOS	B				B			E				D
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	39.9	58.1	14.3		14.2	83.8	7.7					
Change Period (Y+Rc), s	5.8	* 5.7	4.9		4.4	5.8	4.9					
Max Green Setting (Gmax), s	60.6	* 52	34.0		18.6	40.3	7.1					
Max Q Clear Time (g_c+I), s	13.2	7.5	2.8		9.9	13.2	3.5					
Green Ext Time (p_c), s	0.0	16.4	0.0		0.1	13.0	0.0					

Intersection Summary

HCM 6th Ctrl Delay	11.6
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)	263	738	185	461	1218	0	169	43	363	0	32	182
Future Volume (veh/h)	263	738	185	461	1218	0	169	43	363	0	32	182
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		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj	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		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	292	820	206	512	1353	0	188	48	0	0	36	202
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	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	319	1429	553	1403	3294	0	255	138		0	111	154
Arrive On Green	0.18	0.29	0.29	0.41	0.52	0.00	0.07	0.07	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1519	3456	6537	0	3456	1870	1585	0	1870	2606
Grp Volume(v), veh/h	292	820	206	512	1353	0	188	48	0	0	36	202
Grp Sat Flow(s),veh/h/ln	1781	1662	1519	1728	1570	0	1728	1870	1585	0	1870	1303
Q Serve(g_s), s	19.3	16.9	12.0	12.4	15.7	0.0	6.4	2.9	0.0	0.0	2.2	7.1
Cycle Q Clear(g_c), s	19.3	16.9	12.0	12.4	15.7	0.0	6.4	2.9	0.0	0.0	2.2	7.1
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	319	1429	553	1403	3294	0	255	138		0	111	154
V/C Ratio(X)	0.92	0.57	0.37	0.36	0.41	0.00	0.74	0.35		0.00	0.33	1.31
Avail Cap(c_a), veh/h	380	1429	553	1403	3294	0	1066	577		0	111	154
HCM Platoon Ratio	1.00	1.00	1.00	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	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	36.5	28.4	24.8	17.3	0.0	54.4	52.8	0.0	0.0	54.2	56.5
Incr Delay (d2), s/veh	22.1	1.7	1.9	0.0	0.0	0.0	1.4	0.5	0.0	0.0	1.7	178.2
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/ft	0.3	6.8	5.1	4.9	5.3	0.0	2.8	1.4	0.0	0.0	1.1	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.5	38.2	30.3	24.9	17.3	0.0	55.9	53.3	0.0	0.0	55.8	234.7
LnGrp LOS	E	D	C	C	B	A	E	D		A	E	F
Approach Vol, veh/h		1318			1865			236	A		238	
Approach Delay, s/veh		44.1			19.4			55.3			207.6	
Approach LOS		D			B			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	54.1	40.1		12.0	25.9	68.3		13.8				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	21.6	* 34		7.1	25.6	30.7		37.0				
Max Q Clear Time (g_c+1/4), s	14.4	18.9		9.1	21.3	17.7		8.4				
Green Ext Time (p_c), s	0.7	8.8		0.0	0.2	10.8		0.5				

Intersection Summary

HCM 6th Ctrl Delay	42.9
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.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

SAN ADP EA
34: Harbor Island Dr & Sheraton Hotel/Old Rent A Car Access

Year 2031 with Project
Timing Plan: Airport PEAK



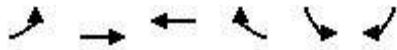
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	0	28	8	7	269	17	258	10	395	304	47
Future Volume (veh/h)	57	0	28	8	7	269	17	258	10	395	304	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.94	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	44	22	29	0	0	296	18	272	11	416	320	49
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	104	42	56	0	262	439	140	758	31	477	1253	189
Arrive On Green	0.06	0.06	0.06	0.00	0.00	0.14	0.08	0.22	0.22	0.27	0.41	0.41
Sat Flow, veh/h	1781	727	958	0	1870	3136	1781	3472	140	1781	3074	465
Grp Volume(v), veh/h	44	0	51	0	0	296	18	139	144	416	183	186
Grp Sat Flow(s),veh/h/ln	1781	0	1685	0	1870	1568	1781	1777	1835	1781	1777	1762
Q Serve(g_s), s	1.2	0.0	1.5	0.0	0.0	4.5	0.5	3.4	3.4	11.3	3.5	3.5
Cycle Q Clear(g_c), s	1.2	0.0	1.5	0.0	0.0	4.5	0.5	3.4	3.4	11.3	3.5	3.5
Prop In Lane	1.00		0.57	0.00		1.00	1.00		0.08	1.00		0.26
Lane Grp Cap(c), veh/h	104	0	98	0	262	439	140	388	401	477	724	718
V/C Ratio(X)	0.42	0.00	0.52	0.00	0.00	0.67	0.13	0.36	0.36	0.87	0.25	0.26
Avail Cap(c_a), veh/h	140	0	133	0	1069	1793	140	1016	1049	597	1471	1459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	23.1	0.0	23.2	0.0	0.0	20.7	21.7	16.8	16.8	17.7	9.9	10.0
Incr Delay (d2), s/veh	2.0	0.0	3.1	0.0	0.0	0.7	0.2	0.4	0.4	9.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	0.0	0.0	1.6	0.2	1.2	1.3	5.2	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	26.3	0.0	0.0	21.4	21.9	17.2	17.2	27.4	10.1	10.1
LnGrp LOS	C	A	C	A	A	C	C	B	B	C	B	B
Approach Vol, veh/h		95			296			301			785	
Approach Delay, s/veh		25.8			21.4			17.5			19.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	15.1		7.0	8.0	24.7		11.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	29.0		4.0	4.0	42.0		29.0				
Max Q Clear Time (g_c+ll), s	7.0	5.4		3.5	2.5	5.5		6.5				
Green Ext Time (p_c), s	0.3	1.2		0.0	0.0	1.8		0.7				

Intersection Summary

HCM 6th Ctrl Delay	19.7
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)	188	9	9	94	139	201
Future Volume (veh/h)	188	9	9	94	139	201
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	214	0	10	0	153	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	837	439	686		291	
Arrive On Green	0.23	0.00	0.37	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	214	0	10	0	153	0
Grp Sat Flow(s),veh/h/ln	1870	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.9	0.0	0.1	0.0	1.6	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.1	0.0	1.6	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	837	439	686		291	
V/C Ratio(X)	0.26	0.00	0.01		0.53	
Avail Cap(c_a), veh/h	1027	539	686		1177	
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	11.9	0.0	7.7	0.0	16.8	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	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	0.6	0.0	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.7	0.0	18.2	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		214	10	A	153	A
Approach Delay, s/veh		12.0	7.7		18.2	
Approach LOS		B	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.0		7.2		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		3.9		3.6		2.1
Green Ext Time (p_c), s		0.4		0.3		0.0

Intersection Summary

HCM 6th Ctrl Delay	14.4
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	13	140	84	0	1	1
Future Vol, veh/h	13	140	84	0	1	1
Conflicting Peds, #/hr	6	0	0	6	0	1
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	165	99	0	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	105	0	-	0	218 57
Stage 1	-	-	-	-	105 -
Stage 2	-	-	-	-	113 -
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	1484	-	-	-	750 997
Stage 1	-	-	-	-	908 -
Stage 2	-	-	-	-	899 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1476	-	-	-	733 990
Mov Cap-2 Maneuver	-	-	-	-	733 -
Stage 1	-	-	-	-	893 -
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)	1476	-	-	-	842
HCM Lane V/C Ratio	0.01	-	-	-	0.003
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖	↑↑↑↑	↗	↖
Traffic Volume (veh/h)	3135	44	100	1047	33	125
Future Volume (veh/h)	3135	44	100	1047	33	125
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	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	3232	45	103	1079	34	129
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	3544	833	690	5075	191	153
Arrive On Green	0.56	0.56	0.40	1.00	0.11	0.11
Sat Flow, veh/h	6537	1477	3456	6537	1781	1427
Grp Volume(v), veh/h	3232	45	103	1079	34	129
Grp Sat Flow(s),veh/h/ln	1570	1477	1728	1570	1781	1427
Q Serve(g_s), s	55.4	1.6	2.3	0.0	2.1	10.7
Cycle Q Clear(g_c), s	55.4	1.6	2.3	0.0	2.1	10.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3544	833	690	5075	191	153
V/C Ratio(X)	0.91	0.05	0.15	0.21	0.18	0.85
Avail Cap(c_a), veh/h	3544	833	690	5075	475	380
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.09	0.09	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	23.5	11.8	29.5	0.0	48.8	52.6
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.2	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	0.5	0.9	0.0	0.9	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.9	11.8	29.6	0.1	48.9	57.4
LnGrp LOS	C	B	C	A	D	E
Approach Vol, veh/h	3277			1182	163	
Approach Delay, s/veh	23.8			2.7	55.7	
Approach LOS	C			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	29.3	73.0		102.3	17.7	
Change Period (Y+Rc), s	5.3	* 5.3		5.3	4.9	
Max Green Setting (Gmax), s	5.3	* 68		77.8	32.0	
Max Q Clear Time (g_c+14), s	57.4			2.0	12.7	
Green Ext Time (p_c), s	0.0	10.2		24.8	0.2	

Intersection Summary

HCM 6th Ctrl Delay	19.5
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)	15	3069	1	8	713	99	1	0	1	5	0	5
Future Volume (veh/h)	15	3069	1	8	713	99	1	0	1	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		0.98	1.00		0.99	0.98		0.97	0.98		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	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	3197	1	8	743	103	1	0	1	5	0	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	477	4165	1	59	3192	433	62	11	28	110	0	55
Arrive On Green	0.54	1.00	1.00	0.03	0.57	0.57	0.04	0.00	0.04	0.04	0.00	0.04
Sat Flow, veh/h	1781	5147	2	1781	5625	763	466	305	771	1381	0	1545
Grp Volume(v), veh/h	16	2064	1134	8	620	226	2	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1570	1677	1542	0	0	1381	0	1545
Q Serve(g_s), s	0.5	0.0	0.0	0.5	7.9	8.1	0.0	0.0	0.0	0.2	0.0	0.4
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.5	7.9	8.1	0.1	0.0	0.0	0.4	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.45	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	477	2689	1477	59	2673	951	100	0	0	110	0	55
V/C Ratio(X)	0.03	0.77	0.77	0.13	0.23	0.24	0.02	0.00	0.00	0.05	0.00	0.09
Avail Cap(c_a), veh/h	477	2689	1477	59	2673	951	436	0	0	429	0	412
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(l)	0.63	0.63	0.63	0.99	0.99	0.99	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	0.0	56.3	12.9	13.0	55.8	0.0	0.0	56.0	0.0	56.0
Incr Delay (d2), s/veh	0.0	1.4	2.5	0.4	0.2	0.6	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.2	0.5	1.0	0.2	2.6	3.0	0.1	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	1.4	2.5	56.7	13.1	13.6	55.9	0.0	0.0	56.0	0.0	56.2
LnGrp LOS	C	A	A	E	B	B	E	A	A	E	A	E
Approach Vol, veh/h	3214				854		2				10	
Approach Delay, s/veh	1.9				13.6		55.9				56.1	
Approach LOS	A				B		E				E	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.4	102.4	9.2		37.4	73.4	9.2					
Change Period (Y+Rc), s	4.4	5.3	4.9		5.3	* 5.3	4.9					
Max Green Setting (Gmax), s	69.4	69.4	32.0		5.3	* 68	32.0					
Max Q Clear Time (g_c+1), s	2.0	2.0	2.4		2.5	10.1	2.1					
Green Ext Time (p_c), s	0.0	66.4	0.0		0.0	14.4	0.0					

Intersection Summary

HCM 6th Ctrl Delay	4.5
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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	
Traffic Volume (veh/h)	3055	11	26	911	0	27
Future Volume (veh/h)	3055	11	26	911	0	27
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	3149	11	27	939	0	28
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	4005	14	40	4277	0	36
Arrive On Green	0.78	0.78	0.02	0.86	0.00	0.02
Sat Flow, veh/h	5291	18	1781	5149	0	1538
Grp Volume(v), veh/h	2039	1121	27	939	0	29
Grp Sat Flow(s),veh/h/ln	1662	1821	1781	1662	0	1593
Q Serve(g_s), s	28.2	28.4	1.2	2.7	0.0	1.5
Cycle Q Clear(g_c), s	28.2	28.4	1.2	2.7	0.0	1.5
Prop In Lane		0.01	1.00		0.00	0.97
Lane Grp Cap(c), veh/h	2596	1423	40	4277	0	38
V/C Ratio(X)	0.79	0.79	0.67	0.22	0.00	0.77
Avail Cap(c_a), veh/h	2603	1426	94	4439	0	358
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	5.0	5.0	39.3	1.0	0.0	39.4
Incr Delay (d2), s/veh	2.2	3.9	7.1	0.1	0.0	27.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.6	0.6	0.0	0.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.2	9.0	46.5	1.1	0.0	66.6
LnGrp LOS	A	A	D	A	A	E
Approach Vol, veh/h	3160			966	29	
Approach Delay, s/veh	7.8			2.4	66.6	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	6.2	68.5		74.8	6.3	
Change Period (Y+Rc), s	4.4	5.2		5.2	4.4	
Max Green Setting (Gmax), s	4.3	63.5		72.2	18.2	
Max Q Clear Time (g_c+I), s	13.2	30.4		4.7	3.5	
Green Ext Time (p_c), s	0.0	33.0		21.9	0.0	

Intersection Summary

HCM 6th Ctrl Delay		7.0
HCM 6th LOS		A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	Y			↑↑↑	
Traffic Volume (veh/h)	0	318	0	0	1348	745
Future Volume (veh/h)	0	318	0	0	1348	745
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	338			1434	793
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2897	1345
Arrive On Green	0.00	0.00			0.85	0.85
Sat Flow, veh/h	0				3572	1580
Grp Volume(v), veh/h	0.0				1434	793
Grp Sat Flow(s),veh/h/ln					1702	1580
Q Serve(g_s), s					3.3	4.5
Cycle Q Clear(g_c), s					3.3	4.5
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2897	1345
V/C Ratio(X)					0.50	0.59
Avail Cap(c_a), veh/h					3550	1648
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.6	0.7
Incr Delay (d2), s/veh					0.1	0.4
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.7	1.1
LnGrp LOS					A	A
Approach Vol, veh/h					2227	
Approach Delay, s/veh					0.8	
Approach LOS					A	
Timer - Assigned Phs						6
Phs Duration (G+Y+Rc), s						30.2
Change Period (Y+Rc), s						4.5
Max Green Setting (Gmax), s						31.5
Max Q Clear Time (g_c+I1), s						6.5
Green Ext Time (p_c), s						19.2
Intersection Summary						
HCM 6th Ctrl Delay			0.8			
HCM 6th LOS			A			
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)	102	609	45	54	616	217	39	40	30	178	40	153
Future Volume (veh/h)	102	609	45	54	616	217	39	40	30	178	40	153
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	0.99		0.99	0.99		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		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	104	621	46	55	629	221	40	41	31	182	41	156
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	2175	659	71	2002	608	361	396	323	545	681	602
Arrive On Green	0.07	0.43	0.43	0.04	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	5106	1548	1781	5106	1550	782	1034	842	1318	1777	1571
Grp Volume(v), veh/h	104	621	46	55	629	221	55	0	57	182	41	156
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1550	1116	0	1542	1318	1777	1571
Q Serve(g_s), s	5.9	8.1	1.8	3.1	8.7	10.3	1.9	0.0	2.4	10.5	1.5	6.9
Cycle Q Clear(g_c), s	5.9	8.1	1.8	3.1	8.7	10.3	8.9	0.0	2.4	12.9	1.5	6.9
Prop In Lane	1.00		1.00	1.00		1.00	0.72		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	131	2175	659	71	2002	608	489	0	591	545	681	602
V/C Ratio(X)	0.79	0.29	0.07	0.78	0.31	0.36	0.11	0.00	0.10	0.33	0.06	0.26
Avail Cap(c_a), veh/h	272	2175	659	185	2002	608	489	0	591	545	681	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	19.1	17.3	48.5	21.5	22.0	22.7	0.0	20.1	24.3	19.9	21.5
Incr Delay (d2), s/veh	3.8	0.3	0.2	6.3	0.4	1.6	0.5	0.0	0.3	1.0	0.1	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	2.6	3.1	0.6	1.5	3.3	3.8	1.0	0.0	0.9	3.4	0.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	19.4	17.5	54.9	21.9	23.6	23.1	0.0	20.5	25.3	20.0	22.2
LnGrp LOS	D	B	B	D	C	C	C	A	C	C	B	C
Approach Vol, veh/h		771			905			112			379	
Approach Delay, s/veh		23.5			24.3			21.8			23.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	49.5		44.0	11.9	46.1		44.0				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	10.6	* 37		39.1	15.6	31.9		39.1				
Max Q Clear Time (g_c+1/5), s	10.1			14.9	7.9	12.3		10.9				
Green Ext Time (p_c), s	0.0	7.2		4.3	0.1	9.8		0.4				

Intersection Summary

HCM 6th Ctrl Delay	23.7
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)	33	407	0	0	484	338	0	0	0	339	0	49
Future Volume (veh/h)	33	407	0	0	484	338	0	0	0	339	0	49
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	0.99		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	36	447	0	0	532	0	0	0	0	423	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	46	2645	0	2	2421		0	2	1	548	291	0
Arrive On Green	0.03	0.74	0.00	0.00	0.68	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	3521	1870	0
Grp Volume(v), veh/h	36	447	0	0	532	0	0	0	0	423	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1761	1870	0
Q Serve(g_s), s	2.4	4.3	0.0	0.0	6.6	0.0	0.0	0.0	0.0	13.6	0.0	0.0
Cycle Q Clear(g_c), s	2.4	4.3	0.0	0.0	6.6	0.0	0.0	0.0	0.0	13.6	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	46	2645	0	2	2421		0	2	1	548	291	0
V/C Ratio(X)	0.79	0.17	0.00	0.00	0.22		0.00	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	62	2645	0	62	2421		0	476	403	1104	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	0.86	0.00	0.00	0.00	0.00	0.79	0.00	0.00
Uniform Delay (d), s/veh	57.2	4.4	0.0	0.0	7.0	0.0	0.0	0.0	0.0	47.8	0.0	0.0
Incr Delay (d2), s/veh	26.4	0.1	0.0	0.0	0.2	0.0	0.0	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	1.4	1.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	6.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.5	4.6	0.0	0.0	7.2	0.0	0.0	0.0	0.0	48.5	0.0	0.0
LnGrp LOS	F	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		483			532	A		0			423	
Approach Delay, s/veh		10.4			7.2			0.0			48.5	
Approach LOS		B			A						D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	93.7		24.3	7.4	86.3		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s		* 27		37.0	4.1	25.8		30.0				
Max Q Clear Time (g_c+10), s		6.3		15.6	4.4	8.6		0.0				
Green Ext Time (p_c), s	0.0	6.4		0.8	0.0	5.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	20.4
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.
 * 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)	246	263	160	97	279	139	179	784	100	151	861	108
Future Volume (veh/h)	246	263	160	97	279	139	179	784	100	151	861	108
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		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	256	274	167	101	291	145	186	817	104	157	897	112
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	477	280	125	468	300	213	1512	192	213	1490	649
Arrive On Green	0.16	0.22	0.22	0.07	0.13	0.13	0.12	0.48	0.48	0.06	0.42	0.42
Sat Flow, veh/h	1781	2125	1248	1781	3554	1535	1781	3167	403	3456	3554	1549
Grp Volume(v), veh/h	256	227	214	101	291	145	186	458	463	157	897	112
Grp Sat Flow(s),veh/h/ln	1781	1777	1597	1781	1777	1535	1781	1777	1793	1728	1777	1549
Q Serve(g_s), s	16.4	13.2	13.9	6.5	9.0	6.3	11.9	21.1	21.1	5.2	22.7	3.0
Cycle Q Clear(g_c), s	16.4	13.2	13.9	6.5	9.0	6.3	11.9	21.1	21.1	5.2	22.7	3.0
Prop In Lane	1.00		0.78	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	283	399	358	125	468	300	213	848	856	213	1490	649
V/C Ratio(X)	0.91	0.57	0.60	0.81	0.62	0.48	0.87	0.54	0.54	0.74	0.60	0.17
Avail Cap(c_a), veh/h	316	554	498	201	888	481	224	848	856	232	1490	649
HCM Platoon Ratio	1.00	1.00	1.00	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	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	40.0	40.3	53.1	47.6	20.2	50.2	21.4	21.4	53.5	26.2	6.9
Incr Delay (d2), s/veh	25.0	0.5	0.6	4.6	0.5	0.4	27.0	2.5	2.4	8.9	1.8	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	9.2	5.8	5.5	3.1	4.0	0.6	6.9	9.2	9.3	2.5	9.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.9	40.5	40.9	57.8	48.1	20.6	77.2	23.8	23.8	62.4	28.0	7.5
LnGrp LOS	E	D	D	E	D	C	E	C	C	E	C	A
Approach Vol, veh/h		697			537			1107			1166	
Approach Delay, s/veh		52.5			42.5			32.8			30.6	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.5	60.7	12.6	31.2	18.3	53.9	23.6	20.2				
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	* 40	13.1	36.2	14.6	32.8	20.6	* 29				
Max Q Clear Time (g_c+11), s	17.2	23.1	8.5	15.9	13.9	24.7	18.4	11.0				
Green Ext Time (p_c), s	0.0	2.1	0.0	1.0	0.0	1.9	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Notes

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

SAN ADP EA
1: Pacific Hwy & Rosecrans St/Taylor St

Year 2031 with Project
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	543	149	237	232	74	169	183	577	124	237	82
Future Volume (veh/h)	74	543	149	237	232	74	169	183	577	124	237	82
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	584	160	255	249	80	182	197	620	133	255	88
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	947	594	323	565	461	212	1232	653	162	1131	418
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	1456	1781	3554	1313
Grp Volume(v), veh/h	80	584	160	255	249	80	182	197	620	133	255	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1456	1781	1777	1313
Q Serve(g_s), s	5.1	16.6	8.3	8.3	12.4	4.5	11.6	4.4	40.0	8.5	6.1	5.7
Cycle Q Clear(g_c), s	5.1	16.6	8.3	8.3	12.4	4.5	11.6	4.4	40.0	8.5	6.1	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	947	594	323	565	461	212	1232	653	162	1131	418
V/C Ratio(X)	0.78	0.62	0.27	0.79	0.44	0.17	0.86	0.16	0.95	0.82	0.23	0.21
Avail Cap(c_a), veh/h	463	1232	716	898	648	529	463	1232	653	463	1232	455
HCM Platoon Ratio	1.00	1.00	1.00	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	53.7	37.1	24.3	51.2	32.4	29.6	49.9	26.1	31.5	51.6	28.9	28.7
Incr Delay (d2), s/veh	4.8	0.8	0.3	1.7	0.3	0.1	3.9	0.1	23.6	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	7.3	3.1	3.7	5.6	1.7	5.4	1.9	20.5	4.0	2.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	37.9	24.6	52.9	32.7	29.7	53.7	26.1	55.1	55.5	28.9	28.8
LnGrp LOS	E	D	C	D	C	C	D	C	E	E	C	C
Approach Vol, veh/h		824			584			999				476
Approach Delay, s/veh		37.3			41.1			49.1				36.3
Approach LOS		D			D			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.2	36.7	19.1	43.4	12.0	40.8	15.9	46.7				
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	10.3	18.6	13.6	8.1	7.1	14.4	10.5	42.0				
Green Ext Time (p_c), s	0.4	5.5	0.2	1.3	0.1	1.2	0.2	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				42.0								
HCM 6th LOS				D								

SAN ADP EA
 2: Pacific Hwy & Dwy/Old Town Transit Center Bus Access

Year 2031 with Project
 Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	83	0	128	65	0	74	29	658	29	68	548	17
Future Volume (veh/h)	83	0	128	65	0	74	29	658	29	68	548	17
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		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	0	145	74	0	84	33	748	33	77	623	19
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	236	41	264	517	0	541	53	1714	75	98	1871	57
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.03	0.34	0.34	0.06	0.37	0.37
Sat Flow, veh/h	442	137	894	1239	0	1532	1781	5012	220	1781	5090	155
Grp Volume(v), veh/h	239	0	0	74	0	84	33	507	274	77	416	226
Grp Sat Flow(s),veh/h/ln	1474	0	0	1239	0	1532	1781	1702	1828	1781	1702	1841
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	1.8	0.9	5.5	5.5	2.0	4.2	4.2
Cycle Q Clear(g_c), s	6.2	0.0	0.0	2.1	0.0	1.8	0.9	5.5	5.5	2.0	4.2	4.2
Prop In Lane	0.39		0.61	1.00		1.00	1.00		0.12	1.00		0.08
Lane Grp Cap(c), veh/h	541	0	0	517	0	541	53	1164	625	98	1251	676
V/C Ratio(X)	0.44	0.00	0.00	0.14	0.00	0.16	0.62	0.44	0.44	0.78	0.33	0.33
Avail Cap(c_a), veh/h	1311	0	0	1179	0	1368	1117	4267	2292	1117	4267	2308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	14.0	0.0	0.0	12.6	0.0	10.7	23.0	12.2	12.2	22.3	10.9	10.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	4.4	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	1.9	0.0	0.0	0.5	0.0	0.5	0.4	1.8	2.0	0.9	1.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	0.0	0.0	12.7	0.0	10.7	27.4	12.5	12.8	27.3	11.1	11.2
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		239			158			814			719	
Approach Delay, s/veh		14.2			11.6			13.2			12.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	21.8		19.1	5.8	23.0		19.1				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+14), s	14.0	7.5		8.2	2.9	6.2		4.1				
Green Ext Time (p_c), s	0.1	8.5		1.1	0.0	5.7		0.4				

Intersection Summary

HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

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

SAN ADP EA
3: Pacific Hwy & Enterprise St/SPAWAR Dwy

Year 2031 with Project
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	24	211	255	65	200	223	597	24	33	1284	74
Future Volume (veh/h)	164	24	211	255	65	200	223	597	24	33	1284	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.69	1.00		0.87	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	191	0	222	192	219	163	235	628	25	35	1352	78
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	301	0	277	426	447	371	207	1720	749	45	1367	79
Arrive On Green	0.08	0.00	0.08	0.24	0.24	0.24	0.12	0.48	0.48	0.03	0.40	0.40
Sat Flow, veh/h	3563	0	1099	1781	1870	1382	1781	3554	1547	1781	3414	197
Grp Volume(v), veh/h	191	0	222	192	219	163	235	628	25	35	702	728
Grp Sat Flow(s),veh/h/ln	1781	0	1099	1781	1870	1382	1781	1777	1547	1781	1777	1834
Q Serve(g_s), s	7.4	0.0	12.1	13.2	14.4	14.1	16.6	15.9	1.2	2.8	56.1	56.5
Cycle Q Clear(g_c), s	7.4	0.0	12.1	13.2	14.4	14.1	16.6	15.9	1.2	2.8	56.1	56.5
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	301	0	277	426	447	371	207	1720	749	45	711	734
V/C Ratio(X)	0.63	0.00	0.80	0.45	0.49	0.44	1.14	0.37	0.03	0.78	0.99	0.99
Avail Cap(c_a), veh/h	301	0	277	462	485	398	207	1720	749	194	711	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(l)	1.00	0.00	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	63.4	0.0	55.9	46.4	46.9	43.9	63.3	23.1	19.4	69.4	42.6	42.7
Incr Delay (d2), s/veh	3.3	0.0	14.4	0.3	0.3	0.3	104.6	0.2	0.0	10.2	30.6	31.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	8.8	5.9	6.8	4.9	13.5	6.8	0.5	1.4	30.4	31.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	0.0	70.4	46.7	47.2	44.2	167.8	23.3	19.4	79.6	73.1	73.7
LnGrp LOS	E	A	E	D	D	D	F	C	B	E	E	E
Approach Vol, veh/h		413			574			888			1465	
Approach Delay, s/veh		68.7			46.2			61.4			73.6	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	78.0		17.0	21.0	66.0		39.1				
Change Period (Y+Rc), s	5.4	8.7		4.9	4.4	* 8.7		4.9				
Max Green Setting (Gmax), s	15.6	56.3		12.1	16.6	* 57		37.1				
Max Q Clear Time (g_c+14), s	14.8	17.9		14.1	18.6	58.5		16.4				
Green Ext Time (p_c), s	0.0	6.3		0.0	0.0	0.0		1.4				

Intersection Summary

HCM 6th Ctrl Delay	65.0
HCM 6th LOS	E

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗		↙↙↙					↘	↙	↗
Traffic Volume (veh/h)	0	300	35	235	98	0	0	0	0	551	83	41
Future Volume (veh/h)	0	300	35	235	98	0	0	0	0	551	83	41
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	323	38	253	105	0				656	0	44
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	291	581	256	416	796	0				902	0	660
Arrive On Green	0.00	0.16	0.16	0.23	0.23	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1566	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	323	38	253	105	0				656	0	44
Grp Sat Flow(s),veh/h/ln	1781	1777	1566	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	3.5	0.9	5.3	1.0	0.0				7.0	0.0	0.7
Cycle Q Clear(g_c), s	0.0	3.5	0.9	5.3	1.0	0.0				7.0	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	291	581	256	416	796	0				902	0	660
V/C Ratio(X)	0.00	0.56	0.15	0.61	0.13	0.00				0.73	0.00	0.07
Avail Cap(c_a), veh/h	2578	5143	2266	2578	4927	0				3008	0	1596
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	16.0	14.9	14.2	12.6	0.0				14.2	0.0	7.3
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.6	0.1	0.0				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	0.0	1.1	0.2	1.7	0.3	0.0				2.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.3	15.0	15.8	12.6	0.0				14.6	0.0	7.3
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		361			358						700	
Approach Delay, s/veh		16.1			14.9						14.1	
Approach LOS		B			B						B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				10.8		16.7		14.0				
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				5.5		9.0		7.3				
Green Ext Time (p_c), s				1.3		1.4		2.4				

Intersection Summary

HCM 6th Ctrl Delay	14.8
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)	100	814	0	0	306	273	30	14	178	36	0	254
Future Volume (veh/h)	100	814	0	0	306	273	30	14	178	36	0	254
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	110	895	0	0	336	300	33	15	196	40	0	279
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	146	1432	0	0	473	415	307	19	255	47	0	327
Arrive On Green	0.08	0.40	0.00	0.00	0.26	0.26	0.17	0.17	0.17	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1886	1572	1781	113	1476	198	0	1382
Grp Volume(v), veh/h	110	895	0	0	333	303	33	0	211	319	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1587	1781	0	1589	1580	0	0
Q Serve(g_s), s	4.8	15.8	0.0	0.0	13.4	13.7	1.2	0.0	10.0	15.2	0.0	0.0
Cycle Q Clear(g_c), s	4.8	15.8	0.0	0.0	13.4	13.7	1.2	0.0	10.0	15.2	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.99	1.00		0.93	0.13		0.87
Lane Grp Cap(c), veh/h	146	1432	0	0	469	419	307	0	274	374	0	0
V/C Ratio(X)	0.75	0.63	0.00	0.00	0.71	0.72	0.11	0.00	0.77	0.85	0.00	0.00
Avail Cap(c_a), veh/h	680	2712	0	0	1356	1211	906	0	808	804	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(l)	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	35.3	18.7	0.0	0.0	26.2	26.3	27.4	0.0	31.0	28.7	0.0	0.0
Incr Delay (d2), s/veh	9.1	0.2	0.0	0.0	2.4	2.9	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	2.3	5.7	0.0	0.0	5.4	5.0	0.5	0.0	3.8	5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	18.9	0.0	0.0	28.6	29.2	27.5	0.0	32.8	30.9	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		1005			636			244			319	
Approach Delay, s/veh		21.7			28.9			32.1			30.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		36.1		22.6	10.9	25.1		20.0				
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		17.8		17.2	6.8	15.7		12.0				
Green Ext Time (p_c), s		4.1		1.4	0.3	5.1		0.9				

Intersection Summary

HCM 6th Ctrl Delay	26.3
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖↗	↑↑					↘	↖↑	↗
Traffic Volume (veh/h)	0	880	151	259	418	0	0	0	0	899	413	182
Future Volume (veh/h)	0	880	151	259	418	0	0	0	0	899	413	182
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	926	159	273	440	0				946	435	192
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	1476	645	358	2031	0				1111	583	492
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	926	159	273	440	0				946	435	192
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	17.3	5.6	6.4	3.0	0.0				20.9	17.5	8.0
Cycle Q Clear(g_c), s	0.0	17.3	5.6	6.4	3.0	0.0				20.9	17.5	8.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1476	645	358	2031	0				1111	583	492
V/C Ratio(X)	0.00	0.63	0.25	0.76	0.22	0.00				0.85	0.75	0.39
Avail Cap(c_a), veh/h	0	1476	645	703	2031	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	0.85	0.85	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	19.4	16.0	35.2	4.7	0.0				27.1	25.9	22.6
Incr Delay (d2), s/veh	0.0	1.7	0.8	1.2	0.2	0.0				3.8	2.5	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	6.7	1.9	2.5	0.9	0.0				9.1	7.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.1	16.8	36.4	4.9	0.0				30.9	28.4	22.8
LnGrp LOS	A	C	B	D	A	A				C	C	C
Approach Vol, veh/h		1085			713						1573	
Approach Delay, s/veh		20.5			17.0						29.2	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	31.1	39.8		31.1		52.9						
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9						
Max Green Setting (Gmax), s	7.5	20.6		32.1		42.1						
Max Q Clear Time (g_c+1/3), s	13.4	19.3		22.9		5.0						
Green Ext Time (p_c), s	0.3	0.9		3.3		3.2						

Intersection Summary

HCM 6th Ctrl Delay	23.8
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.

SAN ADP EA
7: San Diego Ave & Washington St

Year 2031 with Project
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑↑			↑↑	↖		↖ ↗				
Traffic Volume (veh/h)	339	1424	0	0	540	479	131	219	40	0	0	0
Future Volume (veh/h)	339	1424	0	0	540	479	131	219	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	1900	1870	1900			
Adj Flow Rate, veh/h	357	1499	0	0	568	504	138	231	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	0	2	0			
Cap, veh/h	1213	2643	0	0	1189	530	230	425	76			
Arrive On Green	0.70	1.00	0.00	0.00	0.33	0.33	0.14	0.14	0.14			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1649	3046	546			
Grp Volume(v), veh/h	357	1499	0	0	568	504	150	127	135			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1788	1702	1750			
Q Serve(g_s), s	3.3	0.0	0.0	0.0	10.6	26.1	6.6	5.8	6.0			
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.0	10.6	26.1	6.6	5.8	6.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.92		0.31			
Lane Grp Cap(c), veh/h	1213	2643	0	0	1189	530	249	237	244			
V/C Ratio(X)	0.29	0.57	0.00	0.00	0.48	0.95	0.60	0.53	0.55			
Avail Cap(c_a), veh/h	1213	2643	0	0	1189	530	598	569	586			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.52	0.52	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.6	0.0	0.0	0.0	22.1	27.3	33.9	33.6	33.7			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.4	28.6	0.9	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	1.0	0.2	0.0	0.0	4.3	13.0	2.9	2.4	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.5	0.0	0.0	23.5	55.8	34.8	34.3	34.4			
LnGrp LOS	A	A	A	A	C	E	C	C	C			
Approach Vol, veh/h		1856			1072			411				
Approach Delay, s/veh		2.0			38.7			34.5				
Approach LOS		A			D			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.4			34.4	33.0		16.6				
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			5.3	28.1		8.6				
Green Ext Time (p_c), s		18.5			0.8	0.0		1.5				
Intersection Summary												
HCM 6th Ctrl Delay					17.8							
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)	0	0	0	0	23	46	23	1474	25	0	0	0
Future Volume (veh/h)	0	0	0	0	23	46	23	1474	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	24	48	24	1552	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	31	62	99	3541	59			
Arrive On Green				0.00	0.06	0.06	0.71	0.71	0.71			
Sat Flow, veh/h				0	557	1113	29	4984	83			
Grp Volume(v), veh/h				0	0	72	586	486	530			
Grp Sat Flow(s),veh/h/ln				0	0	1670	1861	1549	1686			
Q Serve(g_s), s				0.0	0.0	2.0	0.0	6.3	6.3			
Cycle Q Clear(g_c), s				0.0	0.0	2.0	6.3	6.3	6.3			
Prop In Lane				0.00		0.67	0.04		0.05			
Lane Grp Cap(c), veh/h				0	0	93	1401	1100	1198			
V/C Ratio(X)				0.00	0.00	0.78	0.42	0.44	0.44			
Avail Cap(c_a), veh/h				0	0	1408	2425	1959	2133			
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	22.1	2.9	2.9	2.9			
Incr Delay (d2), s/veh				0.0	0.0	5.2	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.9	0.9	0.8	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	27.3	3.2	3.3	3.3			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					72			1602				
Approach Delay, s/veh					27.3			3.3				
Approach LOS					C			A				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		39.3						8.1				
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		8.3						4.0				
Green Ext Time (p_c), s		25.4						0.3				
Intersection Summary												
HCM 6th Ctrl Delay				4.3								
HCM 6th LOS				A								

SAN ADP EA
 9: Pacific Hwy & W Admiral Boland Wy/Sassafrass St

Year 2031 with Project
 Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	226	100	286	369	85	167	447	72	159	1052	61
Future Volume (veh/h)	131	226	100	286	369	85	167	447	72	159	1052	61
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		0.99
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	139	240	106	304	393	90	178	476	77	169	1119	65
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	170	802	357	307	445	102	196	1038	461	202	1457	85
Arrive On Green	0.10	0.23	0.23	0.17	0.30	0.30	0.11	0.29	0.29	0.11	0.30	0.30
Sat Flow, veh/h	1781	3554	1581	1781	1472	337	1781	3554	1579	1781	4934	286
Grp Volume(v), veh/h	139	240	106	304	0	483	178	476	77	169	772	412
Grp Sat Flow(s),veh/h/ln	1781	1777	1581	1781	0	1809	1781	1777	1579	1781	1702	1817
Q Serve(g_s), s	7.4	5.4	5.4	16.4	0.0	24.5	9.5	10.6	3.5	9.0	19.9	19.9
Cycle Q Clear(g_c), s	7.4	5.4	5.4	16.4	0.0	24.5	9.5	10.6	3.5	9.0	19.9	19.9
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	170	802	357	307	0	547	196	1038	461	202	1005	536
V/C Ratio(X)	0.82	0.30	0.30	0.99	0.00	0.88	0.91	0.46	0.17	0.84	0.77	0.77
Avail Cap(c_a), veh/h	229	1216	541	307	0	698	196	1038	461	262	1087	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	42.8	31.0	31.0	39.8	0.0	32.0	42.4	27.9	25.4	41.9	31.0	31.0
Incr Delay (d2), s/veh	11.5	0.1	0.2	48.8	0.0	10.7	39.1	0.6	0.3	13.5	3.7	6.7
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	3.8	2.3	2.1	11.3	0.0	12.2	6.2	4.4	1.4	4.6	8.4	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	31.1	31.2	88.7	0.0	42.7	81.5	28.5	25.7	55.4	34.6	37.7
LnGrp LOS	D	C	C	F	A	D	F	C	C	E	C	D
Approach Vol, veh/h		485			787			731			1353	
Approach Delay, s/veh		37.8			60.5			41.1			38.2	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	33.5	21.0	26.7	15.0	33.8	13.6	34.0				
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	14.2	27.2	16.6	33.0	10.6	30.8	12.4	37.2				
Max Q Clear Time (g_c+fl), s	11.0	12.6	18.4	7.4	11.5	21.9	9.4	26.5				
Green Ext Time (p_c), s	0.1	4.6	0.0	1.3	0.0	6.3	0.1	2.4				
Intersection Summary												
HCM 6th Ctrl Delay				44.0								
HCM 6th LOS				D								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖					↖	↑↑↑	↗
Traffic Volume (veh/h)	0	226	321	83	203	0	0	0	0	225	2392	374
Future Volume (veh/h)	0	226	321	83	203	0	0	0	0	225	2392	374
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	243	345	89	218	0				242	2572	402
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	469	396	156	470	0				1097	2764	411
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1581	376	1963	0				1781	4487	667
Grp Volume(v), veh/h	0	243	345	133	174	0				242	1919	1055
Grp Sat Flow(s),veh/h/ln	0	1870	1581	637	1617	0				1781	1702	1750
Q Serve(g_s), s	0.0	10.9	20.4	10.6	8.8	0.0				5.9	48.3	56.7
Cycle Q Clear(g_c), s	0.0	10.9	20.4	21.5	8.8	0.0				5.9	48.3	56.7
Prop In Lane	0.00		1.00	0.67		0.00				1.00		0.38
Lane Grp Cap(c), veh/h	0	469	396	221	405	0				1097	2097	1078
V/C Ratio(X)	0.00	0.52	0.87	0.60	0.43	0.00				0.22	0.92	0.98
Avail Cap(c_a), veh/h	0	576	487	280	498	0				1097	2097	1078
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	35.0	38.4	30.7	0.0				8.3	16.5	18.1
Incr Delay (d2), s/veh	0.0	0.3	11.8	1.9	0.5	0.0				0.2	7.0	22.3
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	5.0	9.1	3.2	3.5	0.0				2.2	18.5	26.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.8	46.8	40.4	31.2	0.0				8.5	23.5	40.4
LnGrp LOS	A	C	D	D	C	A				A	C	D
Approach Vol, veh/h		588			307						3216	
Approach Delay, s/veh		40.6			35.2						27.9	
Approach LOS		D			D						C	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				31.1		66.3		31.1				
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				22.4		58.7		23.5				
Green Ext Time (p_c), s				1.1		1.3		0.9				
Intersection Summary												
HCM 6th Ctrl Delay				30.3								
HCM 6th LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↘		↖	↑↑				
Traffic Volume (veh/h)	168	47	250	0	23	13	263	1559	47	0	0	0
Future Volume (veh/h)	168	47	250	0	23	13	263	1559	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	177	49	263	0	24	14	277	1641	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	377	77	1244	0	263	154	979	1936	58			
Arrive On Green	0.24	0.24	0.24	0.00	0.24	0.24	0.55	0.55	0.55			
Sat Flow, veh/h	1058	324	1568	0	1108	646	1781	3522	105			
Grp Volume(v), veh/h	226	0	263	0	0	38	277	825	865			
Grp Sat Flow(s),veh/h/ln	1382	0	1568	0	0	1754	1781	1777	1850			
Q Serve(g_s), s	7.0	0.0	0.0	0.0	0.0	0.9	4.3	20.0	20.3			
Cycle Q Clear(g_c), s	7.9	0.0	0.0	0.0	0.0	0.9	4.3	20.0	20.3			
Prop In Lane	0.78		1.00	0.00		0.37	1.00		0.06			
Lane Grp Cap(c), veh/h	454	0	1244	0	0	417	979	977	1017			
V/C Ratio(X)	0.50	0.00	0.21	0.00	0.00	0.09	0.28	0.85	0.85			
Avail Cap(c_a), veh/h	958	0	1789	0	0	1026	1024	1022	1064			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	18.2	0.0	1.4	0.0	0.0	15.2	6.2	9.7	9.8			
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.0	0.0	0.0	0.2	6.4	6.5			
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/lr	2.3	0.0	3.8	0.0	0.0	0.3	1.2	7.2	7.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	0.0	1.5	0.0	0.0	15.3	6.3	16.1	16.2			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		489			38			1967				
Approach Delay, s/veh		9.6			15.3			14.8				
Approach LOS		A			B			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		32.7		18.6				18.6				
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		22.3		9.9				2.9				
Green Ext Time (p_c), s		5.9		2.3				0.1				

Intersection Summary

HCM 6th Ctrl Delay	13.8
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)	35	54	52	264	3	10	21	587	473	216	1331	22
Future Volume (veh/h)	35	54	52	264	3	10	21	587	473	216	1331	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	41	63	60	307	3	12	24	683	550	251	1548	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	518	281	268	420	104	417	36	1282	567	265	2531	43
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.02	0.36	0.36	0.15	0.49	0.49
Sat Flow, veh/h	1388	877	835	1261	325	1300	1781	3554	1573	1781	5171	87
Grp Volume(v), veh/h	41	0	123	307	0	15	24	683	550	251	1019	555
Grp Sat Flow(s),veh/h/ln	1388	0	1713	1261	0	1625	1781	1777	1573	1781	1702	1854
Q Serve(g_s), s	1.8	0.0	4.6	20.7	0.0	0.6	1.2	13.4	30.2	12.3	19.2	19.2
Cycle Q Clear(g_c), s	2.4	0.0	4.6	25.3	0.0	0.6	1.2	13.4	30.2	12.3	19.2	19.2
Prop In Lane	1.00		0.49	1.00		0.80	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	518	0	549	420	0	521	36	1282	567	265	1666	907
V/C Ratio(X)	0.08	0.00	0.22	0.73	0.00	0.03	0.67	0.53	0.97	0.95	0.61	0.61
Avail Cap(c_a), veh/h	575	0	620	460	0	573	111	1282	567	265	1666	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	21.3	0.0	21.8	31.1	0.0	20.5	42.8	22.2	27.6	37.0	16.3	16.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	4.3	0.0	0.0	7.7	0.7	30.3	40.1	0.7	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	0.6	0.0	1.9	6.7	0.0	0.2	0.6	5.4	15.3	8.1	6.9	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	0.0	21.9	35.5	0.0	20.5	50.4	22.9	57.9	77.2	17.0	17.6
LnGrp LOS	C	A	C	D	A	C	D	C	E	E	B	B
Approach Vol, veh/h		164			322			1257			1825	
Approach Delay, s/veh		21.8			34.8			38.7			25.5	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	37.4		33.0	6.2	48.7		33.0				
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8				
Max Green Setting (Gmax), s	32	* 32		* 32	5.5	38.6		* 31				
Max Q Clear Time (g_c+1/4), s	14.3	32.2		6.6	3.2	21.2		27.3				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	10.0		0.3				

Intersection Summary

HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

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)	1767	2346	2291	137	0	41
Future Volume (veh/h)	1767	2346	2291	137	0	41
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	1841	2444	2386	0	0	43
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	1917	3157	2488		45	645
Arrive On Green	0.38	0.91	0.50	0.00	0.00	0.03
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1841	2444	2386	0	0	43
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	53.7	32.2	69.0	0.0	0.0	2.5
Cycle Q Clear(g_c), s	53.7	32.2	69.0	0.0	0.0	2.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1917	3157	2488		45	645
V/C Ratio(X)	0.96	0.77	0.96		0.00	0.07
Avail Cap(c_a), veh/h	1962	3157	2488		245	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.45	0.00	0.00	1.00
Uniform Delay (d), s/veh	45.3	2.1	36.1	0.0	0.0	27.1
Incr Delay (d2), s/veh	12.0	1.9	5.8	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	23.6	1.6	27.8	0.0	0.0	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.3	4.0	41.9	0.0	0.0	27.2
LnGrp LOS	E	A	D		A	C
Approach Vol, veh/h		4285	2386	A	43	
Approach Delay, s/veh		26.9	41.9		27.2	
Approach LOS		C	D		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		141.8		8.2	61.7	80.2
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		119.7		20.6	58.6	* 57
Max Q Clear Time (g_c+I1), s		34.2		4.5	55.7	71.0
Green Ext Time (p_c), s		83.3		0.1	1.6	0.0
Intersection Summary						
HCM 6th Ctrl Delay			32.2			
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)	593	1553	100	191	790	100	104	307	146	206	782	731
Future Volume (veh/h)	593	1553	100	191	790	100	104	307	146	206	782	731
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		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	690	1806	116	222	919	116	121	357	170	240	909	850
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	744	2382	151	268	2025	256	102	325	273	197	820	1237
Arrive On Green	0.22	0.70	0.70	0.30	1.00	1.00	0.06	0.17	0.17	0.11	0.23	0.23
Sat Flow, veh/h	3456	3390	215	1781	3174	401	1781	1870	1571	1781	3554	2759
Grp Volume(v), veh/h	690	937	985	222	514	521	121	357	170	240	909	850
Grp Sat Flow(s),veh/h/ln	1728	1777	1828	1781	1777	1798	1781	1870	1571	1781	1777	1380
Q Serve(g_s), s	29.4	49.7	52.1	17.4	0.0	0.0	8.6	26.1	16.1	16.6	34.6	34.6
Cycle Q Clear(g_c), s	29.4	49.7	52.1	17.4	0.0	0.0	8.6	26.1	16.1	16.6	34.6	34.6
Prop In Lane	1.00		0.12	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	744	1249	1285	268	1134	1147	102	325	273	197	820	1237
V/C Ratio(X)	0.93	0.75	0.77	0.83	0.45	0.45	1.18	1.10	0.62	1.22	1.11	0.69
Avail Cap(c_a), veh/h	797	1249	1285	268	1134	1147	102	325	273	197	820	1237
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	0.79	0.79	0.79	0.98	0.98	0.98	0.75	0.75	0.75
Uniform Delay (d), s/veh	57.7	14.0	14.4	50.6	0.0	0.0	70.7	62.0	65.9	66.7	57.7	33.3
Incr Delay (d2), s/veh	16.3	4.2	4.4	20.1	1.0	1.0	146.2	78.0	4.4	127.3	62.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	19.4	20.9	8.1	0.3	0.3	8.1	19.4	6.7	14.5	22.5	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	18.2	18.8	70.7	1.0	1.0	216.9	139.9	70.3	194.0	119.9	34.6
LnGrp LOS	E	B	B	E	A	A	F	F	E	F	F	C
Approach Vol, veh/h		2612			1257			648			1999	
Approach Delay, s/veh		33.2			13.3			136.0			92.6	
Approach LOS		C			B			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.6	31.0	27.0	112.4	13.0	39.6	36.7	102.7				
Change Period (Y+Rc), s	5.0	* 4.9	4.4	* 5.8	4.4	5.0	4.4	5.8				
Max Green Setting (Gmax), s	16.6	* 26	22.6	* 66	8.6	34.0	34.6	53.2				
Max Q Clear Time (g_c+1/3g), s	11.6	28.1	19.4	54.1	10.6	36.6	31.4	2.0				
Green Ext Time (p_c), s	0.0	0.0	0.1	10.3	0.0	0.0	0.9	6.7				

Intersection Summary

HCM 6th Ctrl Delay	57.8
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	1667	161	39	187	0	0	0	0	299	690	922
Future Volume (veh/h)	0	1667	161	39	187	0	0	0	0	299	690	922
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	1773	171	41	199	0				318	734	981
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	2868	272	55	3322	0				380	953	1019
Arrive On Green	0.00	1.00	1.00	0.03	0.93	0.00				0.37	0.37	0.37
Sat Flow, veh/h	0	3373	311	1781	3647	0				1025	2571	2748
Grp Volume(v), veh/h	0	947	997	41	199	0				564	488	981
Grp Sat Flow(s),veh/h/ln	0	1777	1814	1781	1777	0				1819	1777	1374
Q Serve(g_s), s	0.0	0.0	0.0	3.4	0.6	0.0				42.4	35.7	52.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.4	0.6	0.0				42.4	35.7	52.4
Prop In Lane	0.00		0.17	1.00		0.00				0.56		1.00
Lane Grp Cap(c), veh/h	0	1554	1586	55	3322	0				674	659	1019
V/C Ratio(X)	0.00	0.61	0.63	0.75	0.06	0.00				0.84	0.74	0.96
Avail Cap(c_a), veh/h	0	1554	1586	55	3322	0				674	659	1019
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	0.09	0.09	0.50	0.50	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	72.1	0.3	0.0				43.1	40.9	46.2
Incr Delay (d2), s/veh	0.0	0.2	0.2	22.4	0.0	0.0				11.8	7.3	20.6
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	0.1	0.1	1.9	0.0	0.0				21.5	17.2	20.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.2	94.5	0.4	0.0				54.9	48.3	66.8
LnGrp LOS	A	A	A	F	A	A				D	D	E
Approach Vol, veh/h		1944			240						2033	
Approach Delay, s/veh		0.2			16.4						59.0	
Approach LOS		A			B						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	139.5			61.0		148.5						
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6						
Max Green Setting (Gmax), s	4.6	* 75		55.6		82.4						
Max Q Clear Time (g_c+1), s	4.4	2.0		54.4		2.6						
Green Ext Time (p_c), s	0.0	5.7		0.7		0.4						

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)	1006	930	0	0	193	173	42	245	124	0	0	0
Future Volume (veh/h)	1006	930	0	0	193	173	42	245	124	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		0.91			
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	1082	1000	0	0	208	186	45	263	133			
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	2094	1526	0	0	323	274	60	370	171			
Arrive On Green	1.00	1.00	0.00	0.00	0.18	0.18	0.12	0.12	0.12			
Sat Flow, veh/h	3456	1870	0	0	1916	1546	505	3117	1439			
Grp Volume(v), veh/h	1082	1000	0	0	202	192	164	144	133			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1592	1845	1777	1439			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	15.9	16.9	12.9	11.6	13.5			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	15.9	16.9	12.9	11.6	13.5			
Prop In Lane	1.00		0.00	0.00		0.97	0.27		1.00			
Lane Grp Cap(c), veh/h	2094	1526	0	0	315	282	219	211	171			
V/C Ratio(X)	0.52	0.66	0.00	0.00	0.64	0.68	0.75	0.68	0.78			
Avail Cap(c_a), veh/h	2094	1526	0	0	511	457	296	285	231			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	0.93	0.93	0.93			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	57.3	57.7	64.0	63.4	64.2			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.8	1.1	4.0	1.4	7.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	7.1	6.8	6.4	5.4	5.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	58.1	58.8	68.0	64.8	71.2			
LnGrp LOS	A	A	A	A	E	E	E	E	E			
Approach Vol, veh/h		2082			394			441				
Approach Delay, s/veh		0.1			58.4			67.9				
Approach LOS		A			E			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		127.3			95.8	31.5		22.7				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		116.1			68.6	* 43		24.1				
Max Q Clear Time (g_c+I1), s		2.0			2.0	18.9		15.5				
Green Ext Time (p_c), s		5.6			4.8	1.4		1.0				

Intersection Summary

HCM 6th Ctrl Delay	18.2
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)	274	1505	894	0	0	2446
Future Volume (veh/h)	274	1505	894	0	0	2446
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	285	0	931	0	0	2548
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	317		3181	0	98	4605
Arrive On Green	0.18	0.00	0.64	0.00	0.00	0.73
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	285	0	931	0	0	2548
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	17.2	0.0	9.1	0.0	0.0	20.0
Cycle Q Clear(g_c), s	17.2	0.0	9.1	0.0	0.0	20.0
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	317		3181	0	98	4605
V/C Ratio(X)	0.90		0.29	0.00	0.00	0.55
Avail Cap(c_a), veh/h	486		3181	0	643	4605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.53	0.00	0.60	0.00	0.00	0.60
Uniform Delay (d), s/veh	44.3	0.0	8.9	0.0	0.0	6.6
Incr Delay (d2), s/veh	5.8	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	8.1	0.0	2.9	0.0	0.0	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.0	0.0	8.9	0.0	0.0	6.9
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	285	A	931			2548
Approach Delay, s/veh	50.0		8.9			6.9
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	40.5	75.1			85.6	24.4
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	39.7	26.1			70.2	30.0
Max Q Clear Time (g_c+10), s	10.6	11.1			22.0	19.2
Green Ext Time (p_c), s	0.0	7.0			39.4	0.3

Intersection Summary

HCM 6th Ctrl Delay		10.6	
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	177	1535	102	142	438	0	0	904	142
Future Volume (veh/h)	0	0	0	177	1535	102	142	438	0	0	904	142
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		0.97
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				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				186	1616	107	149	461	0	0	952	149
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	0	2	2	0	0	2	2
Cap, veh/h				228	2116	144	177	2010	0	0	1048	163
Arrive On Green				0.15	0.15	0.15	0.20	0.79	0.00	0.00	0.24	0.24
Sat Flow, veh/h				491	4555	310	1781	5274	0	0	4603	692
Grp Volume(v), veh/h				699	586	624	149	461	0	0	730	371
Grp Sat Flow(s),veh/h/ln				1846	1702	1809	1781	1702	0	0	1702	1722
Q Serve(g_s), s				40.3	36.2	36.3	8.9	2.6	0.0	0.0	22.9	23.1
Cycle Q Clear(g_c), s				40.3	36.2	36.3	8.9	2.6	0.0	0.0	22.9	23.1
Prop In Lane				0.27		0.17	1.00		0.00	0.00		0.40
Lane Grp Cap(c), veh/h				857	791	840	177	2010	0	0	804	407
V/C Ratio(X)				0.82	0.74	0.74	0.84	0.23	0.00	0.00	0.91	0.91
Avail Cap(c_a), veh/h				857	791	840	236	2186	0	0	823	417
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.72	0.72	0.72	0.60	0.60	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				42.0	40.2	40.3	43.3	7.4	0.0	0.0	40.8	40.9
Incr Delay (d2), s/veh				6.2	4.5	4.3	9.3	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.4	17.5	18.6	3.9	0.9	0.0	0.0	9.6	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				48.2	44.8	44.6	52.5	7.4	0.0	0.0	42.4	44.0
LnGrp LOS				D	D	D	D	A	A	A	D	D
Approach Vol, veh/h				1909				610			1101	
Approach Delay, s/veh				46.0				18.4			42.9	
Approach LOS				D				B			D	
Timer - Assigned Phs				3	4	6	8					
Phs Duration (G+Y+Rc), s				16.8	32.4	57.0	49.2					
Change Period (Y+Rc), s				5.9	* 6.4	5.9	5.9					
Max Green Setting (Gmax), s				14.6	* 27	51.1	47.1					
Max Q Clear Time (g_c+I1), s				10.9	25.1	42.3	4.6					
Green Ext Time (p_c), s				0.1	0.9	6.2	3.8					
Intersection Summary												
HCM 6th Ctrl Delay				40.4								
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	253	1773	0	0	0	0	0	517	77
Future Volume (veh/h)	0	0	0	253	1773	0	0	0	0	0	517	77
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				264	1847	0				0	539	80
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				413	3105	0				0	1063	155
Arrive On Green				0.22	0.22	0.00				0.00	0.24	0.24
Sat Flow, veh/h				616	4796	0				0	4650	653
Grp Volume(v), veh/h				788	1323	0				0	407	212
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1702	1730
Q Serve(g_s), s				42.7	38.2	0.0				0.0	11.4	11.7
Cycle Q Clear(g_c), s				42.7	38.2	0.0				0.0	11.4	11.7
Prop In Lane				0.33		0.00				0.00		0.38
Lane Grp Cap(c), veh/h				1234	2284	0				0	808	410
V/C Ratio(X)				0.64	0.58	0.00				0.00	0.50	0.52
Avail Cap(c_a), veh/h				1234	2284	0				0	808	410
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				30.7	29.0	0.0				0.0	36.3	36.5
Incr Delay (d2), s/veh				2.5	1.1	0.0				0.0	2.2	4.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.8	17.7	0.0				0.0	5.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.3	30.0	0.0				0.0	38.6	41.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h				2111						619		
Approach Delay, s/veh				31.2						39.4		
Approach LOS				C						D		
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				31.0		79.0						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				26.1		73.8						
Max Q Clear Time (g_c+I1), s				13.7		44.7						
Green Ext Time (p_c), s				0.9		3.6						
Intersection Summary												
HCM 6th Ctrl Delay				33.1								
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	1956	101	91	193	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1956	101	91	193	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	2016	104	94	199	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	3458	178	230	525	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5141	256	1094	2592	0			
Grp Volume(v), veh/h				0	1378	742	156	137	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1824	1816	1777	0			
Q Serve(g_s), s				0.0	39.6	39.8	9.1	8.1	0.0			
Cycle Q Clear(g_c), s				0.0	39.6	39.8	9.1	8.1	0.0			
Prop In Lane				0.00		0.14	0.60		0.00			
Lane Grp Cap(c), veh/h				0	2367	1269	381	373	0			
V/C Ratio(X)				0.00	0.58	0.58	0.41	0.37	0.00			
Avail Cap(c_a), veh/h				0	2367	1269	381	373	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	44.7	44.2	0.0			
Incr Delay (d2), s/veh				0.0	1.1	2.0	3.2	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	18.3	20.1	4.7	4.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	29.2	30.2	47.9	47.0	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2120			293				
Approach Delay, s/veh					29.6			47.5				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.0		28.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						76.5		23.1				
Max Q Clear Time (g_c+I1), s						41.8		11.1				
Green Ext Time (p_c), s						22.5		1.3				
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	252	2063	0	0	0	0	0	521	52
Future Volume (veh/h)	0	0	0	252	2063	0	0	0	0	0	521	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				268	2195	0				0	554	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				349	3072	0				0	908	398
Arrive On Green				0.22	0.22	0.00				0.00	0.26	0.26
Sat Flow, veh/h				535	4881	0				0	3647	1559
Grp Volume(v), veh/h				923	1540	0				0	554	55
Grp Sat Flow(s),veh/h/ln				1844	1702	0				0	1777	1559
Q Serve(g_s), s				51.8	45.9	0.0				0.0	15.1	3.0
Cycle Q Clear(g_c), s				51.8	45.9	0.0				0.0	15.1	3.0
Prop In Lane				0.29		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1202	2219	0				0	908	398
V/C Ratio(X)				0.77	0.69	0.00				0.00	0.61	0.14
Avail Cap(c_a), veh/h				1202	2219	0				0	908	398
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.3	33.1	0.0				0.0	36.1	31.6
Incr Delay (d2), s/veh				4.7	1.8	0.0				0.0	3.1	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				27.1	21.5	0.0				0.0	7.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.1	34.9	0.0				0.0	39.2	32.3
LnGrp LOS				D	C	A				A	D	C
Approach Vol, veh/h					2463						609	
Approach Delay, s/veh					36.8						38.6	
Approach LOS					D						D	
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				33.0		77.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				28.1		71.7						
Max Q Clear Time (g_c+I1), s				17.1		53.8						
Green Ext Time (p_c), s				3.1		15.4						
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	0	0	0	2240	27	163	140	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2240	27	163	140	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	2358	28	172	147	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	3618	43	374	373	0			
Arrive On Green				0.00	0.70	0.70	0.07	0.07	0.00			
Sat Flow, veh/h				0	5370	62	1781	1870	0			
Grp Volume(v), veh/h				0	1542	844	172	147	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1859	1781	1777	0			
Q Serve(g_s), s				0.0	27.7	27.9	10.2	8.7	0.0			
Cycle Q Clear(g_c), s				0.0	27.7	27.9	10.2	8.7	0.0			
Prop In Lane				0.00		0.03	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2367	1293	374	373	0			
V/C Ratio(X)				0.00	0.65	0.65	0.46	0.39	0.00			
Avail Cap(c_a), veh/h				0	2367	1293	374	373	0			
HCM Platoon Ratio				1.00	1.00	1.00	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	9.3	9.3	45.2	44.5	0.0			
Incr Delay (d2), s/veh				0.0	1.4	2.6	4.0	3.1	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	9.5	10.8	5.3	4.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	10.7	11.9	49.2	47.6	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2386			319				
Approach Delay, s/veh					11.2			48.5				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.0		28.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						76.5		23.1				
Max Q Clear Time (g_c+I1), s						29.9		12.2				
Green Ext Time (p_c), s						31.7		1.4				
Intersection Summary												
HCM 6th Ctrl Delay											15.6	
HCM 6th LOS											B	

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑			↑				↑
Traffic Vol, veh/h	0	0	0	0	178	656	3	105	0	0	0	25
Future Vol, veh/h	0	0	0	0	178	656	3	105	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	185	683	3	109	0	0	0	26

Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	-	0	93
Stage 1	-	-	0
Stage 2	-	-	93
Critical Hdwy	-	-	7.54
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	6.54
Follow-up Hdwy	-	-	3.52
Pot Cap-1 Maneuver	0	-	881
Stage 1	0	-	-
Stage 2	0	-	904
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	840
Mov Cap-2 Maneuver	-	-	840
Stage 1	-	-	-
Stage 2	-	-	863

Approach	WB	NB	SB
HCM Control Delay, s	0	24.8	11.6
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	289	-	-	570
HCM Lane V/C Ratio	0.378	-	-	0.046
HCM Control Delay (s)	24.8	-	-	11.6
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.7	-	-	0.1

SAN ADP EA
25: N Harbor Dr & W Grape St

Year 2031 with Project
Timing Plan: PM PEAK



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	885	142	1354	1399	0
Future Volume (veh/h)	0	0	0	0	0	0	0	885	142	1354	1399	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		0.90	1.00		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	903	145	1382	1428	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	1564	447	3009	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.31	0.31	0.40	0.64	0.00
Sat Flow, veh/h		0					0	5149	1426	5023	1826	0
Grp Volume(v), veh/h		0.0					0	903	145	1382	1428	0
Grp Sat Flow(s),veh/h/ln							0	1662	1426	1674	1826	0
Q Serve(g_s), s							0.0	16.7	8.5	22.2	65.4	0.0
Cycle Q Clear(g_c), s							0.0	16.7	8.5	22.2	65.4	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1564	447	3009	1740	0
V/C Ratio(X)							0.00	0.58	0.32	0.46	0.82	0.00
Avail Cap(c_a), veh/h							0	1564	447	3009	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	0.77	0.77	0.00
Uniform Delay (d), s/veh							0.0	31.6	28.8	19.9	12.8	0.0
Incr Delay (d2), s/veh							0.0	1.0	1.1	0.1	3.5	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	6.5	2.9	9.0	22.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	32.6	29.9	19.9	16.3	0.0
LnGrp LOS							A	C	C	B	B	A
Approach Vol, veh/h								1048			2810	
Approach Delay, s/veh								32.3			18.1	
Approach LOS								C			B	
Timer - Assigned Phs	1	2						6				
Phs Duration (G+Y+Rc), s	70.3	39.7						110.0				
Change Period (Y+Rc), s	4.4	* 5.2						5.2				
Max Green Setting (Gmax), s	36.4	* 27						67.8				
Max Q Clear Time (g_c+I1), s	24.2	18.7						67.4				
Green Ext Time (p_c), s	4.7	6.1						0.4				
Intersection Summary												
HCM 6th Ctrl Delay											21.9	
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)	58	1437	73	0	0	0	0	477	241	216	904	0
Future Volume (veh/h)	58	1437	73	0	0	0	0	477	241	216	904	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	59	1466	74				0	487	246	220	922	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	2706	839				0	661	286	247	1904	0
Arrive On Green	0.18	0.18	0.18				0.00	0.19	0.19	0.28	0.75	0.00
Sat Flow, veh/h	192	5073	1573				0	3572	1471	1781	5274	0
Grp Volume(v), veh/h	572	953	74				0	487	246	220	922	0
Grp Sat Flow(s),veh/h/ln	1861	1702	1573				0	1702	1471	1781	1702	0
Q Serve(g_s), s	31.0	27.9	4.3				0.0	14.8	17.8	13.0	7.9	0.0
Cycle Q Clear(g_c), s	31.0	27.9	4.3				0.0	14.8	17.8	13.0	7.9	0.0
Prop In Lane	0.10		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	993	1816	839				0	661	286	247	1904	0
V/C Ratio(X)	0.58	0.52	0.09				0.00	0.74	0.86	0.89	0.48	0.00
Avail Cap(c_a), veh/h	993	1816	839				0	715	309	398	2395	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)	0.55	0.55	0.55				0.00	1.00	1.00	0.29	0.29	0.00
Uniform Delay (d), s/veh	33.9	32.7	22.9				0.0	41.7	42.9	38.9	9.8	0.0
Incr Delay (d2), s/veh	1.3	0.6	0.1				0.0	3.8	20.4	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ft	5.8	12.9	1.6				0.0	6.5	8.0	5.0	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	33.3	23.0				0.0	45.5	63.3	41.8	9.8	0.0
LnGrp LOS	D	C	C				A	D	E	D	A	A
Approach Vol, veh/h		1599						733			1142	
Approach Delay, s/veh		33.5						51.4			16.0	
Approach LOS		C						D			B	
Timer - Assigned Phs		2	4				7	8				
Phs Duration (G+Y+Rc), s		63.6	46.4				19.7	26.8				
Change Period (Y+Rc), s		4.9	5.4				4.4	*5.4				
Max Green Setting (Gmax), s		48.1	51.6				24.6	*23				
Max Q Clear Time (g_c+I1), s		33.0	9.9				15.0	19.8				
Green Ext Time (p_c), s		11.5	5.8				0.2	1.6				

Intersection Summary

HCM 6th Ctrl Delay	31.5
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	1905	46	0	0	0	0	0	0	279	504	0
Future Volume (veh/h)	0	1905	46	0	0	0	0	0	0	279	504	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	2093	51							307	554	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	3172	77							505	1008	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5292	125							1732	3624	0
Grp Volume(v), veh/h	0	1389	755							316	545	0
Grp Sat Flow(s),veh/h/ln	0	1702	1845							1784	1702	0
Q Serve(g_s), s	0.0	41.3	41.4							18.7	16.8	0.0
Cycle Q Clear(g_c), s	0.0	41.3	41.4							18.7	16.8	0.0
Prop In Lane	0.00		0.07							0.97		0.00
Lane Grp Cap(c), veh/h	0	2107	1142							521	993	0
V/C Ratio(X)	0.00	0.66	0.66							0.61	0.55	0.00
Avail Cap(c_a), veh/h	0	2107	1142							521	993	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	33.1	33.1							43.7	42.8	0.0
Incr Delay (d2), s/veh	0.0	1.6	3.0							5.2	2.2	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	19.2	21.3							9.7	8.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.7	36.2							48.9	45.0	0.0
LnGrp LOS	A	C	D							D	D	A
Approach Vol, veh/h		2144									861	
Approach Delay, s/veh		35.2									46.4	
Approach LOS		D									D	
Timer - Assigned Phs		2	4									
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		43.4	20.7									
Green Ext Time (p_c), s		7.5	2.1									
Intersection Summary												
HCM 6th Ctrl Delay			38.4									
HCM 6th LOS			D									



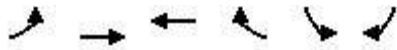
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	69	2450	0	0	0	0	0	202	259	0	0	0
Future Volume (veh/h)	69	2450	0	0	0	0	0	202	259	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, 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	76	2692	0				0	222	285			
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	90	3410	0				0	438	368			
Arrive On Green	0.22	0.22	0.00				0.00	0.25	0.25			
Sat Flow, veh/h	136	5300	0				0	1870	1492			
Grp Volume(v), veh/h	1042	1726	0				0	222	285			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1492			
Q Serve(g_s), s	58.9	52.3	0.0				0.0	11.8	19.6			
Cycle Q Clear(g_c), s	58.9	52.3	0.0				0.0	11.8	19.6			
Prop In Lane	0.07		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1238	2262	0				0	438	368			
V/C Ratio(X)	0.84	0.76	0.00				0.00	0.51	0.78			
Avail Cap(c_a), veh/h	1238	2262	0				0	438	368			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	37.4	34.8	0.0				0.0	35.7	38.6			
Incr Delay (d2), s/veh	7.0	2.5	0.0				0.0	4.2	14.7			
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	24.5	0.0				0.0	5.7	8.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	37.3	0.0				0.0	39.9	53.3			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		2768						507				
Approach Delay, s/veh		40.0						47.4				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		78.0						32.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		73.1						27.1				
Max Q Clear Time (g_c+I1), s		60.9						21.6				
Green Ext Time (p_c), s		11.4						1.6				
Intersection Summary												
HCM 6th Ctrl Delay			41.1									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑								↙	↑↑	
Traffic Volume (veh/h)	0	2985	75	0	0	0	0	0	0	345	409	0
Future Volume (veh/h)	0	2985	75	0	0	0	0	0	0	345	409	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	3245	82							375	445	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	3496	88							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5289	128							1781	3647	0
Grp Volume(v), veh/h	0	2147	1180							375	445	0
Grp Sat Flow(s),veh/h/ln	0	1702	1845							1781	1777	0
Q Serve(g_s), s	0.0	67.9	69.1							23.0	13.3	0.0
Cycle Q Clear(g_c), s	0.0	67.9	69.1							23.0	13.3	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1260							406	811	0
V/C Ratio(X)	0.00	0.92	0.94							0.92	0.55	0.00
Avail Cap(c_a), veh/h	0	2324	1260							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(l)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	39.8	40.3							49.9	45.4	0.0
Incr Delay (d2), s/veh	0.0	7.7	14.1							28.9	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0		33.3	38.9							14.3	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	47.5	54.4							78.8	48.1	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		3327									820	
Approach Delay, s/veh		49.9									62.1	
Approach LOS		D									E	
Timer - Assigned Phs		2	4									
Phs Duration (G+Y+Rc), s		80.0	30.0									
Change Period (Y+Rc), s		4.9	4.9									
Max Green Setting (Gmax), s		75.1	25.1									
Max Q Clear Time (g_c+l1), s		71.1	25.0									
Green Ext Time (p_c), s		4.0	0.0									
Intersection Summary												
HCM 6th Ctrl Delay			52.3									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑				
Traffic Volume (veh/h)	164	2908	0	0	0	0	0	150	34	0	0	0
Future Volume (veh/h)	164	2908	0	0	0	0	0	150	34	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	193	3421	0				0	176	40			
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	194	3676	0				0	507	113			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	263	5166	0				0	2983	642			
Grp Volume(v), veh/h	1361	2253	0				0	107	109			
Grp Sat Flow(s),veh/h/ln	1857	1702	0				0	1777	1755			
Q Serve(g_s), s	80.5	70.6	0.0				0.0	5.8	6.0			
Cycle Q Clear(g_c), s	80.5	70.6	0.0				0.0	5.8	6.0			
Prop In Lane	0.14		0.00				0.00		0.37			
Lane Grp Cap(c), veh/h	1366	2504	0				0	312	308			
V/C Ratio(X)	1.00	0.90	0.00				0.00	0.34	0.36			
Avail Cap(c_a), veh/h	1366	2504	0				0	312	308			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.5	37.7	0.0				0.0	39.8	39.9			
Incr Delay (d2), s/veh	23.4	5.7	0.0				0.0	3.0	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	48.7	34.0	0.0				0.0	2.8	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	43.5	0.0				0.0	42.8	43.1			
LnGrp LOS	E	D	A				A	D	D			
Approach Vol, veh/h		3614						216				
Approach Delay, s/veh		51.6						42.9				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.8						24.2				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.9						19.3				
Max Q Clear Time (g_c+I1), s		82.5						8.0				
Green Ext Time (p_c), s		0.0						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			51.1									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖↗	↖
Traffic Volume (veh/h)	22	1396	1134	53	159	174
Future Volume (veh/h)	22	1396	1134	53	159	174
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	1826	1870	1870
Adj Flow Rate, veh/h	24	1517	1233	58	173	189
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	424	3929	2481	117	470	216
Arrive On Green	0.24	0.79	1.00	1.00	0.14	0.14
Sat Flow, veh/h	1781	5149	5043	229	3456	1585
Grp Volume(v), veh/h	24	1517	840	451	173	189
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1785	1728	1585
Q Serve(g_s), s	1.5	13.0	0.0	0.0	6.4	16.4
Cycle Q Clear(g_c), s	1.5	13.0	0.0	0.0	6.4	16.4
Prop In Lane	1.00			0.13	1.00	1.00
Lane Grp Cap(c), veh/h	424	3929	1690	908	470	216
V/C Ratio(X)	0.06	0.39	0.50	0.50	0.37	0.88
Avail Cap(c_a), veh/h	424	3929	1690	908	1064	488
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	41.2	4.5	0.0	0.0	55.0	59.3
Incr Delay (d2), s/veh	0.0	0.3	1.0	1.8	0.2	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	0.6	3.5	0.2	0.4	2.8	14.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.2	4.8	1.0	1.8	55.2	63.7
LnGrp LOS	D	A	A	A	E	E
Approach Vol, veh/h		1541	1291		362	
Approach Delay, s/veh		5.3	1.2		59.7	
Approach LOS		A	A		E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		116.1		23.9	39.1	77.0
Change Period (Y+Rc), s		5.7		4.9	5.7	* 5.8
Max Green Setting (Gmax), s		86.3		43.1	10.6	* 71
Max Q Clear Time (g_c+I1), s		15.0		18.4	3.5	2.0
Green Ext Time (p_c), s		44.7		0.7	0.0	31.7

Intersection Summary

HCM 6th Ctrl Delay	9.8
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)	117	1399	19	16	1123	9	0	11	26	70	0	30
Future Volume (veh/h)	117	1399	19	16	1123	9	0	11	26	70	0	30
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	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	1608	22	18	1291	0	0	13	30	80	0	34
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	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	659	2581	35	468	2001		58	16	38	184	0	84
Arrive On Green	0.74	1.00	1.00	0.26	0.40	0.00	0.00	0.03	0.03	0.05	0.00	0.05
Sat Flow, veh/h	1781	5067	69	1781	4985	1585	1781	499	1152	3456	0	1576
Grp Volume(v), veh/h	134	1055	575	18	1291	0	0	0	43	80	0	34
Grp Sat Flow(s),veh/h/ln	1781	1662	1813	1781	1662	1585	1781	0	1651	1728	0	1576
Q Serve(g_s), s	3.2	0.0	0.0	1.1	29.3	0.0	0.0	0.0	3.6	3.1	0.0	2.9
Cycle Q Clear(g_c), s	3.2	0.0	0.0	1.1	29.3	0.0	0.0	0.0	3.6	3.1	0.0	2.9
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	659	1692	924	468	2001		58	0	54	184	0	84
V/C Ratio(X)	0.20	0.62	0.62	0.04	0.65		0.00	0.00	0.80	0.44	0.00	0.41
Avail Cap(c_a), veh/h	659	1692	924	468	2001		103	0	95	842	0	384
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)	0.93	0.93	0.93	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	38.4	33.8	0.0	0.0	0.0	67.2	64.2	0.0	64.1
Incr Delay (d2), s/veh	0.1	1.6	2.9	0.0	1.6	0.0	0.0	0.0	9.5	0.6	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	1.2	0.4	0.8	0.5	11.7	0.0	0.0	0.0	1.7	1.4	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	1.6	2.9	38.5	35.5	0.0	0.0	0.0	76.7	64.8	0.0	65.3
LnGrp LOS	B	A	A	D	D		A	A	E	E	A	E
Approach Vol, veh/h	1764				1309		A	43				114
Approach Delay, s/veh	2.8				35.5			76.7				65.0
Approach LOS	A				D			E				E
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	11.2	77.0	12.3		56.2	62.0	9.5					
Change Period (Y+Rc), s	4.4	5.7	4.9		4.4	5.8	4.9					
Max Green Setting (Gmax), s	60.6	71.3	34.1		21.6	56.2	8.1					
Max Q Clear Time (g_c+1), s	13.6	2.0	5.1		5.2	31.3	5.6					
Green Ext Time (p_c), s	0.0	36.3	0.3		0.1	15.3	0.0					

Intersection Summary

HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 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)	205	1443	305	763	1071	0	277	36	695	0	28	156
Future Volume (veh/h)	205	1443	305	763	1071	0	277	36	695	0	28	156
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		No		No
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	220	1552	328	820	1152	0	298	39	0	0	30	168
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	5	2	2	2	2	2	2
Cap, veh/h	244	1577	665	1274	3499	0	358	194		0	116	158
Arrive On Green	0.14	0.32	0.32	0.37	0.56	0.00	0.10	0.10	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1584	3456	6537	0	3456	1870	1585	0	1870	2547
Grp Volume(v), veh/h	220	1552	328	820	1152	0	298	39	0	0	30	168
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	0	1728	1870	1585	0	1870	1274
Q Serve(g_s), s	17.0	43.3	21.2	27.5	13.9	0.0	11.8	2.7	0.0	0.0	2.1	8.7
Cycle Q Clear(g_c), s	17.0	43.3	21.2	27.5	13.9	0.0	11.8	2.7	0.0	0.0	2.1	8.7
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	244	1577	665	1274	3499	0	358	194		0	116	158
V/C Ratio(X)	0.90	0.98	0.49	0.64	0.33	0.00	0.83	0.20		0.00	0.26	1.06
Avail Cap(c_a), veh/h	358	1577	665	1274	3499	0	913	494		0	116	158
HCM Platoon Ratio	1.00	1.00	1.00	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	0.61	0.61	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	59.4	47.5	29.7	36.6	16.8	0.0	61.6	57.5	0.0	0.0	62.6	65.7
Incr Delay (d2), s/veh	14.6	19.2	2.6	0.1	0.0	0.0	1.2	0.1	0.0	0.0	1.2	88.8
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	8.5	20.1	10.0	11.3	4.8	0.0	5.2	1.3	0.0	0.0	1.1	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.1	66.7	32.3	36.7	16.8	0.0	62.8	57.6	0.0	0.0	63.7	154.4
LnGrp LOS	E	E	C	D	B	A	E	E		A	E	F
Approach Vol, veh/h		2100			1972			337	A		198	
Approach Delay, s/veh		62.1			25.1			62.2			140.7	
Approach LOS		E			C			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	57.0	50.0		13.6	23.6	83.4		19.4				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.1	* 44		8.7	28.1	46.6		37.0				
Max Q Clear Time (g_c+Q), s	29.5	45.3		10.7	19.0	15.9		13.8				
Green Ext Time (p_c), s	0.2	0.0		0.0	0.2	19.0		0.6				

Intersection Summary

HCM 6th Ctrl Delay	49.6
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.
- Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

SAN ADP EA
 34: Harbor Island Dr & Sheraton Hotel/Old Rent A Car Access

Year 2031 with Project
 Timing Plan: PM PEAK



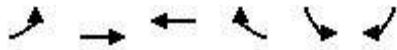
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	0	41	5	0	511	22	389	13	750	410	64
Future Volume (veh/h)	80	0	41	5	0	511	22	389	13	750	410	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.96	1.00		0.96	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	64	29	44	0	0	549	23	414	14	798	436	68
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	73	26	40	0	371	606	58	603	20	816	1840	285
Arrive On Green	0.04	0.04	0.04	0.00	0.00	0.20	0.03	0.17	0.17	0.46	0.60	0.60
Sat Flow, veh/h	1781	641	973	0	1870	3054	1781	3502	118	1781	3078	477
Grp Volume(v), veh/h	64	0	73	0	0	549	23	210	218	798	250	254
Grp Sat Flow(s),veh/h/ln	1781	0	1615	0	1870	1527	1781	1777	1844	1781	1777	1778
Q Serve(g_s), s	4.4	0.0	5.0	0.0	0.0	21.6	1.6	13.6	13.7	54.0	8.1	8.2
Cycle Q Clear(g_c), s	4.4	0.0	5.0	0.0	0.0	21.6	1.6	13.6	13.7	54.0	8.1	8.2
Prop In Lane	1.00		0.60	0.00		1.00	1.00		0.06	1.00		0.27
Lane Grp Cap(c), veh/h	73	0	66	0	371	606	58	306	318	816	1062	1063
V/C Ratio(X)	0.88	0.00	1.11	0.00	0.00	0.91	0.40	0.68	0.69	0.98	0.24	0.24
Avail Cap(c_a), veh/h	73	0	66	0	442	722	87	405	421	827	1144	1145
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	58.6	0.0	58.9	0.0	0.0	48.1	58.2	47.7	47.7	32.6	11.6	11.6
Incr Delay (d2), s/veh	66.2	0.0	144.1	0.0	0.0	12.3	1.6	2.4	2.4	25.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	4.7	0.0	0.0	9.3	0.7	6.2	6.4	28.0	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	124.7	0.0	203.0	0.0	0.0	60.4	59.8	50.0	50.1	58.2	11.6	11.7
LnGrp LOS	F	A	F	A	A	E	E	D	D	E	B	B
Approach Vol, veh/h		137			549			451			1302	
Approach Delay, s/veh		166.4			60.4			50.5			40.2	
Approach LOS		F			E			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	60.2	25.1		9.0	8.0	77.4		28.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	57.0	28.0		5.0	6.0	79.0		29.0				
Max Q Clear Time (g_c+50), s	56.0	15.7		7.0	3.6	10.2		23.6				
Green Ext Time (p_c), s	0.2	1.6		0.0	0.0	2.6		0.8				

Intersection Summary

HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	261	17	9	157	177	281
Future Volume (veh/h)	261	17	9	157	177	281
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	301	0	10	0	195	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	866	455	661		348	
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	301	0	10	0	195	0
Grp Sat Flow(s),veh/h/ln	1870	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.8	0.0	0.1	0.0	2.1	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.1	0.0	2.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	866	455	661		348	
V/C Ratio(X)	0.35	0.00	0.02		0.56	
Avail Cap(c_a), veh/h	989	519	661		1134	
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	12.4	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/lr	0.9	0.0	0.0	0.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.6	0.0	8.4	0.0	18.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		301	10	A	195	A
Approach Delay, s/veh		12.6	8.4		18.4	
Approach LOS		B	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.6		8.0		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+l1), s		4.8		4.1		2.1
Green Ext Time (p_c), s		0.5		0.4		0.0

Intersection Summary

HCM 6th Ctrl Delay	14.8
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	196	163	10	1	1
Future Vol, veh/h	9	196	163	10	1	1
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	228	190	12	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	202	0	-	0	330 101
Stage 1	-	-	-	-	196 -
Stage 2	-	-	-	-	134 -
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	1367	-	-	-	639 935
Stage 1	-	-	-	-	818 -
Stage 2	-	-	-	-	878 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1367	-	-	-	634 935
Mov Cap-2 Maneuver	-	-	-	-	634 -
Stage 1	-	-	-	-	811 -
Stage 2	-	-	-	-	878 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1367	-	-	-	756
HCM Lane V/C Ratio	0.008	-	-	-	0.003
HCM Control Delay (s)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖↖	↑↑↑↑	↖	↗
Traffic Volume (veh/h)	3994	58	114	1457	46	169
Future Volume (veh/h)	3994	58	114	1457	46	169
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	4295	62	123	1567	49	182
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	3944	994	413	4932	253	203
Arrive On Green	0.63	0.63	0.24	1.00	0.14	0.14
Sat Flow, veh/h	6537	1583	3456	6537	1781	1427
Grp Volume(v), veh/h	4295	62	123	1567	49	182
Grp Sat Flow(s),veh/h/ln	1570	1583	1728	1570	1781	1427
Q Serve(g_s), s	87.9	2.1	4.1	0.0	3.4	17.6
Cycle Q Clear(g_c), s	87.9	2.1	4.1	0.0	3.4	17.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3944	994	413	4932	253	203
V/C Ratio(X)	1.09	0.06	0.30	0.32	0.19	0.90
Avail Cap(c_a), veh/h	3944	994	413	4932	407	326
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	0.09	0.09	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	26.1	10.1	48.5	0.0	53.0	59.1
Incr Delay (d2), s/veh	40.6	0.0	0.1	0.2	0.1	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	0.0	0.7	1.7	0.1	1.6	7.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.6	10.1	48.6	0.2	53.1	70.8
LnGrp LOS	F	B	D	A	D	E
Approach Vol, veh/h	4357			1690	231	
Approach Delay, s/veh	65.8			3.7	67.1	
Approach LOS	E			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	22.0	93.2		115.2	24.8	
Change Period (Y+Rc), s	5.3	* 5.3		5.3	4.9	
Max Green Setting (Gmax), s	5.5	* 88		97.8	32.0	
Max Q Clear Time (g_c+1/3), s	11.6	89.9		2.0	19.6	
Green Ext Time (p_c), s	0.0	0.0		50.2	0.3	

Intersection Summary

HCM 6th Ctrl Delay	49.2
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)	9	4056	0	11	1232	60	0	0	0	5	0	5
Future Volume (veh/h)	9	4056	0	11	1232	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	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	4315	0	12	1311	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	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	400	4193	0	51	3947	192	0	49	0	97	0	40
Arrive On Green	0.45	1.00	0.00	0.03	0.64	0.64	0.00	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5149	0	1781	6181	301	0	1870	0	1740	0	1552
Grp Volume(v), veh/h	10	4315	0	12	999	376	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1772	0	1870	0	1740	0	1552
Q Serve(g_s), s	0.4	0.0	0.0	0.9	13.6	13.7	0.0	0.0	0.0	0.4	0.0	0.4
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.9	13.6	13.7	0.0	0.0	0.0	0.4	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.17	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	400	4193	0	51	3008	1131	0	49	0	97	0	40
V/C Ratio(X)	0.02	1.03	0.00	0.24	0.33	0.33	0.00	0.00	0.00	0.05	0.00	0.12
Avail Cap(c_a), veh/h	400	4193	0	51	3008	1131	0	428	0	449	0	355
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(l)	0.20	0.20	0.00	0.96	0.96	0.96	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	0.0	66.5	11.6	11.6	0.0	0.0	0.0	66.6	0.0	66.6
Incr Delay (d2), s/veh	0.0	15.6	0.0	0.8	0.3	0.8	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	0.2	6.1	0.0	0.4	4.5	5.2	0.0	0.0	0.0	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	15.6	0.0	67.3	11.9	12.4	0.0	0.0	0.0	66.7	0.0	67.1
LnGrp LOS	C	F	A	E	B	B	A	A	A	E	A	E
Approach Vol, veh/h	4325				1387		0		10			
Approach Delay, s/veh	15.7				12.5		0.0		66.9			
Approach LOS	B				B		E		E			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.4		8.5	36.8	94.7		8.5					
Change Period (Y+Rc), s	4.4	5.3	4.9	5.3	* 5.3	4.9						
Max Green Setting (Gmax), s	89.4		32.0	4.0	* 89	32.0						
Max Q Clear Time (g_c+1), s	2.0		2.4	2.4	15.7	0.0						
Green Ext Time (p_c), s	0.0	86.9	0.0	0.0	31.3	0.0						

Intersection Summary

HCM 6th Ctrl Delay	15.0
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	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	
Traffic Volume (veh/h)	4035	1	15	1376	0	18
Future Volume (veh/h)	4035	1	15	1376	0	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	0.80
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	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	4203	1	16	1433	0	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4086	1	23	4175	0	117
Arrive On Green	0.79	0.79	0.01	0.84	0.00	0.10
Sat Flow, veh/h	5312	1	1781	5149	0	1223
Grp Volume(v), veh/h	2713	1491	16	1433	0	20
Grp Sat Flow(s),veh/h/ln	1662	1826	1781	1662	0	1287
Q Serve(g_s), s	113.9	113.9	1.3	9.4	0.0	2.0
Cycle Q Clear(g_c), s	113.9	113.9	1.3	9.4	0.0	2.0
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2638	1449	23	4175	0	123
V/C Ratio(X)	1.03	1.03	0.68	0.34	0.00	0.16
Avail Cap(c_a), veh/h	2638	1449	50	4248	0	162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	14.8	70.5	2.7	0.0	59.6
Incr Delay (d2), s/veh	25.3	31.3	12.3	0.2	0.0	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	0.1	45.4	0.7	2.0	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.1	46.1	82.8	2.8	0.0	60.2
LnGrp LOS	F	F	F	A	A	E
Approach Vol, veh/h	4204			1449	20	
Approach Delay, s/veh	42.2			3.7	60.2	
Approach LOS	D			A	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	6.3	119.1		125.4	18.1	
Change Period (Y+Rc), s	4.4	5.2		5.2	4.4	
Max Green Setting (Gmax), s	113.9	113.9		122.3	18.1	
Max Q Clear Time (g_c+1/3), s	113.9	113.9		11.4	4.0	
Green Ext Time (p_c), s	0.0	0.0		51.2	0.0	
Intersection Summary						
HCM 6th Ctrl Delay			32.5			
HCM 6th LOS			C			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	Y			↑↑↑	
Traffic Volume (veh/h)	0	722	0	0	2258	554
Future Volume (veh/h)	0	722	0	0	2258	554
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	768			2402	589
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3819	867
Arrive On Green	0.00	0.00			0.92	0.92
Sat Flow, veh/h	0				4329	944
Grp Volume(v), veh/h	0.0				1930	1061
Grp Sat Flow(s),veh/h/ln					1702	1700
Q Serve(g_s), s					5.9	7.5
Cycle Q Clear(g_c), s					5.9	7.5
Prop In Lane						0.56
Lane Grp Cap(c), veh/h					3125	1561
V/C Ratio(X)					0.62	0.68
Avail Cap(c_a), veh/h					3491	1744
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.4	0.5
Incr Delay (d2), s/veh					0.3	0.9
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.7	1.4
LnGrp LOS					A	A
Approach Vol, veh/h					2991	
Approach Delay, s/veh					1.0	
Approach LOS					A	
Timer - Assigned Phs						6
Phs Duration (G+Y+Rc), s						54.8
Change Period (Y+Rc), s						4.5
Max Green Setting (Gmax), s						56.2
Max Q Clear Time (g_c+I1), s						9.5
Green Ext Time (p_c), s						40.8
Intersection Summary						
HCM 6th Ctrl Delay			1.0			
HCM 6th LOS			A			

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)	107	955	27	20	890	347	33	57	39	236	26	154
Future Volume (veh/h)	107	955	27	20	890	347	33	57	39	236	26	154
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		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	120	1073	30	22	1000	390	37	64	44	265	29	173
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	147	1642	506	444	2546	787	199	344	254	381	516	453
Arrive On Green	0.03	0.11	0.11	0.25	0.50	0.50	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	5106	1573	1781	5106	1577	527	1187	876	1270	1777	1560
Grp Volume(v), veh/h	120	1073	30	22	1000	390	69	0	76	265	29	173
Grp Sat Flow(s),veh/h/ln	1781	1702	1573	1781	1702	1577	1076	0	1515	1270	1777	1560
Q Serve(g_s), s	8.0	24.2	2.1	1.1	14.7	19.8	2.5	0.0	4.5	23.7	1.4	10.6
Cycle Q Clear(g_c), s	8.0	24.2	2.1	1.1	14.7	19.8	13.1	0.0	4.5	28.2	1.4	10.6
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	147	1642	506	444	2546	787	358	0	440	381	516	453
V/C Ratio(X)	0.81	0.65	0.06	0.05	0.39	0.50	0.19	0.00	0.17	0.70	0.06	0.38
Avail Cap(c_a), veh/h	261	2183	673	444	2546	787	503	0	594	511	697	612
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)	0.94	0.94	0.94	0.93	0.93	0.93	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	47.2	37.3	34.3	18.8	20.0	34.9	0.0	31.8	42.3	30.7	34.0
Incr Delay (d2), s/veh	3.9	1.9	0.2	0.0	0.4	2.1	0.1	0.0	0.1	6.6	0.1	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	3.9	11.3	0.8	0.5	5.5	7.3	1.7	0.0	1.7	8.1	0.6	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	49.1	37.5	34.3	19.2	22.1	35.0	0.0	31.9	49.0	30.9	35.5
LnGrp LOS	E	D	D	C	B	C	D	A	C	D	C	D
Approach Vol, veh/h		1223			1412			145			467	
Approach Delay, s/veh		50.0			20.2			33.4			42.9	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	36.0	44.3		39.7	14.3	65.9		39.7				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	6.6	* 51		47.1	17.6	39.9		47.1				
Max Q Clear Time (g_c+1), s	13.1	26.2		30.2	10.0	21.8		15.1				
Green Ext Time (p_c), s	0.0	12.4		4.6	0.1	13.8		0.6				

Intersection Summary

HCM 6th Ctrl Delay	35.3
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	616	1	0	558	524	1	0	0	461	0	33
Future Volume (veh/h)	50	616	1	0	558	524	1	0	0	461	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	677	1	0	613	0	1	0	0	541	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	1010	1	733	2023		52	0	46	664	348	0
Arrive On Green	0.04	0.19	0.19	0.00	0.19	0.00	0.03	0.00	0.00	0.19	0.00	0.00
Sat Flow, veh/h	1781	5265	8	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	55	438	240	0	613	0	1	0	0	541	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	14.3	14.3	0.0	17.8	0.0	0.1	0.0	0.0	17.5	0.0	0.0
Cycle Q Clear(g_c), s	3.7	14.3	14.3	0.0	17.8	0.0	0.1	0.0	0.0	17.5	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	71	653	358	733	2023		52	0	46	664	348	0
V/C Ratio(X)	0.78	0.67	0.67	0.00	0.30		0.02	0.00	0.00	0.82	0.00	0.00
Avail Cap(c_a), veh/h	98	814	447	733	2023		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(l)	1.00	1.00	1.00	0.00	0.92	0.00	1.00	0.00	0.00	0.88	0.00	0.00
Uniform Delay (d), s/veh	57.1	45.0	45.0	0.0	28.2	0.0	56.6	0.0	0.0	46.8	0.0	0.0
Incr Delay (d2), s/veh	14.9	5.4	9.6	0.0	0.4	0.0	0.1	0.0	0.0	0.8	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	1.9	6.4	7.4	0.0	8.5	0.0	0.0	0.0	0.0	7.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	50.4	54.6	0.0	28.6	0.0	56.7	0.0	0.0	47.7	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		733			613	A		1			541	
Approach Delay, s/veh		53.4			28.6			56.7			47.7	
Approach LOS		D			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	55.3	28.1		28.3	9.2	74.2		8.4				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	30.0	* 29		37.0	6.6	25.3		30.0				
Max Q Clear Time (g_c+10), s	16.3			19.5	5.7	19.8		2.1				
Green Ext Time (p_c), s	0.0	6.7		1.0	0.0	2.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- 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)	284	253	127	86	469	183	198	882	86	120	816	184
Future Volume (veh/h)	284	253	127	86	469	183	198	882	86	120	816	184
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		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	302	269	135	91	499	195	211	938	91	128	868	196
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	323	673	327	111	604	341	232	1528	148	172	1374	608
Arrive On Green	0.18	0.29	0.29	0.06	0.17	0.17	0.13	0.47	0.47	0.05	0.39	0.39
Sat Flow, veh/h	1781	2305	1120	1781	3554	1543	1781	3271	317	3456	3554	1574
Grp Volume(v), veh/h	302	205	199	91	499	195	211	510	519	128	868	196
Grp Sat Flow(s),veh/h/ln	1781	1777	1648	1781	1777	1543	1781	1777	1811	1728	1777	1574
Q Serve(g_s), s	25.1	13.9	14.6	7.6	20.3	10.9	17.5	32.1	32.1	5.5	29.7	7.7
Cycle Q Clear(g_c), s	25.1	13.9	14.6	7.6	20.3	10.9	17.5	32.1	32.1	5.5	29.7	7.7
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	323	519	481	111	604	341	232	830	846	172	1374	608
V/C Ratio(X)	0.94	0.40	0.41	0.82	0.83	0.57	0.91	0.61	0.61	0.74	0.63	0.32
Avail Cap(c_a), veh/h	387	570	528	181	734	398	280	830	846	203	1374	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	42.5	42.8	69.5	60.1	25.7	64.3	29.8	29.8	70.3	37.3	11.3
Incr Delay (d2), s/veh	25.7	0.2	0.2	5.5	5.1	0.5	25.7	3.4	3.3	9.1	2.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ft	3.7	6.2	6.0	3.6	9.6	4.1	9.6	14.6	14.8	2.7	13.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.3	42.7	43.0	75.0	65.2	26.2	90.1	33.2	33.2	79.5	39.6	12.7
LnGrp LOS	F	D	D	E	E	C	F	C	C	E	D	B
Approach Vol, veh/h		706			785			1240			1192	
Approach Delay, s/veh		61.4			56.6			42.9			39.4	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.9	75.4	13.8	49.0	24.0	63.3	32.4	30.4				
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	8.8	* 59	15.2	48.1	23.6	43.8	32.6	* 31				
Max Q Clear Time (g_c+11), s	17.5	34.1	9.6	16.6	19.5	31.7	27.1	22.3				
Green Ext Time (p_c), s	0.0	2.5	0.0	0.9	0.0	2.2	0.1	1.1				

Intersection Summary

HCM 6th Ctrl Delay	47.9
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.